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Thursday, April 19, 1979
Chaitra 29, 1901 (Saka)

LOK SABHA DEBATES

Seventh Session
(Sixth Lok Sabha)



सत्यमेव जयते

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LOK SABHA DEBATES

I

LOK SABHA

Thursday April 19, 1979/Chanra 29, 1901
(Saka)

The Lok Sabha met at Eleven of the Clock

[MR SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Visit to African Countries

*784 SHRI YUVRAJ Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) whether the Minister of State visited some African countries recently if so what are these countries,

(b) whether he had promised any medicine and other assistance to them if so, what are they and to which countries,

(c) whether these have been given to them, and

(d) if not why?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU) (a) I visited Ethiopia, Kenya, Zaire, Ghana, Liberia and Senegal from the 10th to 22nd September, 1978. In Ethiopia I led the Indian delegation to the fourth Ethiopian Revolution Day celebrations on the 11th September, 1978. The visit to the other countries was a goodwill visit.

(b) to (d). I promised to gift some foodgrains, medicines and baby food to Zaire for relief of the drought affected people of Bas-Zaire. The Food Corporation of India is in the process of making arrangements for the supply of foodgrains, medicines and baby food have been procured and are awaiting despatch. I also offered to gift some 'murrab' buffaloes to Senegal, the modalities of implementing this offer are under discussion with the Senegalese authorities.

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श्री युवराज : अध्यक्ष महोदय, पिछले मित-बर में माननीय विदेश राज्य मंत्री ने इथापिया, कीनिया, जाइर, घाना, लाइबेरिया और मनेगल की यात्रा की थी। यह सर्वविदित है कि अफ्रीका का वह भाग पाच छ बरसों से भारी सूखे और अकाल से ग्रस्त रहा है और लगभग लाख, सवा लाख लोग इथापिया में भूख से मरे हैं। यह भी सर्वविदित है कि अफ्रीका में सत्र से अधिक लोग—26 प्रतिशत भुखमरी से अफ्रीका में शिकार होते हैं। जब मंत्री महोदय ने देखा कि मनेगल का पूरा क्षेत्र सूखे और अकाल से पीड़ित है, तो उन्होंने वहाँ पर यह आवासन दिया कि खाद्यान्न, वस्त्रों के लिए पीप्टिक खाद्य पदार्थ और दवाय वहाँ भेजी जाएंगी। यह बहुत ही दुःखद बात है कि सात माह बीत गये हैं और आज आठवा माह भी बीत रहा है मगर अभी तक वहाँ खाद्यान्न, दवायें और बच्चों के लिए पीप्टिक खाद्य पदार्थ नहीं भेजे गये हैं। मैं यह जानना चाहता हूँ कि इसका क्या कारण है।

श्री समरेन्द्र कुन्दू : यह सही है कि यह सामान भेजने में थोड़ी सी देरी हो गई है। हम उसे भेजने के लिए हर तरह की कोशिश कर रहे हैं। बेबी फूड और मेडिसिन्स हमने प्रोफ़्यूर कर ली हैं और हमने एयर इंडिया को क्विन्टेटी पैसेज देने के लिए रिक्वेस्ट किया है। वह भी सिविल एवियेशन डिपार्टमेंट से जल्दी मंजूर हो जायेगा। वहाँ पर हमारे जो एम्बेसेडर हैं, हमने उनको इतला कर दी है और मेरे क्वयल में हम बेबी फूड और मेडिसिन्स बहुत जल्दी उनको पहुँचा देंगे।

बास-जाइर में-सेनेगल में नहीं—बहुत बड़ा अकाल पडा था और वहाँ अन्न का बहुत अभाव था। इसलिए हम ने वहाँ कुछ गेहूँ और चावल भेजने का आवासन दिया था। हमारे लिए

एक डिफिकल्टी यह है कि किन्सहासा, बाहर, के लिए हमारे यहां से कोई डायरेक्ट शिपिंग साइन नहीं है। हम इस बारे में हर एक कोशिश कर रहे हैं। जो एकमात्र साइन है सिंधिया स्टीमशिप कम्पनी लिमिटेड, हमने उन को भीफ कंड्रोलर आफ चार्टरिंग के जरिये से कहा है कि जो नैक्स्ट जहाज उधर जायेगा, वह हमारा सामान ले कर जाये। हम सोच रहे हैं कि अगर हम गहूँ के बदले में भावल दे सकें, तो अच्छा है।

श्री सुबराज : जब राधक मंत्री वहां गए थे और उन्होंने वहां की कारुणिक स्थिति को देखा कि सूखे और भ्रूकाल से लोग बुरी तरह मर रहे हैं और बच्चे भी बुरी तरह से उस से प्रभावित हैं, तो मैं यह जानना चाहता हूँ कि सात माह बीतने के बाद भी आप कौन सी ब्यवस्था कर रहे थे, किन चीजों की कमी थी, क्या आप के पास खाद्यान्न नहीं था या दवाई की कमी थी या जो भेजने की एजेंसी थी उस को भेजने में कोई कठिनाई थी जो सात माह बीतने के बाद भी आप यह भेज नहीं सके? आप आश्वासन दे कर बताते हैं और क्या वजह है कि आप ने अब तक ये चीजें नहीं भेजी? आप ने इस का पता लगाया कि इन देशों में इन चीजों के नहीं जाने से कितने लोग मरे और कितने लोग आज परेशान हैं? मैं सरकार से यह जानना चाहता हूँ कि इस विलम्ब के लिए कौन जिम्मेदार है? ये मुट्ठी भर नौकर-शाह जो चाहेंगे वही होगा या गवर्नमेंट की कोई मर्यादा है, कोई जिम्मेदारी है? मैं जानना चाहता हूँ कि इस के लिए जो जिम्मेदार हैं जन के खिलाफ सरकार कौन सी कार्यवाही करेगी और अब तक ये तमाम चीजें भेजी जायेंगी?

श्री सचरेन्द्र कुन्डू : मैं माननीय सदस्य से प्रार्थना करता कि भ्रमी जो परस्थिति है इस परिस्थिति में कौन जिम्मेदार है इस के पीछे समय न लगा कर हम सब कोशिश करें कि कैसे जल्दी से जल्दी ये चीजें वहां पर पहुंच जायें। उस के लिए एक हमारी जो मुश्किल है वह यह है कि कुछ कानून बना हुआ है, इस

के लिए फाइनेंसियल सैंकशन चाहिए, फाइनेंस डिपार्टमेंट में जाना चाहिए, तो उस को भी हम लोग थोड़ा सा हल करने की कोशिश कर रहे हैं।

PROF. P. G. MAVALANKAR : I am glad to find that my hon. friend the Minister of State had gone to a number of African countries like Zaire, Ethiopia, Kenya, etc. I also know that Shri Atalji had been to Kenya recently. I would like to ask in that connection whether Government are aware of the fact that although India's interest at both Government and people levels, in African continent and African people and particularly regarding African struggle for independence is extensive and genuine, the fact still remains that in terms of diplomatic exchange and also in terms of political, educational and cultural exchanges, economic and trade relations, Government have not been able to do much in terms of significant contribution for African people and Government. May I know, therefore, what the Minister of External Affairs is going to do with regard to strengthening the Indo-African relations?

MR. SPEAKER : That is not a question. He is only supplying the information. You are enlarging it.

PROF. P. G. MAVALANKAR : You kindly bear with me. The Minister says : he went to Ethiopia to lead to delegation.

MR. SPEAKER : No, no, that is in the answer why he went there.

PROF. P. G. MAVALANKAR : He said that he had gone to other 4 countries on a goodwill mission. My question arises from the answer to part (a). He says : he went to Ethiopia to lead a delegation and to other 4 countries on a goodwill mission. Therefore, my question arises. If he goes to those African countries on a goodwill mission, then what exactly that goodwill mission is producing in terms of strengthening India's interest and relations with African countries? I hope that is relevant.

MR. SPEAKER : It is a big policy question that you are asking.

PROF. P. G. MAVALANKAR : What policy question? He has gone to 4 countries. He must be able to answer it.

MR. SPEAKER : I don't think.

PROF. P. G. MAVALANKAR : Why are you against Indo-African relations? Indo-African relations are important. It arises immediately out of this. He went on a goodwill mission; and both of them, the Ministers, are ready to answer.

MR. SPEAKER : No, no, it is a very large policy question.

श्री सुरेश बहादुर साह : क्या मंत्री महोदय यह बताने की कृपा करेंगे कि वहाँ अपनी फरागदिली का इजहार करने के पहले भयवा अपनी उदारता प्रकट करने के पूर्व उन को यह मालूम था या इस का संदेह था कि वहाँ सामान भेजने में देरी होगी? यदि हाँ, तो क्या उन्होंने उन को आश्वासित करने के समय इस बात को सोचा था कि आठ महीने बीत जाएंगे? यदि हाँ तो क्या उन्होंने उन से यह कहा था कि आपको ये बीजें मूहैया करने में समय लगेगा?

श्री सचरेन्द्र कुन्डू : माननीय सदस्य ने यह बहुत अच्छी बात उठाई है ..

अध्यक्ष महोदय : सब बात अच्छी है, काम अच्छा नहीं है।

श्री सचरेन्द्र कुन्डू : बातचीत में काम निकलेगा। मैंने उनको वहाँ पर बता दिया था कि सामान भेजने में थोड़ी सी दिक्कत होगी क्योंकि हमारी डायरेक्ट शिपिंग लाइन नहीं है और उन को इस बात का अनुभव भी था।

Passenger Coaches

*786. **SHRI AHSAN JAFRI :** Will the Minister of RAILWAYS be pleased to state :

(a) How many passenger coaches were ready in the different Workshops of Railways on the 23rd March, 1979 ;

(b) whether it is correct that a great number of coaches could not be put on rail because of the non-availability of railway wheels ;

(c) whether it is correct that Railway is importing wheels ;

(d) if so, from which country and the total number of wheels imported from outside during 1977-78 and 1978-79 ;

(e) whether it is correct that Railways have failed to allot coaches to the people who organise tours during April and May every year ; and

(f) how many coaches were lying in workshops for repairs on the 23rd March, 1979 ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) : (a) to (f). A Statement is laid on the table of the House.

Statement

(a) 138 passenger coaches were made ready for service in different workshops of Railways on 23rd March, 1979, after Periodical Overhaul.

(b) Only some coaches could not be put on rail because of the non-availability of wheels.

(c) No wheels for coaches have been imported so far. However, arrangements have been made for import of wheels of Broad Gauge ICF Coaches for the period September '79-August '80.

(d) No import of Coach Wheels was made for 1977-78 and 1978-79. For the period September '79-August '80, 2501 Wheels from Italy and 4588 Wheels from Australia have been ordered.

(e) As the Railways have decided to run 1700 Summer Specials in 1979, all requests for coaches from tour organisers cannot be met. However, efforts are being made to provide maximum number of coaches as reserved carriages and special trains on party account.

(f) 2027 coaches.

श्री अहसान जाफरी : बड़े ताज्जुब की बात है कि सितम्बर, 1979 से अगस्त, 1980 के दरम्यान में 7089 रेलवे व्हील मेट्रॉ बाहर से मंगाने का रेलवे ने प्रोग्राम बनाया है। इसके पहले कभी ऐसा प्रोग्राम नहीं बनाया गया। रेलवे की वर्कशाप्ट बड़े अच्छे ढंग से काम करती थीं। आज हिन्दुस्तान की

रेलवे लाइन एशिया की सबसे बड़ी रेलवे लाइन है, हम बाहर के देशों को कोचेज और रेल बनाकर देते हैं, इजन बनाकर देते हैं, डीजल इजन बनाकर देते हैं फिर क्या बजह है कि आज हमारी रेलवे में कोचेज की कमी पैदा हो रही है? क्या हम व्हीलर बनाने के काबिल नहीं हैं या कोई और गडबडी है जिसकी वजह से प्रापर काम नहीं हो रहा है?

प्रो० मधु बच्छते : हम सवाल का जवाब मैंने इस सदन में कई मर्तबा दिया है। जहां तक कोचेज के और बैंगन के व्हील सेट्स का सवाल है, हम लोग दुर्गापुर स्टील प्लान्ट में व्हील सेट्स मगवाते हैं। दुर्गापुर स्टील प्लान्ट के काम में, बंगाल में जो बड़ी बाढ़ आई उसकी वजह से दिक्कत पैदा हुई। अगर वह दिक्कत पैदा नहीं होती तो जितने व्हील सेट्स की जरूरत थी वह पूरी हो जाती और विदेशों से मगाने की जरूरत महसूस नहीं होती। बाढ़ की वजह से दुर्गापुर स्टील प्लान्ट पर बुरा असर पड़ा। मैं उस मिनिसट्री को भी दोष नहीं देना चाहता क्योंकि वह एक नेचुरल कैलेमिटी थी जिसकी वजह से वे अपना वायदा पूरा नहीं कर पाए। इसीलिए यह फैसला किया गया कि विदेशों से व्हील सेट्स इम्पोर्ट किए जायें। लेकिन मैं आपको धकीन दिलाना चाहता हूँ कि यह कोई परमिनेन्ट फंक्शन नहीं है। दुर्गापुर स्टील प्लान्ट से अगर हमें व्हील सेट्स मिलते रहेंगे तो हमें बाहर से मगाने की जरूरत नहीं रहेगी।

श्री अहसान जाफरी : मंत्री जी, मैंने कहा कि व्हील सेट्स बाहर से मगाने की बात कोई परमिनेन्ट फंक्शन नहीं रहेगी। इस सिलसिले में मैं एक बात यह पूछना चाहता हूँ कि भारत में टूरिज्म के लिए कार्गो पैसा खर्च किया जा रहा है,

गवर्नमेन्ट आफ इंडिया की तरफ से श्री पूरे देश में नये नये टूरिस्ट सेन्टर्स खोले जा रहे हैं, और भी कितने ही काम किए जा रहे हैं लेकिन टूरिस्ट एसोसिएशन और प्राइवेट कम्पनीज जब कोचेज की मांग करती है तो रेलवे एथारिटीज बिल्कुल इनकार कर देती है। एक रेलवे जोन दूसरे रेलवे जोन के साथ कोई कोऑर्डिनेशन नहीं करता है। टूरिस्ट एसोसिएशन चार महीने पहले एप्लीकेशन देते हैं, 500 रुपये भी डिपोजिट करते हैं लेकिन उनके बावजूद जब उनकी स्टार्ट करने की डेट होती है उसके दो तीन दिन पहले खबर की जाती है कि उनकी एप्लीकेशन मजूर की गई या नहीं। मंत्री जी ने बताया है कि 2027 कोचेज रेलवे वर्कशाप्स में रिपेयर के लिए पड़ा था। अगर एक जान में 20 कोचेज भी निकाल कर अलग रख दी जायें तो पूरे देश के टूरिस्ट एसोसिएशन की मांग पूरी हो सकती है। मैं जानना चाहूंगा इस सिलसिले में आप क्या करने जा रहे हैं?

प्रो० मधु बच्छते : जहां तक कोचेज का सवाल है, दो प्रकार की दिक्कतें हमारे सामने हैं। गर्मी के मौसम में भ्रमण करने वालों की तादाद बहुत बढ़ती है। एक तरफ बहुत से यात्री किसी एजेंसी के जरिए नहीं, अपनी जिम्मेदारी पर यात्रा करना चाहते हैं और दूसरी तरफ ट्रेनेलिंग एजेंसीज भी कोचेज की मांग करती हैं, टूरिस्ट एसोसिएशन मांग करते हैं कि उनको स्पेशल ट्रेन और डिब्बे दिए जायें। इसको ध्यान में रखते हुए पिछले साल हमने 1173 एंटी-सनल ट्रेन्स का इंतजाम किया था और आपको जानकर खुशी होगी इस बार सभर रकम को मॉट करने के लिए 1700 एंटी-सनल ट्रेन्स को व्यवस्था की गई है। गर्मी के मौसम में इतने बड़े पैमाने पर यात्रियों

को लिए ट्रेन्स को व्यवस्था की गई है और तब ट्रिस्ट एजेंसीज और प्राइवेट एजेंसीज को डिब्बे देने में हमें कुछ कठिनाई आती है। पहले तो हम ऐन पैसेजर्स को जो अपना जिम्मेदारी पर आते हैं, उन को प्राथमिकता देगे

श्रीमती बन्नाबती जो ट्रेन्ज कैंन्सिल हो गई थी, उन को आप ने अभी तक चालू नहीं किया है

प्रो० मधु दण्डवते आप का सर्प्लामेन्टी बाद में।

श्रीमती बन्नाबती आप ने एक्स्ट्रा ट्रेन्ज चलाने के लिये कहा है।

PROF. MADHU DANDAVATE : Sir, did you allow her to ask the Supplementary ?

MR. SPEAKER : I have not allowed her to ask the Supplementary

PROF. MADHU DANDAVATE : It is a suggestion for action.

मैं यह बतला रहा था कि इतने बड़े पैमाने पर जब हम ने ट्रेन्ज का इन्तजाम किया है तो आम जनता की मांग को ध्यान में रखते हुए हम ने यह तय किया है कि कामशियल बेसिज पर ट्रिस्ट एसोसियेशन्ज या एजेंसीज को प्राथमिकता देने के बजाय जो दूसरे लोग हैं जैसे फार्मर्स हैं, यूथ सर्विजन्ज हैं, उन को प्राथमिकता दी जाय। लेकिन हम ने ट्रिस्ट एसोसियेशन्ज और ट्रेवल एजेंसीज के लिये भी "फर्स्ट-कम-फर्स्ट-सर्विस" के आधार पर रखा है। लेकिन यह भी सही है कि कभी-कभी जब फार्मर्स आते हैं यूथ सर्विजन्ज या पिलग्रिम्ज आते हैं तो दूसरो की प्राथमिकता को डिस्टर्ब कर के इन को देना पड़ता है। लेकिन जहाँ तक आप के सुझाव का सम्बन्ध है, इस गर्मी के मौसम में जितना भी ज्यादा इन्तजाम हो सकता है, हम करने की कोशिश करेंगे।

श्री गोविन्द राम मिरी : मैं मंत्री महोदय से जानना चाहता हूँ—दुर्गापुर स्टील प्लांट में जो रेल के पहिये बनते हैं—उन को लागत-कीमत क्या है और कितना माल रेल मंत्रालय उन से खरीदता है ? क्या रेल मंत्री इस बात से सहमत हैं कि लागत मूल्य से कम मूल्य पर यह खरीद की जाती है, जिस का सीधा असर उत्पादन पर पड़ता है ? यदि हाँ, तो इस कमी को दूर करने के लिये आप क्या व्यवस्था कर रहे हैं ?

प्रो० मधु दण्डवते : यह सवाल तो स्टील मिनिस्टर से पूछना चाहिये, मेरा पोर्ट फोलियो अभी बदला नहीं है, मैं अभी भी रेल मिनिस्टर हूँ।

MR. SPEAKER : If you have facts, you can answer.

PROF. MADHU DANDAVATE : I have got the facts.

हम ने दुर्गापुर स्टील प्लांट से पहले 27 हजार व्हील सेट्स देने की मांग की थी, बाद में दिक्कत को देखते हुए हम ने कहा कि 22 हजार दिये जाय। उसके बाद 17 हजार कर दिये गये, उन में से 15-16 हजार व्हील सेट्स हम को मिले। इस के लिये मैं उन को बोध नहीं देना चाहता हूँ, क्योंकि बाढ़ की वजह से जो दिक्कत पैदा हुई, उस से व्हील-सेट्स का उत्पादन कम हो गया। लेकिन जैसे ही वहा की परिस्थिति सुधर जायगी, हम को ज्यादा व्हील सेट्स मिलने लगेंगे, तब तक बीच में हम बिदेश से इम्पोर्ट कर रहे हैं।

श्री मोतीबाई शार० चौबरी : माननीय अध्यक्ष जी, अग्रेल-मई में स्पेशल रेल-गाडिया चलाने के लिये रेलवे ने जो नियम बनाये थे, उन में इस साल थोड़ा सा परिवर्तन हुआ है, ताकि ज्यादा सुविधा दी जा सके, उसे 30 दिन से

प्यादा के लिये दूध नहीं भी प्राय—इस तरह का नियमों में कुछ परिवर्तन किया गया है। लेकिन इस के बावजूद भी वेस्टर्न रेलवे ने "उमा ट्रेक्शन" को 65 दिन के लिये दिया है। नार्दन रेलवे ने भी "फर्स्ट क्लास 'फर्स्ट-सब्स'" नियम का उल्लंघन कर के 'किसान प्रगति मंडल, खण्डासन, गुजरात' को नहीं दिया और "भंडारी बेनी एण्ड पार्टी" को दे दिया गया। क्या इस के बारे में जांच की जायगी और जिसके साथ धन्याय हुआ है उस को गाडी दी जायगी ?

श्री० मधु हण्डवते : माननीय सदस्य को मैं बतलाना चाहता हूँ—बैंगे मेरी स्मरण शक्ति इतनी बुरी नहीं है, लेकिन इतनी झण्डी भी नहीं है कि हिन्दुस्तान की किस एजेन्सी को कितने दिनों के लिये ट्रेन दी गई है—यह सब बतला सकूँ। फिर भी आप ने जो सवाल पूछा है उस को जरूर ध्यान में रखूंगा और यकीन दिलाना चाहता हूँ कि सारी तफसील लेने के बाद मैं उन को जवाब लिखूंगा।

Impact of Blindness on National Economy

*788 SHRIMATI PARVATI DEVI Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state

(a) the number of blind population in the country,

(b) whether any assessment has been made about the impact of blindness on the national economy and its details,

(c) whether Government propose to modify medical studies for MBBS students to make ophthalmology as the main subject, and

(d) what other steps Government propose to take to check blindness and provide better diagnosis and treatment of the disease in view of its gravity ?

THE MINISTER OF HEALTH AND FAMILY WELFARE . (SHRI RABI RAY): (a) The number of blind persons in the country is estimated to be about 9 million.

(b) No Sir, but even if the cost of maintenance of a blind person is assumed at Rs 75/- per month, statistically the maintenance of all the blind persons should cost the nation over Rs. 800 crores annually.

(c) The Medical Council of India is statutorily responsible for laying down the medical standards in the country. The Council has been approached for inclusion of Ophthalmology as a separate subject in the final MBBS examination

(d) A statement containing the required information is laid on the table the Sabha

Statement

Steps taken/proposed to be taken to check blindness and provide better diagnosis and treatment of the disease

1 Health education to community in eye care measures so as to preserve eye sight and prevent visual impairment.

2 Provide immediate operative eye relief through mobile units which will also undertake comprehensive eye care services in the remote areas and also undertake survey of the community including pre-school and school-going children for early detection of visual impairment. 15 units have already been released to the State Governments and 15 more units will be released during 1979-80

3 Develop permanent infrastructure for comprehensive eye health care services at the P H Cs, Taluk and Distt hospitals, Medical Colleges and the Regional Institutes of Ophthalmology

4 The Central assistance is to be provided on the scale indicated below .

Mobile Units : The recurring expenditure will be limited to Rs 15 lakhs per annum and one time non-recurring etc Rs 400 lakhs.

P H Cs : One time assistance in the shape of equipment costing about Rs 3,000/- to Rs 5,000/- per PHC

Distt Hospitals One time assistance @Rs 50,000/- per District hospital in terms of equipment and supplies

Medical Colleges One time assistance at the rate of Rs 500 lakhs per medical college provided a similar amount is allocated by the State Government.

Regional Institute : Rs. 30.00 lakhs for Regional Institute as one time assistance for equipment to be provided in a phased manner.

5. Dr. R. P. Centre for Ophthalmic Sciences, AIIMS, New Delhi has been approved to be developed as an apex Organisation to provide technical leadership in planning and implementation of the programme. The Centre will have 325 bed full equipped eye hospital national eye bank experimental research centre community ophthalmology and rehabilitative wings, basic sciences supportive laboratories, instrument repair and development workshop and computerised medical record system.

6. Under the Trachoma Control Programme, 3550 Blocks/PHCs have been covered. This has brought the total population at risk under the coverage of this Programme in different States.

7. Financial assistance is offered to voluntary organisations for organising eye camps in rural areas where such facilities do not exist. In accordance with the guidelines approved for the purpose financial assistance is given at the rate of Rs. 40/- per intra-ocular operation performed subject to a maximum of Rs. 6,000 per eye camp. During 1978-79 a total assistance of about Rs. 84,000/- was released to various voluntary organisations for the purpose.

8. Two National Committees have been formed to advise the Central Govt. on the implementation of the national plan and also to co-ordinate the activities of the donor agencies in the field of eye relief work in the country.

9. In order to provide the manpower of trained ophthalmic assistants, 30 schools are proposed to be started in the next 2 years to meet the immediate needs long term needs and to give a 3 years course for ophthalmic assistants leading to B.Sc. (Hons.) Ophthalmology.

जीवन्ती पार्वती देवी : ग्रंथान्न भ्रष्टता नेत्रहीनता विघाता का सब से बड़ा भ्रष्टकारण है। नेत्रहीन व्यक्ति का जीवन निराशा, भ्रष्टकार और विषादपूर्ण होता है। विश्व में डेढ़ करोड़ नेत्रहीन व्यक्ति हैं। इन में पचास लाख हमारे देश में हैं। दुनिया में हर तीन भ्रष्ट व्यक्तियों में एक

भारतीय हैं। इस से भी बड़े दुःख की बात यह है कि भारत में हरिद्वार जन्मे ऐसे हैं जिनका साज हो सकता है। उचित चिकित्सा के अभाव में इनका जीवन भ्रष्टकारण है। हर वर्ष 12 हजार बच्चे हमारे देश में जन्मे हो रहे हैं। इसका कारण कुपोषण और विटामिन 'ए' की कमी है। मैं यह जानना चाहती हूँ कि नेत्रहीन लोगों की ट्रेनिंग और रोजगार के लिये सरकार ने क्या-क्या योजनाएँ बवाई हैं जिनसे वे आत्मनिर्भर बन सकें? समाज के पिछड़े वर्गों को जो सुविधाएँ दी जाती हैं वही सुविधाएँ इन्हें भी दी जानी चाहियें। भ्रष्ट व्यक्तियों की सहायता करना और उन्हें ट्रेनिंग देना सरकार का कर्तव्य है। पैकिंग, लेबल लगाना, गिनती करना, साइट इंजीनियरिंग डिज़िनिंग, पेपर कटिंग आदि कार्यों में उन्हें लगाया जा सकता है। उनके लिये दस्तकारी और क्राफ्ट की ट्रेनिंग दी जा सकती है। मैं यह जानना चाहती हूँ कि इस समय देश में ऐसी कितनी संस्थाएँ हैं जो नेत्रहीनों को ट्रेनिंग दे रही हैं और उन्हें केन्द्र की ओर से सहायता दी जाती है।

श्री रवि राय : अध्यक्ष महोदय, मैंने जवाब में यह कहा था कि नेत्रहीनों के लिए एक राष्ट्रीय कार्यक्रम हम लोगों का चल रहा है। इस राष्ट्रीय कार्यक्रम के तहत हम ने राज्यों को 1978-79 तक तीस मोबाइल यूनिट्स दिये हैं, बी०एस० सी० को 11, डिस्ट्रिक्ट अस्पतालों को 150 मेडिकल कारोषों को 9 और दूसरी रेगुलर इन्स्टीट्यूट को 6 दिये हैं। इस तरह से हम अनुदान देते हैं। एक राष्ट्रीय कार्यक्रम के तहत देश में नेत्रहीनों को सहायता देने के लिए हम लोगों का

कार्यक्रम है जोकि मैंने अपने स्टेटमेंट में बताया है ।

श्रीमती चार्लोटी देवी : मेरा दूसरा प्रश्न यह है कि क्या सरकार ने नेत्रहीन व्यक्तियों के पुनर्वास के लिये कोई राष्ट्रीय नीति बनायी है ताकि वह भी हमारे सामाजिक जीवन में पूरा पूरा योगदान दे सके । जो चीजे अथवा उपकरण नेत्रहीन व्यक्तियों के लिये काम आते हैं क्या सरकार उन्हें इन्टी मुक्त करने पर विचार करेगी ?

श्री रवि राम : जो मेरा पहले जवाब था उसी में इसका भी सारा जवाब आ चुका है । इस में कोई नयी चीज नहीं है ।

SHRI K GOPAL : Mr Speaker, Sir, it is not that we lack in medical personnel or trained personnel to check blindness in the country. There are a number of good doctors. What is happening is, even in Delhi, the Minister is aware that there are premier institutions like the All India Institute of Medical Sciences and Gurunanak Medical Centre, medical equipment worth lakhs of rupees which are needed for eye treatment are lying unutilised. It is not because we do not have the personnel to operate them, but because they require certain minor repairs and replacements, which are not being done because of the bureaucratic bungling and the misuse by the Heads of the Institutions. Will the Minister tell us whether before going in for new equipment, he would institute an inquiry to see that the equipment worth lakhs of rupees, which are already there are used properly and the personnel who are already there and who have become the victims of local political oppression, are properly utilised ?

SHRI RAVI ROY : Although this particular question does not emanate from this question, I can inform the hon. Member that we have already appointed a Committee under the Chairmanship of Dr. Gopinath to look into this and see how we can make optimum utilisation of the existing equipment.

श्री हुकम चन्द कच्छबाब : देश में बहुत बड़ी संख्या में अंधे हैं, उनकी शिक्षा, उनके इलाज और उनकी देखरेख के लिए आज बहुत कम खर्च किया जाता

है । खर्च बढ़ा कर उनके अच्छे इलाज और देश में प्रभावित कम से कम हो, इस के लिए क्या आप कोई विशेष कदम उठाने का विचार कर रहे हैं । आज जो खर्च किया जा रहा है वह न के बराबर है अंधों की संख्या को देखते हुए और इसको क्या आप बढ़ाने का विचार कर रहे हैं ?

श्री रवि राम : मेरे ध्यान को कछबाब जी ने देखा होगा । मुझे एक बात का डर है । मैं माननीय सदस्यों से भी इस बात को कहूंगा । मुख्य मंत्रियों की तरफ से मांग होती है कि दो हजार करोड़ रुपया जो अंडली स्पासर्ड स्कीम के लिए रखा गया था वह राज्यों को दे दिया जाए । एक तरफ तो माननीय सदस्य मांग करते हैं कि खर्च ज्यादा किया जाए और दूसरी तरफ यह मांग होती है कि इस राशि को राज्यों को दे दिया जाए । मुझे डर लग रहा है कि अन्धेपन को खत्म करने के लिए जो योजना हम लोग सहायता दे रहे हैं उस में भी हम लोगों को सब मार कर कमी करनी पड़ेगी ।

श्री हुकम चन्द कच्छबाब : सब का क्या मतलब है ?

श्री रवि राम : बाध्य हो कर ।

Detaining of Goods Train Carrying Milch Cows and bulls

*790 **SHRI P. K. KODIYAN :** Will the Minister of Railways be pleased to state :

(a) whether a goods train carrying 250 milch cows and bulls was recently detained at Shakur Basti station in Delhi for preliminary inquiry by the railway vigilance officials for suspected fraud committed by a railway booking clerk in collusion with their owners;

(b) Whether the inquiry has since been completed;

(c) if so, the findings thereof; and

(d) the action taken thereon ?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE) :
(a) to (d). A statement is placed on the
table of the House.

Statement

11 wagons containing 174 live-stock viz buffalo calves, 13 cow calves, 4 bulls and 36 cows without sucklings, received at 1810 hrs on 8-1-1979 at Shakur Basti were detained upto 1630 hrs of 13-1-1979 since the pocket labels on the wagons showed the destination of these wagons as Buxar and Sealdah, instead of Chunar and Varanasi the stations for which the wagons were booked. The discrepancy was detected by a trains clerk at Bhatinda. On the request of the traffic department, the Vigilance Branch took up the investigations and preliminary enquiries by the vigilance branch indicated that due to a restriction, cattle could not have been booked to Buxar and Sealdah. Four Railway Receipts for wagons originally booked to Chunar were suspected to be forged showing destination stations as Sealdah and card labels were suspected to have been changed en route.

As serious fraud, forgery of Railway Receipts, change of pocket labels and involvement of outsiders were suspected the matter was reported to Police and a case was registered under Sections 468/471/420/511 IPC vide FIR No. 29 dated 12-1-1979 by Railway Police Delhi Kishanganj after which the wagons were despatched.

The Railway Police, Delhi Kishanganj, have since transferred the case to Government Railway Police, Bhatinda for further investigation. The investigations by GRP Bhatinda in this case are still in progress and necessary action will be taken after the investigations are over and the report of investigations is made available to the Railway.

SHRI P. K. KODIYAN: In the Statement it has been admitted that serious fraud, forgery of Railway Receipts, change of pocket labels and involvement of outsiders were suspected by the Railways. This is a very serious case. It has also been mentioned in the statement that this discrepancy was detected by a trains clerk at Bhatinda. May I ask the Hon. Minister whether he is aware of the fact that the Railways are incurring considerable loss of income due to frauds of this nature especially in goods traffic and, if so, why this was dealt with in an ordinary, casual manner and why the Vigilance Department of the

Railways did not take any action in this respects ?

PROF. MADHU DANDAVATE :
As I have already pointed out in my statement, eleven wagons which were supposed to go to Varanasi and Chunar, due to some mal-practice of someone—either inside the Railway or in collusion with someone outside—and the labels of the wagons being changed, were deliberately diverted to some other stations. It is very heartening to note that it is one of the Railway train Clerks who was able to detect this malpractice, and he reported the matter. We are now making a serious investigation.

In the last part of my statement I have already said that the Railway Police, Delhi, Kishanganj, have since transferred the case to Government Railway Police, Bhatinda, for further investigation. The investigation is already going on and I can assure the House that in order that such investigation and action taken should act as a deterrent to all anti-social elements, we will take very strong action on the basis of the investigation results.

SHRI P. K. KODIYAN: Will the Hon. Minister enlighten the House whether a large number of frauds are being indulged in by some organised gang in different parts of the country and whether any other case has been detected apart from this ?

PROF. MADHU DANDAVATE :
This is a specific question which concerns bulls, cows, calves and all that. Therefore, I cannot transfer this from cows and calves to human beings. I only replied to the question that has been asked.

श्री मृत्युंजय प्रसाद 'मै' शंभरी जी का ध्यान एक दूसरे पहलू पर ले जाना चाहता हूँ और वह यह है कि यह जानवर वे जो 5 दिन एक जगह पर रखे गये, उनके खाने, पीने, उनके रख रखाव के लिये रेलवे ने कोई व्यवस्था की थी या नहीं ? यह प्रायः देखा जाता है कि जानवरों के साथ उनके रखवाले या एक या दो भादमी रहते हैं। वह वे कि नहीं ? अगर वे तो प्रायकी जांच पड़ताल में बहुत सुविधा हो जाती है। और अगर नहीं वे तो जानवरों के लिए पानी, पास भूसे आदि की क्या व्यवस्था की गई ?

और बाद में जब इसका पता नहीं चला कि किस के पास यह जानवर जायेंगे तो उन जानवरों की क्या हालत हुई और किसको यह जानवर दिये गये अब उन्हें कौन पाल रहा है ?

श्री० मधु इन्द्रवतै : मैंने बयान में बताया है कि 8-1-79 से 13-1-79 तक यह जानवर वही बैगन में रहे । उसके बाद जब पता लग गया कि कुछ प्रश्नाचार उसमें है तो इन्वेस्टीगेशन शुरू हो गई । जीव में एक बछड़ा मर गया, लेकिन दूसरे जानवर—गाय और बैल जिन्दा हैं, उनकी व्यवस्था की गई है । और जिस पार्टी के नाम से यह कन्साइनमेंट था उनको भी कानटेक्ट किया गया है । इस प्रकार से जब हमारे सामने कोई सवाल आता तो पार्टी कन्सर्नड जो है जिसका सम्बन्ध उनसे होता है उनके साथ सम्पर्क स्थापित कर के हम उचित व्यवस्था करते हैं ।

SHRI P. RAJAGOPAL NAIDU : May I know from the hon. Minister the name of the party who was transporting these milch animals ?

PROF. MADHU DANDAVATE : I am sorry that the name is not available here. But I will be giving this information to the hon. Member.

Calcutta Tube Railway

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*791. SHRI SACHINDRA LAL SINGHA :

SHRI S. R. DAMANI :

Will the Minister of RAILWAYS be pleased to state :

(a) Whether it is a fact that the tube railway project in Calcutta will not be viable if built in phases ;

(b) whether the project authorities had requested the Planning Commission for sanctioning additional amounts to complete the Project and make the railway a viable one ;

If so, the views of the Planning Commission expressed in this regard ;

(d) the progress made so far in the construction of the tube railway and the work which remains to be completed ?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE) :
(a) to (d) . A statement is laid on the table of the House.

Statement

Phasing of the project is necessary to some extent to enable trials of the new technologies developed and the opening of traffic of some sections while the remaining part is still under construction. However, the usefulness of the project depends on the completion of the entire project as soon as possible after the opening of the first sections. The Planning Commission had earlier cleared the first phase of the project from Dum Dum to Shyam Bazar and from Tollyganj to Esplanade. As regards commencement of the Phase II work on the Shyam Bazar—Esplanade section, though the Planning Commission had, at one time, felt that work may be taken up after the full completion of the Phase I, the Commission have since agreed in discussions to the taking up of Phase II construction work on the Shyam Bazar Esplanade section passing through Chittaranjan Avenue also.

The progress of construction work so far in physical terms is 17%. The major part of the work still remain to be completed but the tempo of construction is being accelerated.

SHRI SACHINDRA PAL SINGHA : Will the hon. Minister kindly tell us the target date for the completion of this project ?

PROF. MADHU DANDAVATE : Sir, the question has already been replied. I will repeat it. It is a 16.5 Km. line. The progress of construction work so far in physical terms is 17%. Rs. 16 crores have already been sanctioned for the current year and Rs. 50.00 crores have already been spent uptill now.

MR. SPEAKER : The information is already given.

PROF. MADHU DANDAVATE : Initially, the Planning Commission had cleared the project in two phases. We were instructed that we should take up the first phase of the project, that is, from Dum Dum to Shyam Bazar and Esplanade to Tollyganj, ;

MR SPEAKER : This is given in the statement.

PROF. MADHU DANDAVATE : The only addition that I would like to make is that the central section which was not cleared formerly has been cleared now and therefore the first stage will be completed by 1984-85 and in 1986 itself the Central section will be completed. I may inform the hon. Member that in the last two years, every project was completed two or three months ahead of the target date fixed and in no case after the target date.

SHRI SACHINDRA LAL SINGHA : Whether it will be viable if it is done through phases. :

PROF. MADHU DANDAVATE : I have already replied that question. He did not listen to it probably.

SHRI CHITTA BASU : I have gone through the statement. The second phase has been cleared by the Planning Commission which is a super Cabinet. But one point remains to be answered. According to the statement of the General Manager, Mr. A. K. Chakravarty of the Tube Railway of Calcutta the trial run will begin from 1981. My point is whether Government would consider that this trial run would be a direct run right from the Dum Dum to Taliganj so that this whole scheme can be completed in one single phase. Unless it is completed in one single phase, it cannot be made viable. The reason is that this entire 16.4 Km. railway can carry a passenger load of 16 lakhs. If the second phase, that is the sector between Esplanade to Shyam Bazar is obviated, the load capacity would be reduced only to 5 lakhs. Will the Government consider this project and complete it in a single phase?

PROF. MADHU DANDAVATE : I am rather surprised at this question. When I spoke about the central portion, that is from Shyam Bazar to Esplanade I clarified that this will be completed within 1986. How can one expect the trial run in 1981 along the entire track? Unfortunately, the trial run cannot be taken unless tracks are laid. That is my difficulty.

SHRI CHITTA BASU : If the General Manager says so . . .

PROF. MADHU DANDAVATE : That is for prototype trials between Dum Dum and Balgachic.

SHRI SAUGATA ROY : That is good and we are thankful to the hon. Minister that he has said, now the Planning Commission authority's objection

to the central phase of the project under Chittaranjan has been overcome. We take the statement as it is. May I remind him that he went to Calcutta on 7th April, and around 31st March, there was a statement by the GM saying that the Planning Commission had put in obstacle to taking up digging work under the Chittaranjan avenue. After that, there were demonstrations against this decision in Calcutta. When the Deputy Chairman of the Planning Commission went to Calcutta the West Bengal Chief Minister specifically wrote to Prof. Dandavate about this saying that this should be cleared. Now, it appears in the newspaper reports— Prof. Dandavate must have seen them also—that an interested circle in the Ministry and in the Planning Commission in collusion with some transport owners and big businessmen of Calcutta were holding up sanctioning of this part. Now he envisages that there will be no further difficulty or hold up due to extraneous circumstances. Would you enlighten us about this circle holding up this work and creating this confusion regarding completion of the work?

PROF. MADHU DANDAVATE : I am neither going to attribute any motive to the hon. Member nor to the Planning Commission. I have in my hand an official letter of the Planning Commission dated 16th April signed by the Planning Commission authority giving in writing a categorical clearance saying that the central portion has been cleared. As far as demonstrations are concerned, there may have been some demonstrations earlier. But when I went to the constituency of the hon. Member to open Kalyoni Kalyoni Township I found that 40-50,000 people were assembled there to congratulate us for the fine work that has been completed. Of course, 11 persons demonstrated. I only told them to bring at least more people, as it is a matter of shame for me to face only 11 people.

इलाहाबाद और भोपाल के बीच एक नई रेलगाड़ी चलाया जाना

*792. श्री बुधेश सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बाबेलखंड और बुन्देलखंड के अनेक जिलों की जनता की मांग को ध्यान में रखते हुए मंत्रालय ने इलाहाबाद से बराहता भातिकापुर-सतना-भोपाल के लिए नई रेलगाड़ी चलाने का निर्णय कर लिया है ; और

(ख) क्या जनता की कठिनाइयों को ध्यान में रखते हुए अभी इलाहाबाद से भोपाल के लिए काशी एक्सप्रेस में एक डिब्बा लगाने का निर्णय किया गया है ?

रेल मंत्री (प्रो० मधु बंडवले) :

(क) जी नहीं। भोपाल और इलाहाबाद के बीच एक सीधी गाड़ी चलाना परिचालनिक दृष्टि से व्यावहारिक नहीं है, क्योंकि यातायात का औचित्य न होने के साथ-साथ, इलाहाबाद-जुकेही खण्ड पर प्रतिरिक्त लाइन क्षमता का अभाव है और भोपाल तथा इलाहाबाद में टर्मिनल सुविधाएँ भी नहीं हैं।

(ख) जी नहीं। एक धूम सवारी डिब्बा चलाना परिचालन की दृष्टि से व्यावहारिक नहीं है, क्योंकि 27/28 दादर-वाराणसी एक्सप्रेस से पहले ही अधिकतम डिब्बे लगाये जा रहे हैं। तथापि, धूम यात्री 3/4 हावडा-बम्बई मेल और सम्बन्ध गाड़ियों के साथ सप्ताह में एक बार चलने वाले हवडा-भोपाल धूम सवारी डिब्बे का इस्तेमाल कर सकते हैं।

श्री सुखेन्द्र सिंह : मंत्री महोदय ने मेरे प्रश्न के दोनों भागों के उत्तर में कहा है, "जी नहीं", "जी नहीं"—न वह गाड़ी देना चाहते हैं और न बोगी देना चाहते हैं। मंत्री महोदय स्वतः जानते हैं कि वह इलाका मध्य प्रदेश का सबसे अधिक पिछड़ा हुआ इलाका है, जिसे बुदेलखंड और बघेलखंड के नाम से जाना जाता है। वह इलाका मानिकपुर से इलाहाबाद तक फैला हुआ है। वहाँ से कोई गाड़ी सीधे भोपाल के लिए नहीं है। तमाम इलाके के ससद्-सदस्यों ने भी प्रार्थना की है कि हमें एक गाड़ी दी जाये, या कम से कम एक बोगी दी जाये, जिससे हम सीधे भोपाल जा सकें। मंत्री महोदय ने परिचालन के सम्बन्ध में कठिनाई बताई है। उन्होंने मुझे स्वतः कहा है कि हम इसे डबल

लाइन बना रहे हैं। क्या मंत्री महोदय इस बारे में पुनर्विचार करेंगे कि अगर वह ट्रेन नहीं दे सकते, तो कम से कम वह एक बोगी तो दे दें, जिससे हम सीधे भोपाल जा सकें ?

प्रो० मधु बंडवले : श्रीमन्, जहाँ तक यात्रियों की सख्या का सवाल है, मैं बड़े अंश के साथ बताना चाहता हूँ कि दादर से वाराणसी वाया इलाहाबाद जाने वाली गाड़ी इटारसी पर 4-40 बजे सुबह आती है और उसके आठ घंटे के बाद वहाँ से छठीसगड़ एक्सप्रेस भोपाल जाने के लिए है। एक दूसरी पैसेंजर गाड़ी भी है, जो इटारसी से 6-30 बजे स्टार्ट होती है और भोपाल 9-45 बजे पहुँचती है। इसलिए गाड़ी का इन्तजाम इस वक्त नहीं हो पायेगा। माननीय सदस्य ने डिब्बे के बारे में जो जिज्ञासा किया है, उसके बारे में मैं विचार करूँगा, और अगर हो सकेगा, तो सुविधा देने की कोशिश करूँगा।

श्री सुखेन्द्र सिंह : इसके लिए मैं अपने क्षेत्र की जनता की तरफ से मंत्री महोदय को बहुत बहुत धन्यवाद देता हूँ। (अध्यक्षानुमति) — दादर-वाराणसी ट्रेन में मद्रास के लिए एक बोगी लगती है। चूँकि अब गन्ना-काबेरी चलने लगी है, इसलिए उस बोगी का कोई उपयोग नहीं है। इसलिए मैं सुझाव देना चाहता हूँ कि अगर उस बोगी को निकाल कर भोपाल के लिए एक परमिन्ट बोगी दे दी जाये, तो बड़ी सुविधा होगी। मंत्री महोदय ने डबल लाइन के बारे में कहा है। मैं जानना चाहता हूँ कि क्या यह काम शुरू कर दिया गया है। इसके न होने के कारण पिछले तीस सालों में इलाहाबाद से बम्बई के लिए कोई गाड़ी नहीं चली है। इसलिए डबल लाइन का कार्य शीघ्र आरम्भ किया जाना चाहिये। मैं जानना चाहता हूँ कि कितनी जल्दी इस पर कार्यवाही की जाएगी। सतना में प्लेटफार्म न होने के कारण तमाम ट्रेनें लेट हो जाती हैं। मैं जानना चाहता हूँ कि सतना के प्लेटफार्म को कब तक बना दिया जाएगा।

प्रो० मधु इच्छते : श्रीमन्, मूल प्रश्न को छोड़ कर कई सवाल पूछे गये हैं। मूल प्रश्न का जवाब तो मैंने दे दिया है।

श्री राघवजी : मंत्री महोदय ने कहा है कि इलाहाबाद और भोपाल के बीच में सीधी गाड़ी इसलिए नहीं चलाई जा सकती हैं, क्योंकि वहाँ पर टर्मिनल सुविधायें नहीं हैं। क्या मंत्री महोदय हावड़ा से अहमदाबाद तक बाया पटना, इलाहाबाद, बीना और भोपाल एक ट्रेन चलायेंगे ? इस ट्रेन को चलाने से चार राज्यों की राजधानियाँ—पश्चिमी बंगाल में कलकत्ता, बिहार में पटना, मध्य प्रदेश में भोपाल और गुजरात में अहमदाबाद—जुड़ जाती हैं। आज इन चार राजधानियों को जोड़ने वाली एक भी ट्रेन नहीं है। इसके अलावा इस ट्रेन के द्वारा दो महत्वपूर्ण तीर्थ-स्थान, इलाहाबाद और उज्जैन, भी जुड़ सकते हैं। इसलिए क्या मंत्री महोदय इस नई ट्रेन को प्रारम्भ करने की कृपा करेंगे ?

प्रो० मधु इच्छते : श्रीमन्, मैं इतना ही कहूँगा कि भोपाल की टर्मिनल क्षमता कम है। इस वक्त उसका बढ़ाना आसान काम नहीं है और जहाँ तक डिब्बे जोड़ने का सवाल है वाराणसी तक जाने वाली भी दादर एक्सप्रेस है उसकी पुरी डिब्बे की क्षमता है। यदि उसमें से दूसरों का कोटा कम करके कोटा देना है तो उसके बारे में सोच सकते हैं लेकिन उन्होंने जो दूसरा सवाल उठाया उसका मूल प्रश्न के साथ कोई ताल्लुक नहीं है।

श्री उमसेन : जैसा कि माननीय मंत्री जी ने अभी कहा है कि दादर-वाराणसी एक्सप्रेस जो चलती है उसमें सतना के लिए एक डिब्बा है और इसी तरह कई जगह के डिब्बे उन्होंने बताये, तो हमारा सवाल है कि नाम तो उसका है वाराणसी एक्सप्रेस और उसमें सब जगह के डिब्बे लगा देते हैं, मतीजा यह होता है कि हम पूर्वी उत्तर प्रदेश और बिहार

के लोग वाराणसी तक पहुंच नहीं पाते हैं, तो क्या माननीय मंत्री जी दादर से या बोरीबंदर से कोई सुर एक्सप्रेस फास्ट ट्रेन चलायेंगे वाराणसी के लिए ताकि नार्थ बिहार और वाराणसी तथा उसके आस-पास के लोग अपने घर पहुंच सकें ?

अध्यक्ष महोदय : यह इससे नहीं उठता है।

Starting Additional Express Train Connecting Gauhati and Cachar District

*793. SHRI KRISHNA CHANDRA HALDER; Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that the people of the District of Cachar (Assam) can avail of only one express train to travel to other parts of Assam and the rest of the country;

(b) whether Barak Valley Express is an overcongested train and lot of passengers are debarred from travelling due to lack of space every day;

(c) whether the General Manager, North Frontier Railways and the Railway Board have received complaints from the public, MLAs and other public representatives in this connection;

(d) whether Government would consider providing an additional express train connecting Gauhati and the District of Cachar; and

(e) whether Government would arrange to run the existing Barak Valley Express punctually?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). Yes, Sir. 11/12 Barak Valley Express has been found to be overcrowded.

(d) With effect from 16-4-79, a biweekly express has been introduced between Silchar and Gauhati.

(e) Every effort is being made to improve the punctuality performance of 11/12 Barak Valley Express.

SHRI KRISHNA CHANDRA HALDER : The Minister has admitted in his reply that 11/12 Barak Valley Express has been found to be overcrowded. In view of the reply given by the Minister of State, I would like to know whether Government will introduce more compartments to overcome this overcrowding? Will the Government introduce two-engine trains on this line? I want a categorical answer from the Minister.

SHRI SHEO NARAIN : This is a good suggestion and we will think over it.

SHRI KRISHNA CHANDRA HALDER : I am happy that after giving this notice of the question, the Ministry has introduced a biweekly train from Silchar and Gauhati. This area is a very sensitive area. The transport problem is very acute in that region Assam, Manipur, Nagaland, all these areas are sensitive areas. In view of the reply given by the Minister I would like to know whether Government will give proper instructions so that this biweekly train can be run as a daily train?

SHRI SHEO NARAIN : We are not neglecting the eastern region like Assam and Tripura. Six new lines have been given to them. As I told the hon. Member in answer to his first supplementary, we will look into it.

धीमती रशीबा हक चौधरी . माननीय मंत्री जी ने इस बात को स्वीकार किया है कि बारक बेली एक्सप्रेस में बड़ी भीड़ होती है। मिलिट्री से वह भरी रहती है। कभी कभी एक महीना पहले भी रिजर्वेशन मिलना मुश्किल होता है। दूसरी बात यह है कि यह एक ही ट्रेन है और उसमें कम्पार्टमेंट्स की कमी रहती है। बिना रिजर्वेशन के सीट मिलने का सवाल पैदा नहीं होता। इसलिए मैं जानना चाहती हूँ कि आपने जो बाई-बीकली ट्रेन चलाना शुरू किया है उसकी जगह पर बेली ट्रेन चलाई जाये इस सिलसिले में आप कबम उठावेंगे?

श्री शिव नारायण : मैं माननीया सदस्या को बताना चाहता हूँ कि हमने बाई-बीकली एक्सप्रेस ट्रेन और चला दी हैं। मिलिट्री को हम इन्फोर नहीं कर सकते हैं। असम बाईबर का प्रोटेक्शन मिलिट्री ही करती है

इसलिए उसको हम पहले पहुँचायेंगे। इसके लिए हम आपसे माफी चाहते हैं लेकिन आपको भी हम इन्फोर नहीं कर रहे हैं।

(इधरवाचन)

SHRI NIHAR LASKAR : We congratulate our Minister of State, Mr. Sheo Narain, for announcing a new train for our area. But we are sorry, that Railways woke up very late because we had to launch a lot of agitation for this very train and we have been, for the last two years, writing to the various sources of administration for the introduction of this new train. They themselves admitted that it is a very crowded train. I would like to know from the Railway Minister, according to this policy whether this is a classless train, how much time it will take for this train to go from Gauhati to Silchar and whether the new coaches have been built for this classless train.

SHRI SHEO NARAIN . Sir, I require notice for this.

SHRI PURNANARAYAN SINHA : Sir, half of the population of North east side lives on the other side of Lumingding across hills.

आधी पापुलेशन तो उधर रहती है। बीच में 36 टनेल्स हैं। वहाँ आप जब तक डबल ट्रेन नहीं बनायेंगे तब तक काम नहीं चलेगा। क्या आप डबल लाइन बनाने पर विचार कर रहे हैं?

श्री शिव नारायण : आपका सुझाव सुन्दर है। हमने शुरू में कहा, हम विचार कर रहे हैं। प्रधान मंत्री ने आपको 6 लाइने दी हैं। (इधरवाचन)

MR. SPEAKER . Question Hour is over. Now we come to the serious business!

WRITTEN ANSWERS TO QUESTIONS

कर्मचारी अथन आयोग

*785: श्री राजानन्द तिवारी : क्या रेल मंत्र. ने बताने की कृपा करेंगे कि

(क) सब लोक सेवा आयोग और कर्मचारी अथन आयोग द्वारा आयोजित

परीक्षाओं के माध्यम से रेल मंत्रालय में भरे जाने वाले रिक्त स्थानों की सूचना उन्हें किस माध्यम पर दी जाती है ;

(ख) रेल मंत्रालय में अस्थायी अवर श्रेणी लिपिकों को किस माध्यम पर स्थायी किया जाता है और किस वर्ष तक नियुक्त किये गये लिपिकों को स्थायी किया गया है ;

(ग) क्या केन्द्रीय सचिवालय सेवा के लिपिकों, जिन्हें 1974 तक नियुक्त किया गया था, को स्थायी किया जा चुका है और रेल मंत्रालय में लिपिकों के स्थायीकरण की इस कमी को पूरा करने के लिए क्या प्रयास किये जा रहे हैं ; और

(घ) इन कमी को किस निश्चित तिथि तक पूरा किया जा सकेगा ?

रेल मंत्री (प्रो० मधु बंडवले) (क) रेल मंत्रालय के अधीन अधिकारियों और कर्मचारियों की प्रत्येक कोटि में भर्ती, सम्बन्धित भर्ती नियमों में सीधे भर्ती के लिए निर्धारित कोटे के अनुसार, संघ लोक सेवा आयोग/कर्मचारी चयन आयोग द्वारा की जाती है। उन पदों की संख्या का आकलन, जिसके लिए संघ लोक सेवा आयोग/कर्मचारी चयन आयोग को मांगपत्र भेजा जाता है, सम्बद्ध अवधि के दौरान सम्भावित रिक्तियों की संख्या के आधार पर किया जाता है, जिनमें से पदोन्नति से भरे जाने वाले अपेक्षित पदों की संख्या कम कर दी जाती है।

(ख) निम्न श्रेणी लिपिकों का स्थायीकरण टाइप परीक्षा में प्रवृत्ता प्राप्त करने पर उनकी बरीयता क्रम में और समय-समय पर इस ग्रेड में स्थायी रिक्तियों की उपलब्धता के आधार पर किया जाता है। अब तक 30-6-1961 तक नियुक्त किये गये निम्न श्रेणी लिपिकों को स्थायी किया जा चुका है।

(ग) और (घ). केन्द्रीय सचिवालय सेवा में लिपिकों के स्थायीकरण के सम्बन्ध में, इस मंत्रालय में कोई सूचना उपलब्ध नहीं है, लेकिन, जहाँ तक रेल मंत्रालय का सम्बन्ध है, ऊंचे पदों में कर्मचारियों के सेवा निवृत्त होने/स्थायीकरण से तथा अस्थाई पदों को स्थायी करने से स्थायी पद उपलब्ध होने पर कर्मचारियों को स्थायी करने का प्रयास किया जा रहा है।

Ships manufactured and imported

*787. SHRI DURGA CHAND : Will the Minister of SHIPPING AND TRANSPORT be pleased to lay a statement showing :

(a) the number of ships manufactured at Vishakhapatnam and Cochin Shipyards separately from the date of their inception ;

(b) the number of ships proposed to be manufactured at these shipyards during the next 5 years;

(c) the number of ships alongwith the amount, imported during the last 5 years and from which countries they have been imported; and

(d) what steps are being taken to utilize the capacity at Vishakhapatnam and Cochin Shipyards ?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHANDRAM): (a) The Hindustan Shipyard has so far built and delivered 77 ships from the date of its inception. In Cochin Shipyard shipbuilding has been in progress and no ship has so far been delivered.

(b) Subject to availability of orders, the Hindustan Shipyard with its present capacity, will be able to manufacture around 14 Pioneer vessels of 21,600DWT each during the next 5 years. The Cochin Shipyard proposes to deliver 4 vessels, including the 3 Panamax bulk carriers on order now, during the next 5 years.

(c) 128 ships, including second hand vessels, were imported during the last 5

years from 1974-75 to 1978-79 from the following countries :—

(1) Japan	(12) Singapore
(2) USSR	(13) Denmark
(3) GDR	(14) Hong Kong
(4) FRG	(15) Norway
(5) Yugoslavia	(16) Panama
(6) U.K.	(17) Liberia
(7) Spain	(18) Finland
(8) Sweden	(19) Greece
(9) Belgium	(20) Kuwait
(10) Rumania	(21) Holland and
(11) Poland	(22) Brazil.

Information relating to the total cost of procurement of these vessels is not readily available and will be laid on the Tab of the House.

(d) So far as Hindustan Shipyard is concerned, with the improvement in the labour situation, the productivity also has improved. Efforts are also being made to maintain continuity of orders for optimum utilisation of the capacity of the Shipyard. In the case of Cochin Shipyard the facilities installed in the Shipyard are suitable for delivery of 2 Panamax vessels of 75,000 DWT each per year. However, this stage is expected to be reached on completion of 5 ships. The surplus capacities that the Shipyard is having in certain areas are being utilised by undertaking departmental work and also production jobs for external agencies.

Coal to Southern States by Sea-cum-rail route

*789. SHRI K.T. KOSALRAM : Will the Minister of RAILWAYS be pleased to lay a statement showing :

(a) The reasons for transporting coal to Southern States by sea-cum-rail route from Calcutta and Haldia instead of by rail alone;

(b) the quantity of coal thus transported, the delay that occurred in transporting coal by sea-route, and the extra cost of transportation by sea; and

(c) whether adequate sea-carriers are available for transporting the entire coal requirement of Southern States ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :

(a) Some quantity of coal is moved by Rail-cum-sea route to the Southern Region, particularly the metre gauge sections to ease strain on rail transport. This movement also helps to sustain coastal shipping.

(b) and (c). 3.18 lakh tonnes of loco coal for Southern Railway and 2.11 lakh tonnes of coal for Public consumers in the South were moved by sea route during 1978-79. The availability of carriers in the past had, by and large, been adequate. Of late, there have been some delays in movement of coal to the South by sea route due to inadequacy of coastal ships, port difficulties, etc.

The extra cost of transportation of coal by sea route per tonne is about Rs. 44/- and Rs. 48/- for Tuticorin and Cochin ports respectively which is reimbursed to the consumers under a subsidy scheme.

मैडिकल कालेजों में सिक्किम के विद्यार्थियों के लिए सीटों का आरक्षण

*794. श्री हुकम चन्द कच्छवाय :

श्री ब्याराम शास्त्री :

क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अन्य राज्यों के मैडिकल कालेजों में सिक्किम के विद्यार्थियों के लिए सीटों का आरक्षण करने हेतु कोई व्यवस्था की गई है क्योंकि सिक्किम एक पिछड़ा राज्य है;

(ख) यदि हाँ, तो प्रत्येक राज्य में सिक्किम के कितने विद्यार्थियों को प्रवेश दिया जा रहा है ;

(ग) क्या इस तथ्य को ध्यान में रखते हुये कि वे पिछड़े राज्य से सम्बन्ध रखते हैं, मैडिकल कालेजों में सिक्किम के प्रवेश पाने के इच्छुक विद्यार्थियों को कुछ विशेष रियायतें दी जाती हैं; और यदि हाँ, तो तत्सम्बन्धी डीटा क्या है;

(घ) क्या सरकार का विचार छठी पंचवर्षीय योजना में सिक्किम में एक मैडिकल कालेज खोलने का है; और

(ङ) यदि हाँ, तो यह कालेज सम्भवतः कब तक खुल जाएगा, और यदि नहीं, तो इसके क्या कारण हैं ?

स्वास्थ्य और परिवार कल्याण मंत्री

(श्री रवि राय) : (क) जी, हा ।

(ख) पिछले तीन वर्षों में सिक्किम सरकार को जितने मैडिकल सीटें सुपुर्द की गई थी उनकी संख्या इस प्रकार है :—

1976-77	.	.	13
1977-78	.	.	10
1978-79	.	.	11

(ग) और (घ). जी, नहीं ।

(ङ) देश के मौजूदा मैडिकल कालेजों से प्रति वर्ष लगभग 12,500 डाक्टर निकलते हैं। देश को इस समय जितने डाक्टरों की आवश्यकता है, उसे पूरा करने के लिए यह संख्या पर्याप्त समझी जाती है ।

Drugs from Coccinea Indica for Diabetes Mellitus

*795. SHRI G.M. BANATWALLA:
SHRI SHANKERSINHJI
VAGHELA :

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

(a) whether Government have seen the press reports in the Statemen dated the 24th March, 1979 wherein it has been stated that a new drug isolated from coccinea indica, a wild creeper found in Bangladesh and many parts of Indian sub-continent has been found effective for the treatment of diabetes mellitus ;

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

(c) whether Government propose to make any experiment about this in the country ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY):

(a) Yes, Sir.

(b) and (c). The clinical trials of the said drug have been in progress under the aegis of the Central Council for Research in Ayurveda and Siddha. The data obtained from the trials is being analysed to assess the potentiality of the drug.

Institution for training in seafaring

*796. SHRI C. K. CHANDRAPPAN:
Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government are aware that the people in Lakshadweep are traditionally very good seafarers and even today large number of people from those Islands are working in merchant navy all over the world ;

(b) whether Government would examine the possibility of setting up an institution for training people in seafaring in these Islands; and

(c) if so, the steps Government intend to take or have already taken in this direction ?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) : (a) Yes, Sir. People in Lakshadweep are traditionally good seafarers and a sizeable number of them are working in merchant navy.

(b) There are already six Training Institutions set up by Government for Training of Officers and Seamen. On of these six Training Institutions, three Establishments are for Seamen Training and they are adequate to meet the need.

(c) Does not arise.

Teaching Standards

*797. SHRI EDUARDO FALERIO:
Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) Whether Government is aware of deteriorating teaching standards, patient care and research in our medical education; and

(b) if so, whether Government will set up a Commission including outstanding medical educationists to assess and inquire into the cause behind the mal-administration of our medical education and to recommend remedial measures?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY) : (a) It would be too much to assert that the present medical educational system suffers from deteriorating teaching standards, patient care and

research ; but, undoubtedly, there is considerable scope for improvement, and efforts are made to set right the deficiencies whenever they come to notice.

(a) Does not arise.

राष्ट्रीय श्रम संस्थान का कार्यकारी परिषद् बनाया जाना

*798. श्री भानु कुमार शास्त्री : क्या संसदीय कार्य तथा श्रम मंत्रा: यह बताने की कृपा करेगे कि:

(क) क्या राष्ट्रीय श्रम संस्थान की कार्यकारी परिषद् गत एक वर्ष से नहीं बनायी गयी है, और

(ख) यदि हा, तो इसका कारण है ?

श्रम तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (श्री लारंग साय) : () राष्ट्रीय श्रम संस्थान का कार्यकारी परिषद् पुनर्गठित की गई है।

(ख) प्रश्न नहीं उठता।

Joint Consortium for Containerised Shipping Service

*799. SHRI P. M. SAYEED: Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Indian and three British Shipping Companies have decided to form "joint consortium" with a view to offering a full-fledged containerised shipping service ;

(b) if so, whether any final decision in this regard has been taken ;

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

(d) to what extent this decision will help both the Governments ?

THE MINISTER OF STATE-IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) : (a) Three Indian Shipping Companies are having discussion with certain British shipping companies.

(b) According to the information available with the Ministry, the discussions have not yet been finalised.

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

Sophisticated equipments with Industrial Training Institutes

*800 SHRI D. D. DESAI: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state

(a) whether there is any programme to equip industrial training institutes with sophisticated equipments under a UNDP programme,

(b) if so, the details thereof, and

(c) whether such a programme also takes into account Government's declared aim of promoting production in decentralised sector and self-employment?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) : (a) to (c) There is a Project on Advanced Vocational Training System based on modes of employable skills undertaken by the Government of India and the State Governments jointly in collaboration with the UNDP/ILO

2 The system provides for the training of highly skilled workers and technicians in a variety of advanced and sophisticated skills not available from other vocational training programmes. It represents a further step towards the completion of a comprehensive and integrated pattern of training for industry and as such should be viewed in the context of past and current developments

3. The immediate programme is :

(i) To establish five new Advanced Training Institutes on the premises of the Central Training Institutes for Instructors situated at Bombay, Calcutta, Hyderabad, Kanpur and Ludhiana, each of which will provide advanced training in a number of trades which are of the critical importance to industry in the region.

(ii) To diversify further the activities of ATI Madras into new fields, particularly for the chemical industries.

(iii) To train at the Advanced Training Institutes and the model Industrial Training Institutes a minimum of 12,000 skilled and highly skilled workers and technicians.

- (iv) To upgrade 16 selected Industrial Training Institutes in the more industrialized states to become model ITIs and to provide training facilities in the most critically needed trades and of an adequate quality to meet the demands of local industries.
- (v) To prepare plans and programmes for the upgrading of a further group of ITIs to the level of model ITIs.
- (vi) To test the applicability and introduced in a selected number of ATIs and ITIs and in appropriate trades the system of training by modules of employable skill.

4. The Industrial Training Institutes with the system of training by modules of employable skills are intended to provide young persons with the minimum skills necessary either for direct employment or for further on-the-job training in a variety of occupations. The worker whether he be trained at an ATI or an ITI will be enabled to improve his specialised skills and develop his innate abilities and improve his potential for employment and material well being

Construction of Radio Stations in Occupied Kashmir

*801. SHRI MUKHTIAR SINGH MALIK :
DR. BIJOY MONDAL :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether his attention has been drawn to the news item appearing in Evening News dated the 22nd March, 1979 to the effect that Pakistan has constructed to two more radio stations in occupied Kashmir, and

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

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

(b) Construction of additional radio stations in Pakistan Occupied Kashmir cannot in any way affect the position of Jammu & Kashmir as an integral part of India.

Instruments to forecast Paralytic Stroke

*802. SHRI NIHAR LASKAR :
SHRI R.V. SWAMINATHAN :

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

(a) whether it is a fact that it is possible to fore-cast a paralytic stroke as well as other brain ailments and to take preventive measures well in time ;

(b) if so, to what extent it has been made possible through the use of an instrument ;

(c) whether this instrument has been provided in all the hospitals in the country;

(d) if so, the names of hospitals they have been kept ; and

(e) the cost involved therein ?

THE MINISTER OF HEALTH AND FAMILY WELFARE : (SHRI RABI RAY) : (a) No, Sir.

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

Building of Trawlers

*803. SHRI M. N. GOVINDAN NAIR Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government have a proposal under consideration to enter into a collaboration with Poland for the building of trawlers in the country, and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) : (a) So far as Ministry of Shipping & Transport is concerned no such proposal is under consideration.

(b) Does not arise.

जाम जोधपुर नगर के सीजन टिकट्स होलडर्स

7601. श्री धर्मेसिंह भाई पटेल :
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गुजरात के सीराष्ट्र प्रदेश के जामनगर जिला के जाम जोधपुर नगर के सीजन टिकट्स होलडर्स ने पोरबन्दर-जाम जोधपुर के बीच गाधीग्राम एक्सप्रेस रेलगाड़ी में सीजनल टिकट वालों की यात्रा के बारे में जनरल मैनेजर, पश्चिम रेलवे, बम्बई को 10 अगस्त, 1978 को तार भेजा था और 11 सितम्बर, 1978 को एक अन्वय-बेदन दिया था ;

(ख) यदि हा, तो इस तार और अभ्यावेदन मे क्या मागे की गई थी, और

(ग) सरकार ने इन मागों पर क्या कार्यवाही की है तथा उसका ब्योरा क्या है और यदि कोई कार्यवाही नहीं की गई है तो यह कब की जाएगी और उसका ब्योरा क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) जाम जोधपुर + सीजन टिकटधारियों की आर से दिनांक 10-8-78 का कोई तार प्राप्त नहीं हुआ। लेकिन मडल अधीक्षक, भावनगर को दिनांक 11-9-78 का एक पत्र प्राप्त हुआ था।

(ख) माग यह थी कि सीजन टिकट-धारियों को पोरबन्दर और जेतलसर क बीच 45 अप गाधीग्राम एक्सप्रेस गाड़ी मे यात्रा करने की अनुमति दे दी जाये।

(ग) चूकि इस गाड़ी मे उपलब्ध सम्पूर्ण स्थान प्रारक्षित था, इसलिए सीजन टिकट-धारियों को इसमे यात्रा की अनुमति नहीं दी गयी थी। इस गाड़ी मे उपलब्ध स्थान के इस्तेमाल क अध्ययन क आक्षार पर, अब यह विनिश्चय किया गया है कि सीजन टिकट-धारियों को इस गाड़ी मे यात्रा करने की अनुमति देने क लिए, एस एल आर डिब्बे मे दूसरे दर्जे का स्थान प्रारक्षित कर दिया जाये।

Deputation of Class IV Officials for coverage by Film unit

7602 SHRI VIJAYAKUMAR N. PATIL Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state -

(a) whether it is a fact that during 1978-79 class IV officials were deputed for news coverage by the film unit of Department of Family Welfare to various stations in the country,

(b) if so, the names and designations of class IV officials who have undertaken air journey and the justification for air travel both ways and whether the sanction of the competent authority prior to undertaking of such a journey was obtained, and in what circumstances; and

(c) whether Government have received complaints regarding corruption/irregularities against some of the Assistant Media Officers and the nature of the complaints received and details of action taken/proposed ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY) : (a) Yes, Sir Since the small Departmental Film Unit does not presently have a regular light man, the helpers attached to the Unit have been trained and are being utilised in doing the film coverages.

(b) For the coverage of a massive Vasectomy Camp at Mehsana, Gujarat, on January 30/31, 1979 sanction was accorded by the competent authority for the film crew to travel by air. The coverage was to be released in the TV news, a short film based on the Camp was also proposed to be made. For the two types of film coverages costly and delicate cameras and sound recording equipment were required. For carrying the equipment and assisting in taking the film the lightman-cum-helper was taken. Shri Ratan Singh, helper, was also allowed to travel by air both ways alongwith the technical crew. Taking of a lightman is normal alongwith such a production-team

(c) No Sir

राजस्थान में व्यापारियों को बैगनों का प्रावर्तन

7603. श्री बोलत राम सारण क्या रेल मंत्री यह बताने की कृपा करेगे कि -

(क) राजस्थान क व्यापारियों ने सत चार महीनो के दौरान खरीफ की उपज की दुलाई के लिए कितने बैगनों की मंडीवार और तारीखवार माग की थी और इस माग पर वास्तव मे, तारीखवार, कितने बैगन प्रावर्तित किये गये, और

(ख) क्या यह सच कि बहुत सी मंडियों की महीना तक बैगन सप्लाई नहीं किये गये इसके परिणामस्वरूप बसूल किये गये कृषि उत्पाद की मंडियों से दुलाई नहीं की जासकी और मुख्य काफ़ी चिर गये जिसके परिणाम-स्वरूप किसानों की भारी हानि हुई तथा साथ साथ ही उपभोक्ताओं की उम कठिनाई में कृषि वस्तुओं का अधिक मूल्य बढ़ा करने के बिने

बिचवा किया गया जहाँ पर उपरोक्त उत्पाद बेजा जाना था ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) और (ख) सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी ।

Service Conditions of Mogul Lines and Konkani Service Unit

7604. SHRI BAPUSAHEB PARULLEKAR : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether at present there is a discrimination existing between the service conditions including wages applicable to the main line staff of Mogul Lines and staff attached to Konkani service unit of Mogul Lines;

(b) details of discriminatory service conditions between employees of main line staff and staff attached to Konkani unit; and

(c) reasons for the same and whether Government propose to remove the discrimination, and if not the reasons therefor ?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) : (a) to (c). The Konkani Passenger Service was taken over by the Government of India from M/s. Chowgule Steamships Ltd. in 1973, and was entrusted to Mogul Line Ltd. for operation on "no-profit-no-loss" basis. The Konkani Service Unit was thus not merged with the Mogul Lines, and is actually functioning more or less as a separate unit for looking after the operation of the Konkani Passenger Service. Certain staff attached to Konkani service were also taken over by Mogul Line on the same terms and conditions, as were applicable to them with the previous owner (namely, M/s. Chowgule Steamships Ltd.). The question of discrimination between the service conditions including wages applicable to them with those of the main line staff of the Mogul Line does not, therefore, arise. Due to continued heavy losses being incurred in the operation of the Konkani Service, it has not been possible to make any change in the service conditions and wages of this staff, but they have been granted certain reliefs

Motor-cycle Helmet for Scooter Drivers

7605. SHRI R. KOLANTHAIVELU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the

policy of the Government of India in introducing motor-cycle helmet for scooter drivers for all India application ?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) : A new section 85A has already been inserted in the Motor Vehicles Act to provide for compulsory wearing of protective headgear (crash helmet) by every person driving or riding (otherwise than in a side car) a motor cycle, of any class at a public place. The provisions of this section are proposed to be brought into force simultaneously with the rules which are being framed by the Central Govt. under the section.

New Passenger ship for Andamans and Mainland

7606. SHRI MANORANJAN BHAKTA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government has ordered to procure a new passenger ship with modern amenities to replace m.v. ANDAMANS which has become old and obsolete for maintaining the passenger service between Andaman and Mainland; and

(b) if so, state the details and when the order was placed, with whom and time of delivery of the vessel ?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) : (a) & (b). m.v. Andamans which has become old will be sent for special survey; this should extend its life for another about 4 years. In the meantime, Shipping Corporation of India is considering to place order for a replacement vessel for m.v. Andamans in such a way that the new ship becomes available by the time m.v. Andamans becomes due to be scrapped. The order is yet to be placed.

कोटा-बारन शटल गाड़ी का पुनः चलाया जाना

7607. श्री चतुर्भुज : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कोटा-बारन शटल गाड़ी रद्द कर दी गई है ;

(ख) यदि हाँ, तो कितनी अवधि के लिये ; और

(ग) इसे कब पुनः जालु कर दिये जाने की सम्भावना है ?

रेल मंत्रालय में राज्य मंत्री (जी सिद्ध-नारायण) : (क) से (ग). कोटा-बारन शटल गाड़ी को 26 फरवरी, 1979 से रद्द किया गया था और 15 अप्रैल, 1979 को उसे फिर से चला दिया गया था।

Calling bipartite and tripartite Conference on Chemical and drug Industry

7608. SHRI SAMAR MUKHERJEE: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether Government are aware that in spite of repeated reminder and persuasion it have failed to call bi-partite and tri-partite conference on chemical and drug industry to discuss various aspects for betterment of working class of this industry; and

(b) why the recommendations of last tri-partite conference held at Bombay could not be implemented ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) : (a) A national tripartite meeting is proposed to be convened shortly to discuss the problems faced by the employees of the pharmaceutical industry, particularly its medical and sales representatives

(b) The Ministry of Labour are not aware of any such Tripartite Conference in recent years.

Bhajans and singing of religious help to Psychological Patients

7609 SHRI NATHU SINGH : SHRI BAGUN SUMBURI :

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

(a) whether Government are aware of the research conducted in the National Institute of Mental Health and Neurosciences in Bangalore that the 'Bhajans' and singing of religious and devotional songs help psychiatric patients;

(b) if so, the details thereof; and

(c) what steps Government propose to arrange and extend the benefits of this research for patients.

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY) : (a) No specific research on the subject has been conducted by the National Institute of Mental Health and Neuro Sciences Bangalore.

(b) Does not arise.

(c) Does not arise.

Pensions to retiring Employees

7610 SHRI S S IAI Will the Minister of RAILWAYS be pleased to state:

(a) whether pensions to the retiring railway employees are given on the basis of out-dated and out-moded pension rules of 1871,

(b) whether there are a lot of anomalies and discriminations made in the pensions paid before and after the year 1973;

(c) if so, the details and reasons thereof;

(d) whether pensioners' bodies have many a time in the near past, represented in this behalf but without any effect, and

(e) the steps he proposes to take to improve the situation keeping in view the rising prices and absence of medical facilities for pensioners ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) No. The pension scheme adopted for the railway employees is in toto the same as formulated by the Ministry of Finance for all Central Government servants. The pensionary benefits to the Central Government servants have been modified/liberalised from time to time and all the liberalisations are made applicable to the railway employees also.

(b) & (c). No. The staff who retire on a particular date are eligible to be governed by the Rules in force on that date unless otherwise specified. Accordingly, pensioners who retired prior to 1-1-73 were governed by the Pension Rules then in force. They are not eligible for any liberalisation made to these rules effective from a prospective date. However, the staff retiring prior to 1-1-73 have been granted adhoc relief ranging between Rs. 15/- to Rs. 35/-. In addition, the Pension Reliefs granted to the staff retiring after 1-1-73 is also granted to those who retired prior to 1-1-73.

(d) Railway Pensioners Sangham, Madras, have represented for implementation of the various Pensionary benefits allowed by Government from time to time from retrospective date.

The Government after careful consideration of the representation decided that post 1-1-73 liberalisations can not be made applicable retrospectively

(c) As stated against parts (b) and (c) of the question Pension relief is already being granted to Pensioners from time to time to compensate for increase in the price index. Medical facilities are also admissible to the Pensioners on payment of a monthly contribution as fixed from time to time

Ayurvedic Hospitals

7611 SHRI SURENDRA BIKRAM Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state

(a) how many Ayurvedic Hospitals are at present operating in whole of the country State wise and how much expenditure are being incurred on them every year,

(b) what steps Government is going to take to encourage Ayurvedic treatment system in the country and how, and

(c) is Government making efforts to train more and more doctors in Ayurvedic treatment ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI PRADIP RAY)

(a) The State of Madhya Pradesh has stated that there are 13 Ayurvedic Hospitals in that State and the annual expenditure is Rs 28 lakhs

The State of Sikkim and the Union Territories of Chandigarh, Lakshadweep, Goa, Daman and Diu, Andaman & Nicobar Islands and Dadra and Nagar Haveli have furnished 'nil' information

Information in respect of the remaining States/Union Territories is being collected and will be laid on the Table of the Sabha

(b) A list of schemes for the encouragement of Ayurvedic treatment system in the country at present in operation and contemplated is enclosed

(c) To ensure availability of adequate trained personnel in Ayurved, assistance is being provided to two Post-Graduate Training Institutes and 17 Post-graduate departments of training institutions. Assistance is also being provided to under-graduate colleges run by voluntary organisations in the country

LIST OF SCHEMES

1. Establishment of Central Council for Indian Medicine, New Delhi
2. Development of Postgraduate Institute at Jamnagar

3. Establishment of National Institute of Ayurveda, Jaipur

4. Development of Postgraduate Centre of Ayurveda at Banaras Hindu University, Varanasi

5. Establishment of Central Council for Research in Ayurveda and Siddha

6. Establishment of Indian Medicine Pharmaceutical Corporation Ltd., Ranikhet

7. Development of the Pharmacopoeia Laboratory for I.S.M. Ghaziabad

8. Grants in aid to Under-graduate and Post-graduate Ayurvedic Institutions

9. Development of Indigenous Systems of Medicine Pharmacies including Herbal Farms

10. Development of the Centres of Post-graduate Medical Education in Indigenous Systems of Medicines

New Schemes contemplated

11. Expansion of Indian Systems of Medicines Wing

12. Publication of Books of I.S.M.

13. Training of Under-graduate Teachers in I.S.M.

14. Establishment of I.S.M./Homoeopathic Dispensaries in Tribal Pockets

15. Training of Village Practitioners (Vaidyas) etc.

16. Development of Under-graduate Colleges in I.S.M. and Homoeopathy managed by States and Private Bodies

Publicity work by Indian Embassy in Islamabad

7612 SHRI RAM VILAS PASWAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) the details of publicity work being done by the Indian Embassy in Islamabad (Pakistan)

(b) how many press releases and India news bulletins have been issued since the opening of the Indian Embassy in Islamabad in July, 1976, and

(c) other steps proposed to be taken to step up the publicity work there ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL

AFFAIRS (SHRI SAMARENDRA KUNDU) (a) The Embassy in Islamabad

- (i) maintains contact with media representatives in the major cities of Pakistan,
- (ii) assists Indian and Pakistani journalists, musicians, artists and professors visiting each other's country and
- (iii) organises from time to time cultural and musical evenings, film shows and lectures

(b) Because of local restrictions the Embassy is unable to issue press releases and news bulletins on a regular basis. It brings out and distributes bulletins on special occasions like visits etc. but sends Indian journals, publications and publicity material to selected persons from time to time.

(c) The Ministry of External Affairs is actively considering strengthening the staff in the Embassy at Islamabad and the Consulate General in Karachi for publicity work.

Conversion of Narrow gauge Lines

7613 **SHRI GIRIDHAR GO-MANGO** Will the Minister of RAILWAYS be pleased to state

(a) how many of the narrow gauge lines have been converted into metre gauge and broad gauge, so far, and

(b) number of narrow gauge lines to be converted into metre gauge and broad gauge lines?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (**SHRI SHEO NARAIN**) (a) and (b) Conversion of 44.64 Kms long section from Nadiad to Kapadvanj on the Western Railway is the only project of gauge conversion from NG to BG which has been approved so far at an estimated cost of Rs 4.05 crores as a part of the project for constructing a BG line upto Modasa. The question of taking up conversion of NG lines into BG in future will depend upon traffic requirements and availability of resources.

Quarters for Staff at Baroda Railway Station

7614 **SHRI AMARSINH V RA-THAWA** Will the Minister of RAILWAYS be pleased to state

(a) the number of Class II, III and IV employees working at Baroda Railway Station,

(b) whether there is any proposal to construct more quarters for railway employees at Baroda Railway Station, and

(c) if so, their number category-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (**SHRI SHEO NARAIN**):

(a) Class II	Nil
Class III	503
Class IV	773
(b) Yes	

(c) There is a proposal to construct 6 units of type I, 10 units type II and 4 units type III quarters at this station. Construction of quarters is a continuing process depending upon the requirements and availability of funds. Construction of more quarters will be considered for inclusion in future years Works Programme.

Health Pact with Bahrain

7615 **SHRI PABITRA MOHAN PRADHAN** Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) whether there has been a Health Pact in between India and Bahrain, and

(b) if so what are the subjects for which the pact has been made?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (**SHRI SAMARENDRA KUNDU**) (a) No formal Health Pact has been signed between India and Bahrain. However, Agreed Minutes were signed during the visit of the Minister of Health of Bahrain, who visited India from 20-2-1979 to 7-3-1979.

(b) The Agreed Minutes include recruitment of doctors and other categories of para-medical staff, training of Bahraini students in medical fields, procurement of drugs, medicines and hospital equipment from India, recruitment of nurses from India and training of Bahraini students in the field of nursing. In addition, visits by specialists from India for participation in scientific seminars in Bahrain etc. was also agreed to.

Railway Station Porters' Cooperative Society, Allahabad

7616 **SHRI RAMJI LAL SUMAN** Will the Minister of RAILWAYS be pleased to state

(a) whether the parcel handling contract held by Railway Station Porters' Cooperative Society Allahabad was terminated in June 1978 for continuous unsatisfactory working,

(b) whether an arbitratory action was taken by Divisional authorities at Allahabad in allotting the contract to Railway Mazdoor Sangh on the existing rates without inviting other genuine co-operative societies having much experience and good records to give their rates so that contract could be awarded on their advantageous rates

(c) whether as per rules handling contracts can be allotted to individual society without inviting other societies

(d) the period of working by Railway Mazdoor Sangh as Parcel Handling contractor at Allahabad the number of complaints by staff public and bad working, number of fines imposed for bad working be indicated, and

(e) whether any agreement was executed with said society for working as parcel handling contract at Allahabad in order to take action in case of any lapses if not reason therefor be indicated?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHLO NARAIN) : (a) and (b), The parcel handling contract held by Railway Station Porters (Cooperative Society, Allahabad was terminated from midnight of 27th/28th August 1978. The contract was allotted to M/s Railway Mazdoor Sangh Samvidha Sahkari Samiti Ltd Allahabad, which was handling the goods handling contract at Allahabad as a stop gap arrangement, to keep the work going with effect from 28-8-78

(c) Yes

(d) From 28-8-78 to 28-2-1979. Three complaints from the Railway staff and none from public were received for which written warning was given to the Society. No fine was imposed.

(e) An addendum to the present agreement was executed by the Railway Administration with the Society for preferment of the parcel handling work at Allahabad.

D.T.C. Route No. 52.

7617 SHRI MADHAVRAO SCINDIA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) what is the exact frequency of DTC route No. 52 ex-Regal to Nauroji Nagar,

(b) Whether it is a fact that of late there has been deterioration in the service of this route on Sundays and Holidays in particular and other week days in general;

(c) Whether in view of this DTC will consider disbanding with the route and extending services of other routes like No. 50, 56 etc to Nauroji Nagar as a regular service in near future, and

(d) If not, what steps proposed to be taken either to improve the existing service and extend other service?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHANDRAM) : (a) 9 trips are operated during morning and afternoon peak hours. The frequency ranges between 14-minutes to 30-minutes between these trips. No trip is operated between 10.15 to 10.26 hrs from Regal.

(b) Due to lack of traffic the services are not operated for Sundays and Holidays. But the operation of services on other week days is quite regular.

(c) No Sir

(d) The existing services are considered adequate. Nauroji Nagar is connected to Saldarjang Hospital by a large number of services from where change over facilities for Comaught Circus/Regal are available on a number of routes.

Train from Gauhati to Nowgong

7618 SHRI BEDAJRATA BARUA : Will the Minister of RAILWAYS be pleased to state

(a) whether Government have been considering the introduction of a through train to connect Gauhati with Nowgong,

(b) if so by what time it is proposed to be introduced,

(c) if not what are the difficulties to be faced by the people of Nowgong District who will be greatly benefited if this train is provided and

(d) whether the railway tract from Chaparmukh to Nowgong a distance of 20 kilometres have been very poorly maintained?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHLO NARAIN) : (a) No

(b) Does not arise

(c) There is no traffic justification for introduction of a direct train between Gauhati and Nowgong Assam

(d) No

Bombay-Pune Double Decker Train

7619 SHRI AMRUT KASAR : Will the Minister of RAILWAYS be pleased to state

(a) whether the Bombay-Pune-Bombay double decker "SINHAGAD EXPRESS" has proved to be a failure due to several inconveniences in the train,

(b) whether the passengers have to undergo as much sweating as in climbing the Sinhagad Fort itself due to very low height, entering of platform heat from the windows dust and other waste and congestion, and

(c) what steps have been taken to improve the said train or whether Government are thinking of discontinuing the said train?

THE MINISTER OF STAFF IN THE MINISTRY OF RAILWAYS (SHRI SMO NARAIN) (a) No Passenger reaction, as ascertained through Opinion Cards distributed among passengers in April, 1978 after introduction of the double decker coaches on 309/310 Sinhagad Express, revealed that majority of passengers feel that the journey is comfortable

(b) No /

(c) It is not the intention to discontinue running of double-decker coaches. It is proposed to ascertain the reaction of the passengers once again in order to profit by their experience of this type of coaches in all weathers

Expenditure proposed on Ladakh Roads.

7620 SHRIMATI PARVATIDEVI Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) the expenditure proposed on construction of roads in Ladakh during the Sixth Plan period, and

(d) the details thereof?

THE MINISTER OF STAFF IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) & (b). Works of the total cost of Rs. 1077 lakhs are planned to be taken up in Ladakh area by the Border Roads Organisation. So far as State Plan is concerned, no final decision has yet been taken regarding the Plan outlay for 1978-83 to be provided for road construction and development programmes for Ladakh area

कर्मचारी राज्य बीमा योजना में सीनियर मैनेजरों के वेतन में वृद्धि

7621. श्री इयाम सुन्दर दास :

श्री बलपति सिंह परसेले :

क्या संसदीय कार्य तथा श्रम मंत्री यह बताने की कृपा करेंगे कि

(क) क्या कर्मचारी राज्य बीमा योजना में जूनियर मैनेजर ग्रेड-11 सीनियर मैनेजरों से अधिक वेतन प्राप्त कर रहे हैं,

(ख) यदि हा, तो इसका कारण क्या है :

(ग) भविष्य में जूनियर मैनेजर ग्रेड-11 को सीनियर मैनेजर ग्रेड-11 के बराबर वेतन देने तथा सीनियर मैनेजर के वेतन बढ़ाने के लिये सरकार का विचार क्या कार्यवाही करने का है, और

(घ) यदि हा, तो कब तक और यदि नहीं, तो इसका क्या कारण है ?

संसदीय कार्य तथा श्रम मंत्री (रबीन्द्र वर्मा) (क) कर्मचारी राज्य बीमा निगम ने सूचित किया है कि इस प्रकार के कुछ मामले हैं।

(ख) यह असंगति इस कारण उत्पन्न हुई है क्योंकि कुछ मैनेजर, ग्रेड-2 प्रति माह 501-६० विशेष वेतन प्राप्त कर रहे थे और जब पहली जनवरी, 1973 से सशोधित वेतनमान लागू किए गए, तो इस विशेष वेतन को ध्यान में रखने हुए उनका वेतन निर्धारित करना पडा था।

(ग) और (घ) सशोधित वेतनमान को लागू करने से उत्पन्न असंगतियों की जांच करने तथा कुछ अन्य मामलों का अध्ययन करने के लिए कर्मचारी राज्य बीमा निगम ने पहले ही एक वेतन समिति गठित कर दी है।

Report of Mehta Committee on Bargemen of Calcutta Port

7622. SHRI SACHINDRALAL SINGHA: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the report submitted by Dr. Mehta Committee on bargemen of Calcutta port are yet to be implemented;

(b) if so, the date on which the report was submitted;

(c) the details of the reasons for not implementing the report;

(d) whether any date be given for implementing the said report; and

(e) if not, the detailed reasons thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) Yes

(b) The report was received on the 16th October, 1978

(c), (d) and (e). Its recommendations are being examined in consultation with the concerned Ministries and the Government of West Bengal and steps are being taken to expedite decisions.

Conversion of Broach-Jambusar N.G. Line

7623 SHRI AHMED M PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal or scheme to convert Broach-Jambusar narrow gauge line in Gujarat into broad gauge line;

(b) if so, details thereof and when it will be completed; and

(c) if not, reason therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No.

(b) Does not arise

(c) In view of the limited financial resources which are not adequate even for the progress of the schemes already in hand, it is not possible to consider conversion of the Broach-Jambusar N.G. line.

Railway running Staff under intoxication

7624. SHRI DALPAT SINGH PARASTE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any complaints that some railway running staff attend to their duty while under the influence of intoxicating drinks which often results in accidents, and

(b) if so, the details thereof and the action taken by Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No general complaints have been received. However, three drivers were found to have caused accidents/averted collisions under the influence of intoxicating drinks

(b) Two drivers have been removed from service and one was reverted.

A provision already exists in Railway Services (Conduct) Rules, 1966 that Railway servants shall abide by the law relating to intoxicating drinks or drugs in force and shall not come on duty under the influence of such drinks or drugs, particularly when the employee belongs to the category of running staff or is directly connected with the train passing. Instructions have also been issued to Railways that any violation of the provisions referred to above has to be viewed seriously and no hesitation shown in awarding the severest penalty to the Railway servant who is found guilty of the violation of Conduct Rules in the disciplinary proceedings that may be initiated against him in terms of Railway Servants (Discipline & Appeal) Rules, 1968.

D.D.T. and Chloroquin

7625. SHRI PURNA NARAYAN SINHA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Report on United Nations Environment Programme that DDT and Chloroquin profusely used in checking malaria and 1,000 kinds of pesticides manufactured by mixing of chemicals have considerable materials which may possibly cause damage to human liver;

(b) whether United States of America has banned unchecked use of pesticides under the Federal Insecticides, Fungicides and Rodenticide Act unregistered US pesticides like chremifon, orhex, krovax, finaven, zeniofol, leptophos, reldan, maohets, nemophos, cyblane,

cytolane, simetryn, etc are being exported by that country, and

(c) whether Government propose to check the free use of pesticide, which may penetrate into the human system and impair not only the health of the present generation as also of the future ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY) (a) Yes

(b) As far as this Ministry is aware, USA has banned unchecked use of pesticides in their own country, but we have no definite information about the export of such pesticides not registered in USA to other countries. It may be added that in May, 1977, UNTP have asked nations not to promote export of potentially harmful chemicals that are unacceptable domestically without the knowledge and consent of authorities in the importing countries. Out of the list of pesticides given in the Question, only Krover and Machis were permitted for imports by registered firms in India.

(c) The Government of India have enacted the Insecticides Act, 1968 to regulate the import manufacture, sale, transport, distribution and use of insecticides with a view to preventing risks to human-beings or animals and for matters connected therewith. Under Section 5 of that Act a Registration Committee has been constituted which registers insecticides for use in India after giving due care to factors of safety to human beings and animals. Under Section 27 of that Act the Government has powers to prohibit the sale of insecticides for reasons of public safety.

Taking over by University College of Medical Sciences

7626 SHRIMATHI MOHSINA KIDWAI

SHRI KACHARULAL HEMRAJ JAIN

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

(a) whether his attention has been drawn to the fact that the administration of Medical College and Association Teaching Hospitals in the Capital is varied and complex, giving rise to inordinate delays administrative and service-wise both, and

(b) if so, what immediate steps are being taken to sort the things in order in Delhi Medical Institutions ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY) : (a) While it is true that the medical colleges and associated teaching hospitals in the Capital are under the administrative control of the different authorities Government are not aware of inordinate delays administrative and service wise in these institutions.

(b) Does not arise

Factories Exempted from P.F.

7627. SHRI HALIMUDDIN AHMED. Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state

(a) the number of those factories which are covered under exempted category for Employees Contributing Provident Fund Schemes ;

(b) when these were exempted and the reasons for granting exemption thereof ;

(c) whether Government are going to bring all exempted categories under general category and

(d) if not the reasons therefor ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) : The Employees' Provident Fund authorities have reported as under —

(a) As on 31-12-1978, there were 3054 factories/establishments which have been granted relaxation/exemption from the operation of the provisions of the Employees' Provident Fund Scheme, 1952

(b) Exemptions were granted by the appropriate Government between the period from November 1952 to December, 1978, in terms of Section 17(1) of the Employees Provident Funds and Miscellaneous Provisions Act, 1952 which reads as follows —

“(a) The appropriate Government may, by notification in the Official Gazette, and subject

to such conditions as may be specified in the notification, exempt from the operation of all or any of the provisions of any Scheme—

- (a) any establishment to which this Act applies if, in the opinion of the appropriate Government, the rules of its provident fund with respect to the rates of contribution are not less favourable than those specified in section 6 and the employees are also in enjoyment of other provident fund benefits which on the whole are not less favourable to the employees than the benefits provided under this Act or any Scheme in relation to the employees in any other establishment of a similar character; or
- (b) any establishment if the employees of such establishment are in enjoyment of benefits in the nature of provident fund, pension or gratuity and the appropriate Government is of opinion that such benefits, separately or jointly, are on the whole not less favourable to such employees than the benefits provided under this Act or any Scheme in relation to employees in any other establishment of a similar character”.

(c) & (d). The Public Accounts Committee (1978-79) has in its 110th report made some observations/recommendations in this regard and these are being examined.

Development of Ayurvedic Medicine for Malaria

7628. SHRI GHITUBHAI GAMIT:
SHRI D. D. DESAI :

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

(a) whether it is a fact that the Government of Gujarat has extended its co-operation to the Central Government to develop an Ayurvedic medicine for malaria which is a compound of indigenous herbs and the efficacy of the drug has been proved beyond doubt with hundreds of field trials with blood samples of malaria patients taken and the medicine was used :

(b) if so, the details regarding this ayurvedic medicine; and

(c) the reaction of the Central Government thereon?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY : (a) to (c). No proposal for the development of Ayurvedic medicine for malaria has been received from the Government of Gujarat by the Government of India. However, the Central Council for Research in Ayurveda and Siddha have developed a compound namely Kuberaksha for the treatment of Malaria. Clinical trials on this drug have been taken up by the Council through its Institutes/Centres Units in different States. The Government of India are keenly awaiting the final conclusions about the efficacy of this drug emerging from the clinical trials being carried out.

I Class Complimentary Pass

4629. SHRI RAJSHEKHAR KOLUR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the former President of India Shri V. V. Giri had applied for a first class complimentary pass;

(b) if so, whether the complimentary pass has been issued accordingly; and

(c) if not, the reasons, thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) to (c) One first class all India complimentary card pass was issued to Shri V. V. Giri with his wife available by A.C.C. and one attendant in second class in Sept. '76 valid upto 21-9-77. On the expiry of this card pass the request from Shri V. V. Giri for its renewal was not agreed to as it is not covered by the revised guidelines which were also placed before Parliament.

Recommendations of Mathew Committee on National Employment Service

7630. SHRI M. V. CHANDRASHEKHARA MURTHY :
SHRI A. R. BADRINARAYAN :
SHRI P. M. SAYFED :
SHRI DHARMVIR VASISHT :
SHRI JYOTIRMOY BOSU :

Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state :

(a) whether conversion of employment service, creation of separate Ministry of Manpower Planning and Employment at the Centre with corresponding departments in the States and appointment

of a statutory National Manpower Commission on the pattern of one in the U K are some of the important recommendations made by the Mathew Committee on National Employment Service,

(b) if so, whether Government have examined them?

(c) if so, when the final decision is likely to be taken, and

(d) whether, all the above recommendations have been accepted by Government?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) (a) the Mathew Committee on National Employment Service has recommended that there should be a separate Ministry of Manpower Planning and Employment at the Centre (and corresponding departments in the States) together with the normal executive field staff of a Directorate General (OR a Statutory National Manpower Commission as in the United Kingdom) which combines both executive and Secretariat functions at Government level

(b) The recommendation has been forwarded to all the State Governments and Central Ministers for obtaining their views for enabling the Central Government to take a final decision

(c) The matter will be finalised after we have received replies from the State Governments/Central Ministries

(d) As in (b) above

Indian Territory in foreign occupation

7691 **SHRI KANWAR LAL GUPTA**
Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) what is the total area of the whole country in 1977 as also in the 15th August, 1947,

(b) how much area of our country has been occupied by other countries,

(c) give the details of the areas and the names of the countries occupying our territory

(d) how much is the disputed area in our country and give the names of the countries with whom the dispute is going on; and

(e) what specific steps Government propose to take to get back our areas which have been occupied by the other countries?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARPNDRA KUNDU) (a) The total area of India as on 15th August, 1947 was 32,69,395 sq kms. The latest provisional figure of area of India is 32,87,782 sq kms as on 1-7-1971. This figure will continue to be adopted till the next Population Census as per the decision of the Government

(b) & (c) The area of our country under the occupation of Pakistan and China is 30,200 sq miles and 14,500 sq miles respectively. An additional area of about 2,000 sq miles in Pakistan-occupied Kashmir was illegally ceded by Pakistan to China under the so-called Sino-Pak Agreement of 1963

(d) China has, since September, 1959, raised claims to approximately 10,000 sq miles of Indian territory in Arunachal Pradesh, Jammu and Kashmir and in the middle Sector. India has, however, consistently held that the true traditional boundary between India and China is that shown by India

(e) Government of India continue to seek the return of Indian territory illegally occupied by China and Pakistan through peaceful means by direct bilateral negotiations. As the Minister of External Affairs informed the House in his statement of February 21, 1979 the exploratory preliminary contacts during his visit to China have unfrozen the issue and both Governments are agreed on the need to reflect further on possible ways to resolve this crucial question

Circular to States to restrain functioning of CITU

7692 **SHRI MUKUNDA MANDAI**
Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state

(a) whether any circular issued to State Governments, directing to restrain the functioning of the CITU,

(b) if so, the reasons thereof, and

(c) if not what is the attitude of the Government towards this organisation?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) (a) No, Sir

(b) Does not arise.

(c) Government does not discriminate against or in favour of any workers' organisation.

Stoppage at Manoharpur and Chakdarpur Stations

7634. SHRI BAGUN SAMBRUI : Will the Minister of RAILWAYS be pleased to state :

(a) whether trains do not stop at Manoharpur Railway Station though a famous mini Steel Plant is located near it, nor do Utkal Express, Steel Express, Kalinga Express and Howrah-Bombay Express stop at Chakdarpur railway station though there is a Divisional Office and Rourkela Steel Plant is also near it and sufficient goods and passenger traffic is also available at these places; and

(b) if so, whether Government propose to provide stoppage at Manoharpur and Chakdarpur Stations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) & (b). Besides two passenger trains, two pairs of Express trains viz. 29/30 Bombay-Howrah Express and 5/6 Howrah-Rourkela Express Stop at Manoharpur. There is no traffic justification for providing halt at Manoharpur by any other Express train. All Mail and Express trains with the sole exception of 59/60 Gitanjali Express which is a Super Fast Inter-City train stop at Chakradharpur station.:

Employees at Sher Halt Station

7635. PANDIT D. N. TIWARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that he announced increase of emoluments of those persons who work at Halt Stations and sell and receive tickets ;

(b) whether it is a fact that this has not been given effect to even after a lapse of six months from the date of announcement especially of Sher Halt Station in Varanasi Division of N.E.R.; and

(c) if so, the reasons for the same ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) & (b). Yes.

(c) North Eastern Railway had called for certain clarifications. This has since been clarified by this Ministry and the revised enhanced rates will be shortly introduced on North Eastern Railway also.

Division of C.G.H.S. in Delhi into zones

7636. SHRI K. LAKKAPPA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether C.G.H.S. in Delhi has been divided in 3 zones, namely, Central Zone, South Zone and North Zone;

(b) whether Medical Officers are posted in dispensaries in different zones keeping in view their places of residence;

(c) whether there are cases where doctors being in the area of one Zone have been posted in another Zone and such doctors have to travel a distance of over 6 Kms. to reach their places of duty; and

(d) if so, reasons therefor ?

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

(b) Yes, Sir. As far as this is administratively possible.

(c) & (d). Yes, Sir. In certain cases the Medical Officers have been temporarily posted to distant dispensaries where there is urgent need.

Amenities in Utkal Express

7637. SHRI BAIRAGI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any complaints have been received by the Ministry from the Members of Parliament from Orissa relating to irregular, low standard and inadequate supply of water, electricity and meals in Utkal Express on the 18th December, 1978 and if so, what action Government have proposed/taken to remove such difficulties; and

(b) whether Government propose to provide more amenities in Utkal Express or make it speedier ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Yes. Amenities provided in the Utkal Express train are upto the requisite standard. However, the suggestions made by the Members of Parliament are being examined and necessary action will be taken wherever required and justified.

Increasing efficiency of Provident Fund headquarter office

7638 SHRI MANOHAR LAL Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state

(a) whether the Employees Provident Fund Employers are asked to settle all final payments and advance cases of the subscribers within fortnight and latest by one month

(b) whether the promotion confirmation efficiency bar regularisation ratification and house building advance cases in respect of the employees of the Employees' Provident Fund are delayed in the Central Office and takes six months or more and

(c) if so what action Government propose to take to increase the efficiency of the Headquarters office at New Delhi and how long will it take to ensure the disposal of all such cases within a month ?

THE MINISTER OF PARLIAMIN TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) (a) Para 141 of the Manual of Accounting Procedure of the Employees Provident Fund Organisation lays down that such payments should be made as speedily as possible and that normally it should be possible for claim received in fully completed form being paid out within 10 days of receipt,

(b) The Employees Provident Fund Authorities have reported that orders on cases relating to promotion confirmation, efficiency bar regularisation and House Building Advance cases which are received complete in all respects with the prescribed documents are normally issued expeditiously

(c) In order to strengthen the administrative set-up at the Headquarters, a Director of Personnel and Training has been posted with effect from the 1st December, 1978 and an Internal Work Study Unit had also been set-up recently to stream-line the work procedures

Absorption of Dependents of Retired Railway Employees

7639. SHRI SARAT KAR. Will the Minister of RAILWAYS be pleased to state.

(a) whether there is any proposal under Government's consideration to absorb the dependents of the retired Railway employees or dependents of Railway employees involved in accidents,

(b) whether any provision in the Railways to give employment after retirement will be considered sympathetically keeping in view of their service records (confidential reports) etc., and

(c) if so the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) to (c) There is no proposal for giving employment to dependents of retired employees. Any such scheme of giving employment to dependents of retired employees will contravene constitutional provisions guaranteeing equality of opportunity in the matter of appointments to services/posts under the Union. In the case of employees who are killed in accidents their dependents are given appointments on compassionate grounds

Railway Station between Jogeshwari and Goregaon

7640 SHRIMATI MRINAL GORE Will the Minister of RAILWAYS be pleased to state

(a) whether a new railway station has been proposed between Jogeshwari and Goregaon on Western Railway in the Bombay suburban, and

(b) if so, what is the progress in this proposal ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) & (b). A proposal for providing this station was considered but dropped on financial considerations

Provision banning employees of Bombay port to take part in politics

7641 SHRI K. A. RAJAN Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether the Ministry has taken any steps to delete the provision banning on employees of the Bombay Port Trust from taken part in politics,

(b) if so, the details, and

(c) if not, the reasons for the delay in taking such a step ?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) to (c). The Port Trust have been advised to delete the provision banning employees of the Port Trust from taking part in politics.

दिल्ली ग्रहमदाबाद छोटी लाइन को बड़ी लाइन में बदलना

7642. श्री लालजी भाई : क्या रेल मंत्री यह बताने की कृपा करेंगे कि दिल्ली ग्रहमदाबाद छोटी रेल लाइन को बड़ी लाइन में बदलने की प्रस्तावित योजना पर अब तक कितनी प्रगति हुई है।

रेल मंत्रालय में राज्य मंत्री (श्री शिव-नारायण) : दिल्ली और ग्रहमदाबाद के बीच मीटर लाइन पहले से ही मौजूद है। शायद सदस्य महोदय का आशय वर्तमान मीटर लाइन के बड़ी लाइन में आमान परिवर्तन से है। दिल्ली - ग्रहमदाबाद ट्रक मार्ग का आमान परिवर्तन एक अनुमोदित कार्य है। इस कार्य पर कुल लागत 100 करोड़ रुपये में अधिक हागी और बढ़ती हुई यातायात की आवश्यकताओं तथा उपलब्ध वित्तीय ससाधनों व अनुरूप इस परियोजना को चरणों में आगे बढ़ाने का प्रस्ताव है।

Cancellation of trains by Northern Railway due to strike by Western Railway.

7643 SHRI JANARDHANA POOJARI
Will the Minister of RAILWAYS be pleased to state

(a) whether Northern Railway had to resort to the cancellation and curtailment of routes on various trains due to strike by the workers on Western Railway, and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) and (b). Due to agitation at Bandakui, by some sections of railway staff belonging to Jaipur Division of Western Railway, which started at 18.15 hrs. on 19-3-79 and later spread to Jaipur, Bharatpur and Phulera, Northern Railway had either to cancel, divert or terminate short of destination the runs of 11 trains on 19-3-79 and 20-3-79.

The agitation was called off at midnight of 20/3-79

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31 मई, 1979 से रेल हड़ताल

7644. श्री अनन्त राम जायसवाल :

श्री गंगा भक्त सिंह :

श्री राजेन्द्र कुमार शर्मा :

श्री ज्योतिर्मय बसु :

श्री जनार्दन पुजारी :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उन्हें पता है कि भारतीय रेल कर्मचारी सभ की कार्यकारिणी ने 25 मार्च, 1979, को दिल्ली में हुई अपनी बैठक में अपनी बोनस की मांग पर दबाव डालने हेतु 31 मई, 1979 से पूर्ण हड़ताल पर जाने का निर्णय लिया है,

(ख) यदि हा, तो उस पर सरकार की प्रतिक्रिया क्या है, और

(ग) क्या रेलवे कर्मचारियों को बोनस देने संबंधी प्रस्ताव सरकार क बिचारधीन है और यदि हा, तो तत्संबंधी ब्योरा क्या है और उस पर किस निश्चित तारीख तक फैसला हो जाएगा और इस बारे में घोषणा की जायेगी ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) (क) भारतीय रेल कर्मचारी सभ की कार्यकारिणी समिति ने 25 मार्च, 1979 का हुई बैठक में एक प्रस्ताव पारित किया है जिसमें उनमें इस सभ से सम्बद्ध युनियनों को निर्बंध दिया है कि बोनस तथा अन्य मांगा क प्रश्न पर वे अपने-अपने रेल प्रशासनो को 1 मई, 1979, सेबरे 6.00 बजे म पूर्ण कर्मचारी हड़ताल का नोटिस दे दे।

(ख) सरकार यह धारणासन देना चाहती है कि बातचीत क द्वार सबैव खुले है और बातचीत से सभी समस्याओं क समाधान क लिए कोई भी प्रयास उठा नही रखा जायेगा

(ग) सरकार न बोनस सहित मजूरी आय और मूल्यों क प्रश्न पर नियोजित अध्ययन दल की रिपोर्ट में की गयी सिफारिशों पर

विचार करने के लिए संशोधनों के एक ढल को नियुक्त किया है जिसमें उप-प्रधानमंत्री एवं वित्त मंत्री, गृह मंत्री, अन्न मंत्री, उद्योग मंत्री, पेट्रोलियम, रसायन एवं उर्वरक मंत्री हैं। यह भावना सभी संसदीय समिति और वित्त मंत्रालय के निष्काराधीन है। अन्तिम निर्णय कब तक हो पायेगा, इसकी निश्चित तारीख बता पाना संभव नहीं है।

K. M. of Railways in States

7645. SHRI K. PRADHANI : Will the Minister of RAILWAYS be pleased to state :

(a) what are the details regarding the total Kilometrage of railways in each of the States ; and

(b) what are the details regarding new railway lines covered the Kilometrage distance during the last 15 years, State-wise ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) and (b). A statement is attached.

Statement

S.No.	States/Union Territories	Route length added since 1963	Route Kilo-metrag ^e as on 31-3-1978
1	2	3	4
1.	Andhra Pradesh	132.00	4,714
2.	Assam	394.00	2,194
3.	Bihar	403.00	5,413
4.	Gujarat	319.00	5,670
5.	Haryana	40.00	1,445
6.	Himachal Pradesh	..	256
7.	Jammu and Kashmir.	77.00	77
8.	Mysore/Karnataka	215.00	2,961
9.	Kerala	..	887
10.	Madhya Pradesh	645.00	5,716
11.	Maharashtra	104.00	5,231
12.	Nagaland	..	9

1	2	3	4
13.	Orissa	450.00	1,948
14.	Punjab	9.00	2,737
15.	Rajasthan	282.00	5,608
16.	Tamil Nadu	241.00	3,765
17.	Tripura	..	12
18.	Uttar Pradesh	231.00	8,759
19.	West Bengal	255.00	3,716
20.	Chandigarh	..	11
21.	Delhi	21.00	168
22.	Goa, Daman & Diu.	..	79
23.	Pondicherry	..	27

Introducing Direct Coaches for Bangalore in Tamil Nadu Express

7646. SHRI C. K. JAFFER SHARIF : Will the Minister of RAILWAYS be pleased to state whether there is any proposal under the consideration of Government to introduce direct coaches for Bangalore in the Tamil Nadu Express after double leading the train ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : No. Incidentally, 125/126 Karnataka-Kerala Express which runs on two days a week to the same time schedule as 121/122 Tamil Nadu Express between New Delhi and Vijayawada provides a convenient through service between New Delhi and Bangalore.

Berthing Facilities in Bombay Port

7647. SHRI K. RAMAMURTHY : Will the Minister of SHIPPING, AND TRANSPORT be pleased to state :

(a) the number of ships and for how many days they are awaiting for berthing facilities in Bombay Port ;

(b) the approximate value of commodities waiting to be off-loaded from these ships; and

(c) the steps being taken for increasing the berthing facilities in Bombay Port ?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT) :

(SHRI CHAND RAM) (a) The position of waiting vessels for berthing as on 16-6-1979 is given below —

1 vessel for 14 days including the date of arrival	
1 vessel for 23 days	Do
1 vessel for 19 days	Do
1 vessel for 18 days	Do.
1 vessel for 17 days	Do
1 vessel for 13 days	Do
3 vessels for 12 days	Do
2 vessels for 11 days	Do
2 vessels for 9 days	Do
3 vessels for 7 days	Do
2 vessels for 6 days	Do
1 vessel for 5 days	Do.
1 vessel for 4 days	Do
2 vessels for 2 days	Do.

(b) The statistics regarding the value of commodities waiting to be off loaded is not compiled

(c) Planning Commission has agreed to provide Rs 60 lakhs for a D-10 tailed Project Report on the proposed new Port facility at Nhava Sheva. The Port Trust have been asked to go ahead in the matter of selecting a suitable Consultant to take up the Project Report

New Cholera Vaccine Developed by National Institute of Cholera and enteric diseases.

7648 SHRI R. P. DAS
SHRI JYOTIRMAY JOSHI

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

(a) whether Government are aware that an untested 'new cholera vaccine' developed by Calcutta based Cholera Research Centre (re named as National Institute of Cholera and Enteric Diseases) a permanent research institute under ICMR were tried on slum population in Calcutta in 1974-75, in a massive scale without scientific sanction, violating medical ethics and procedural norms, and

(b) if so, what action has been taken by Government in this matter?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI

RABI RAY). (a) An aluminium phosphate adjuvant cholera vaccine was used alongwith tetanus toxoid as place be in a controlled field trial conducted in Calcutta between 1975-77 by the Cholera Research Centre, Calcutta (now National Institute of Cholera & Enteric Diseases). The decision to use aluminium phosphate adjuvant cholera vaccine was taken by the ICMR on the advice of a Group of Experts and was approved by the Scientific Advisory Committee of the Centre.

The ICMR had appointed a Committee of Experts to look into all the matter relating to this trial. The Committee has expressed the view that the trial has been well planned and properly executed.

(b) question does not arise

Committee to enquire into imports of Sophisticated Medical equipment

7649 SHRI R. K. MAHAJGI Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state

(a) is it a fact that the Health Ministry has appointed a committee to look into the imports of sophisticated Medical Equipment if so, when,

(b) what are the terms of reference of the said committee and when the Committee is expected to submit its report, and

(c) what are the names of the Members of the said Committee?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY) (a) and (b) The Director General of Health Services had appointed on 26th January, 1979 a small Committee under the Chairmanship of Dr N. Gopinath Prof and Head of the Department of Cardiothoracic Surgery, All India Institute of Medical Sciences, New Delhi to look into the need of all electro medical equipment necessary for import, particularly in the field of Cardiology Nephrology and Neuro Surgery and for protection of local electronic medical equipment industry. The Committee was expected to submit its report within a period of 2 months i.e. by 24th March, 1979. However, the terms of the committee has been extended till the end of July, 1979.

(c) Dr N. Gopinath, Prof & Head of the Department of Cardiothoracic Surgery, All India Institute of Medical Sciences, New Delhi — Chairman.

2. Dr. M K Mani, Chief, Nephrologist, Jai Lok Hospital and Research Centre Bombay **Member**
3. Dr M S Valathan, Director Shri Chitra-Tirunal Medical Centre, Trivandrum **Member**
4. Dr A K Banerjee, Department of Neurosurgery, All India Institute of Medical Sciences, New Delhi **Member**
- Dr S K Guha, Prof and Head, Biomedical Engineering Centre for Biomedical Engineering All India Institute of Medical Sciences and the Indian Institute of Technology, Ansari Nagar, New Delhi **Member**
6. Dr P N Ghai, Assistant Director General of Health Services, Directorate General of Health Services, New Delhi **Member Secretary**

joint meeting. The meeting has not yet been convened by the North Bengal Flood Control Commission.

विदेशों में नियुक्ति के लिये केन्द्रीय सरकार स्वास्थ्य सेवा के डॉक्टरों को जाने की अनुमति न दिया जाना

7651. श्री गंगा भक्त सिंह : क्या स्वास्थ्य और परिवार कल्याण मन्त्र दृष्ट बताने का कृपा करेंगे कि

(क) क्या गत तीन वर्षों में वर्षवार केन्द्रिय सरकार स्वास्थ्य सेवा के डॉक्टरों को विदेशों में नियुक्ति के लिए जाने का अनुमति नहीं दी गई

(ख) यदि हाँ तो इनके क्या कारण हैं और कितने ऐसे डॉक्टरों का नाम आप-चारिकताएँ पूर करने के बाद भविष्य में विदेश जाने का अनुमति नहीं दी गई और

(ग) अन्य डॉक्टरों के तुलना में इन डॉक्टरों के साथ मातृला व्यवहार करने का आचिन्त क्या है ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री रवि राय) (क) ज हाँ।

(ख) दृष्ट निम्नलिखित बातों पर आधारित था —

(1) केन्द्रिय स्वास्थ्य सेवा के अनेक अधिकारियों के अपने पदों में अनुपस्थित रहने के कारण केन्द्रिय स्वास्थ्य सेवा के विभिन्न पदों का भरने में बाधा हुई है। है और इसमें अस्पताल और अन्य मस्थाओं में चिकित्सा परिचर्या के स्तर पर भी बुरा असर पड़ता है।

(2) केन्द्रिय स्वास्थ्य सेवा के अधिकारियों को विदेश नियुक्ति पर चले जाने के कारण केन्द्रिय

Extension of Railway Bridge

7650 SHRI AMAR ROY PRADHAN
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any proposal about the extension of a Railway Bridge (Alipurduar New Gaidaha Meter Gauge, N.F. Railway) over Torsa River and

(d) if so the details thereof and action taken so far in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHFO NARAIN) (a) Yes (b) After the floods of 1962 the Railway initiated a proposal to extend the waterway. This proposal was objected to by the local people, as they apprehended flooding of their villages downstream of the bridge. The issue was discussed in the State Committee of Engineers, consisting of senior engineers from the State Government and the Railway which decided that the waterway under the existing Railway bridge being adequate, it was not necessary to extend the bridge. However, in 1975 North Bengal Flood Control Commission asked the railway to re-examine the need for extension of this bridge. The sort out the issue in all the technical details the Chairman of the Commission was requested by the Railway in March '79 to convene a

स्वास्थ्य सेवा म लम्बा अवधि तक अनेक पद खाला पड़े रहे जिन्हे दावे फल न आधार पर नही भरा जा सगा और य अवधि हारा अपने डेपुटेशन का अवधि का बढ़ाने का माग करते रहे ह ।

- (3) ने । रिक्त पदा पर तदर नियुक्ति का अतिरिक्त प्रभावकारि सिद्ध नही हुई क्योंकि तदुक्त न तदर प्रविष्टि हारा स्वयं डा. राय म विज्ञान नियुक्तियां न लिए चुन लिए गए और उन्हाते अपने पदा त्यागपत्र दे दिया और डा. प्रफार उन्हे तदय आधार पर नियुक्त करने का उद्देश्य न विफल हो गया ।

दिनांक 1975 म प्रशासन प्रतिबन्ध लगाने क पश्चात् विवेक जेट म स्वतन्त्रान सो० जा० एच० एम्० अधिकारियो का जा कामिक और प्रशासनिक सुधार विभाग द्वारा विदेश-नियुक्तियो न लिए चुन लिए गए थे अपना नियुक्तियो पर जाने क अनुमति नही दी गई ।

(ग) कर्णिक प्रशासनिक सुविधा उन्हात का माग करता था कि कन्द्रिय स्वास्थ्य सेवा के अधिकारियो का विदेश जाने पर तत्काल रोक लगा दा जाए । इन्हिले इन्हा यद् अव्य नही लगाया जा सकता कि प्राइवेट अथवा अन्य डाक्टरा का प्रोक्षा उनम मालेला व्यवहार किया गया ।

Navigability of Hoogly River

7652. SHRI CHITTA BASU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether Government are aware that the navigability of the Hoogly river (West Bengal) of Haldia has of late deteriorated alarmingly,

(b) whether the Government of West Bengal have since drawn the attention of Government to this matter ;

(c) if so, action taken thereon, and

(d) what specific measures Government proposes to take to improve the navigability of the Hoogly river itself which is generally showing signs of decline ?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING & TRANSPORT (SHRI CHAND RAM) (a) & (d). With the commissioning of the Farakka Barrage in April 1975, there has been improvements in the river Hoogly upto 33 nautic draughts miles below Calcutta. But in spite of steady and intensive dredging in the past few years, there has been deterioration in the draughts in the shipping channel leading to Haldia mainly as a result of the unpredictable hydrological behaviour of the river. The matter is under study by experts within the country as well as abroad. In the meanwhile a Shore Disposal Terminal has been put into operation with effect from December, 1977 to reduce the chances of recirculation of dredged material. Training works in the river Hoogly combined with intensive dredging operations in the shipping channel leading to Haldia are being carried out to arrest the deteriorating trends.

(b) & (c) In August 1978, Minister, Irrigation and Waterways of West Bengal had addressed the Minister of State for Shipping and Transport on matters relating to the improvement of Calcutta/Haldia Ports including improvement in the draughts in the river Hoogly and the shipping channel to Haldia. In reply to him, the steps taken and proposed to be taken in the matter, including those indicated above, were communicated.

T. B. Hospital Mehranli

7653. DR IYAMI NARAYAN PANDYA Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred question No 5248 on the 24th August 1978 regarding death of Kumari Raj Devi and state

(a) whether an enquiry was conducted to ascertain the cause of Coma and ultimate death, and

(b) if so the findings of the enquiry and if not, the reasons ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY) (a) No. In reply to Unstarred question No. 5248 and not 5248 on 24-8-78, it had already

been stated that as reported by the Hospital authorities Kumari Rajo Devi died on 20-6-78 due to hyperpyrexia after remaining in Coma from 9-6-78.

(b) From the facts ascertained it appeared that there was nothing unusual and hence no formal enquiry was considered necessary.

Provident Fund Claims of Employees of Punjab Electricity Board

7654. SHRI BHAGAT RAM : Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state :

(a) how many claims of the employees of Punjab Electricity Board are lying pending in the office of the Regional Provident Fund Commissioner, Chandigarh and Asstt. Provident Fund Commissioner, Amritsar ;

(b) for how many years the claims are pending ;

(c) reasons as to why the claims are not been released ; and

(d) what steps are being taken to expedite the cases ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) The Employees' Provident Fund authorities have stated as follows :

(a) 17 claims of the employees of Punjab Electricity Board are pending in the offices of the Regional Provident Fund Commissioner, Chandigarh and the Assistant Provident Fund Commissioner, Amritsar.

(b) All these claims are pending for less than two months.

(c) These claims remain unsettled for want of following documents required to be submitted by the employer :—

(i) Details of the employees' entry into service ;

(ii) Details of reasons and dates of the members leaving service ; and

(iii) Details of contributions recovered and remitted in respect of these employees for the period preceding the cessation of their membership.

(d) The employer has been advised to submit the wanting information and the accredited Provident Fund Inspectors have also been instructed to obtain the

same from the concerned establishments to expedite settlement of the claims.

Shortage of Railway Staff in N.F.R.

7655. SHRI ISMAIL HUSSAIN KHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a shortage of Railway TTEs, Conductors, Coach Attendants and ASM in Northern Frontier Railway, as a result of which some trains are not running punctually and passengers are not getting facilities ; and

(b) if so, what measures Government are taking to overcome the difficulties of passengers ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEQ NARAIN) : (a) and (b). Information is being collected and will be laid on the table of the Sabha.

Promotion of S.C. and S.T.

7656. SHRI SOMJI BHAI DAMOR : Will the Minister of RAILWAYS be pleased to state :

(a) whether as per Railway Board's instructions when suitable candidates are not available from amongst Scheduled Castes and Scheduled Tribes for promotion, the seniormost SC/ST employees has to be promoted and to be tried out for a period of six months and report obtained with regard to his working ;

(d) whether instances have come to the notice of the Ministry that there have been cases in which SC/ST employees have not been tried out for six months and even before completion of six months, they have been reverted ; and

(c) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEQ NARAIN) : (a) to (c). As per extant instructions, when suitable candidates are not available from amongst the Scheduled Caste and Scheduled Tribe candidates, the best amongst the failed candidates and not necessarily the seniormost candidates, are promoted against the reserved vacancies on ad-hoc basis and tried for a period of six months. These instructions apply to all posts except those in safety categories. Any instances of irregularity coming to the notice of the Railway Ministry are rectified.

प्रति व्यक्ति बिक्रिसा व्यय

7657. श्री हुकमदेव नारायण यादव : क्या स्वास्थ्य और परिवार कल्याण मन्त्री यह बताने की कृपा करेंगे कि देश में स्वास्थ्य विभाग द्वारा जन स्वास्थ्य पर प्रति व्यक्ति कितनी धनराशि खर्च की जा रही है और उस पर नगरपालिका तथा ग्रामाण क्षेत्रों में अलग-अलग, प्रति व्यक्ति कितनी धनराशि खर्च की जा रही है ?

स्वास्थ्य और परिवार कल्याण मंत्री

(श्री रवि राय) : 1973-74 से 1976-77 तक जन स्वास्थ्य पर प्रति व्यक्ति कितना व्यय हुआ, उसका विवरण सलगन है। इस विवरण में प्रत्येक राज्य के सामने कुल स्वास्थ्य प्रति व्यक्ति व्यय का सूचना भी दी गई है। शहरी और ग्रामाण क्षेत्रों में अलग-अलग प्रति व्यक्ति व्यय की सूचना उपलब्ध नहीं है।

विवरण

क्रम सं०	राज्य/मध्य शासित क्षेत्र	1973-74		1974-75		1975-76		1976-77	
		जन स्वा०	कुल स्वा०	जन स्वा०	कुल स्वा०	जन स्वा०	कुल स्वा०	जन स्वा०	कुल स्वा०
		रुपये	रुपये	रुपये	रुपये	रुपये	रुपये	रुपये	रुपये
1	2	3	4	5	6	7	8	9	10
1	आन्ध्र प्रदेश	1 92	6.19	2 88	7.85	3.25	8.86	3.93	10.61
2	असम/मिजोरम	3 83	7.58	4 30	9.56	4.38	10.27	4.31	8.54
3	बिहार	1.39	3.61	1.70	4.09	1.72	4.46	1.52	4.57
4	गुजरात	4.31	8.70	2.61	8.57	3.91	10.68	4.40	12.48
5	हरियाणा	4.15	8.88	3.65	9.99	4.16	11.19	5.05	12.45
6	हिमाचल प्रदेश	6.00	15.56	5.55	17.10	6.22	19.36	6.66	20.27
7	जम्मू व कश्मीर	4.15	15.02	4.45	15.77	4.75	17.02		
8	कनटक	2.57	6.26	2.64	8.81	3.42	11.26	3.28	11.61
9	केरल	2.02	8.74	3.59	12.87	2.65	14.12	3.28	15.46
10	मध्य प्रदेश	3.55	6.41	4.25	8.38	2.62	6.98	4.56	9.65
11	महाराष्ट्र	5.35	10.52	7.56	13.52	7.11	13.41	5.89	12.86
12	मणिपुर	3.99	12.72	4.26	16.20	4.04	16.98	2.01	13.14

1	2	3	4	5	6	7	8	9	10
13	मेघालय	12.92	20.40	9.15	18.52	15.00	24.81	11.34	22.89
14	नागालैण्ड	10.88	52.64	13.71	80.84	31.10	75.84	32.37	76.89
15	उड़ीसा]	2.65	6.34	2.58	6.93	3.62	9.13	3.47	8.95
16	पंजाब	7.00	12.51	4.85	12.34	8.92	17.88	6.03	15.66
17	राजस्थान	4.22	9.26	5.73	12.11	5.94	13.27	6.62	14.31
18	सिक्किम	—	—	—	—	6.70	23.60	16.24	37.51
19	तमिलनाडु	2.13	8.69	1.58	9.81	1.74	10.94	4.03	14.29
20	त्रिपुरा]	2.07	11.02	2.14	11.09	2.78	13.22	2.61	14.08
21	उत्तर प्रदेश	1.67	4.29	2.12	5.08	2.00	5.36	1.77	5.64
22	पश्चिम बंगाल	1.88	7.62	2.02	9.78	2.47	12.31	2.82	13.38
23	अरुणाचल प्रदेश	—	—	—	—	15.96	43.12	13.24	58.58
24	गोघ्रा, दमन ब दीव	11.28	28.92	11.08	35.20	15.41	47.59	11.98	43.06
25	पाण्डिचेरी]]	4.57	25.25	9.33	38.84	10.43	50.04	12.49	49.42
	अखिल भा'त†††	2.98	7.72	3.43	9.44	3.65	10.33	††	††

जन स्वा० :— जन स्वास्थ्य

कुल स्वा० :— कुल स्वास्थ्य

नोट :—† महानियंत्रक और लेखा परीक्षक के पास जम्मू व कश्मीर के प्रांकड़े उपलब्ध नहीं हैं, क्योंकि यह बताया गया है कि राज्य सरकार के रिकार्डें भाग में नष्ट हो गए हैं।

†† बैंक भारत के महानियंत्रक और लेखा परीक्षक द्वारा अभी केन्द्रीय सरकार के व्यय के प्रांकड़ों को संकलित किया जा रहा है, इसलिए अखिल भारतीय प्रांकड़े तैयार करना सम्भव नहीं है।

††† अखिल भारतीय योग में केन्द्रीय सरकार, राज्यों और संघ शासित क्षेत्रों के व्यय शामिल हैं। अरुणाचल प्रदेश, गोघ्रा, दमन ब दीव और पाण्डिचेरी को छोड़ कर शेष संघ शासित क्षेत्रों के बारे में व्यय का विस्तृत ब्यौरा उपलब्ध नहीं है।

1976-77 के प्रांकड़े अनन्तिम हैं।

Constitution of National Consultative Committee

7658 DR BALDEV PRAKASH
Will the Minister of RAILWAYS be pleased to state

(a) whether the National Consultative Committee and Zonal Consultative Committees have been constituted

(b) the functions and the tenure of the committees

(c) the criterion for nomination in these Committees, and

(d) the names of members included in National Consultative Committee and Northern Zone Consultative Committee?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHLO NARAIN). (a) Yes, both the Zonal Railway Users' Consultative Committees and the National Railway Users' Consultative Council have been reconstituted for a period of two years ending on 31-3-1980 and 30-6-1980 respectively.

(b) (i) *Functions of the Zonal Railway Users' Consultative Committees*

(a) Provisions of Amenities in the area with which the Committee is concerned

(b) Proposals regarding opening of new stations within the jurisdiction of the Committee

(c) Arrangements regarding time tables

(d) Improvements of the services and facilities provided by the Railway

(e) Matters pertaining to Catering/Vending facility as also functioning of Book stalls

(f) Any subject of general public interest or public convenience or such matters affecting the services and facilities as have been the subject of representation by users

(g) Matters arising from the reports of the Divisional Railway Users' Consultative Committees or such other matters relating to the subjects referred to in (a) to (f) above, as may be specifically forwarded by the Divisional Railway Users' Consultative Committees for consideration

(h) Matters referred to for consideration and report by the Administration, Ministry of Railways or the National Railway Users' Consultative Council.

(ii) *Tenure—Two years commencing from April*

(iii) *Functions of the National Railway Users' Consultative Council*

1 Such matters relating to the services and facilities provided by railways as may be referred to it for consideration by the Minister,

2 Such matters being within the scope of the functions of the Zonal Committee as are referred to it for consideration by such Committees, and

3 Such other matters relating to the services and facilities on railways which individual members of the Council may, with the approval of the Chairman, desire should be included in the Agenda

(iv) *Tenure—Two years commencing from July*

(c) Nomination on the Railway Users' Consultative Committees and the National Railway Users' Consultative Council is based on the principle of securing as wide a representation as is practicable of various identifiable and important groups of rail-users

(d) (i) *Members of the National Railway Users' Consultative Council for a two year term ending on 30-6-1980 —*

1 Secretary, Ministry of Industry, New Delhi

2 Secretary, Ministry of Tourism and Civil Aviation, New Delhi

3 Secretary, Ministry of Commerce, Civil Supplies and Co-operation, New Delhi.

4 Chairman, Railway Board, New Delhi

5 Financial Commissioner, Railways, Ministry of Railways, New Delhi.

6 Member, Traffic, Railway Board, New Delhi

7 Member, Mechanical, Railway Board, New Delhi

8 Member, Engineering, Railway Board, New Delhi.

9 Shri R Narasimha Reddy, M.P., Madanapalli Post, Chittoor Dist. (A.P.).

10 Shri Ram Krishna Hedge, M.P., 'Kritika', 229, Raj Mahal, Vilas Extension, Bangalore.

11. Shri Mahendra Mohan Mishra, M.P., Bhubaneswar Bhawan, Ramana, Club Road, Muzaffarpur, Bihar.

12. Shri Vithal Gadgil, M.P., 116, Hindu Colony, Dadar, Bombay-400014.
13. Shri S D Singh Chauhan, M P, 13, A P Sen Road, Lucknow.
14. Shri Tej Pratap Singh, M P, Vill. & P.O Magrauth, Distt. Hamirpur, (U P).
15. Shri Ram Murti, M P., Rampur Gardens, Bareilly (U P).
16. Shri Onkar Singh, M P, Civil Lines, Badaun (U P)
17. Shri Sakti Kumar Sarkar, M.P., Vill. Garfa, P.O. Haltu, Distt 24-Parganas (W B.).
18. Shri Yuvraj, M P, Vill Kumaripur, P.O. Katihar, Distt. Katihar (Bihar).

19. Shri Birendra Prasad, M P, P O. Bihar Sharif, Distt. Nalanda, Bihar
20. Dr Vasant Kumar Pandit, M.P, 8, Setalwad Road, L Jagmohandas Marg, Bombay-400036.
21. Shri P. G. Mavalankar, M.P., "Gopika", 22, Maharashtra Society, Ellis Bridge, Ahmedabad-380006 (Gujarat).
22. Shri P Rajagopal Naidu, M.P., Door No 1-5, Diguvmagham, Village & Post, Chittoor, Distt. (A P).
23. Shri Robin Sen, M P, 87, Apcar Garden, P O Asansol, Distt Burdwan, (West Bengal)

Representatives of Zonal Railway Users Consultative Committees

24. Shri S M Rathi, ZRUCC, Central Railway Farm. 'B', Road, Satpur, Industrial Area, Satpur, Nashik
25. Shri Padmaraj Roy, ZRUCC, Eastern Rly 6, Sethpukur Road, Calcutta-700002.
26. Shri Rajendra Agarwala, M/s. Bharat Bharti Prakashan, 533, Western Kutchery Road, Meerut. ZRUCC, Northern Rly.
27. Shri Nurul Haque Khan, Advocate, Jafra Bazar, Gorakhpur. ZRUCC, N.E. Railway.
28. Shri B P. Agarwala, ZRUCC, N.F. Railway. C/o M/s. Rajesh Agarwal & Co., Fancy Bazar, Gauhati.
29. Shri V. N. Tallam, ZRUCC, Southern Railway. 419, Palace Upper Orchards, Bangalore-8.

30. Shri Ramesh Chandra Lahoti, ZRUCC, S C Railway Talkies, Sultan Bazar Hyderabad-500001
31. Shri K. Bhattacharjee, ZRUCC, S E Railway, 4-F, Radhanath Choudhary Road, Calcutta-15
32. Shri K L Jain, ZRUCC, Western Railway, Hony Secretary, Rajasthan Chamber of Commerce and Industry, Rajasthan Chamber Bhavan M.I Road Jaipur-302003

Representatives of All India Bodies/Industries

33. Shri Bhikhoobhai N Shah, 55, Shumali Society, Navrangpura, Ahmedabad-380009. Fedtration of Indian Chambers of Commerce and Industry
34. Shri F C Badhwar, The Associated Chambers of Commerce and Industry of India, 3A, Tis January Marg, New Delhi-110011
35. Shri K P Mukherjee, Director (Commercial), Coal India Ltd, "Coal Bhavan" 10, Netaji Subhas Road, Calcutta-700001. Coal Industry
36. Shri N S Kulkarni, Cotton Industry, Managing Director, Cotton Corporation of India Ltd, Air India Building, 12th Floor, Nariman Point Post Box No. 1350, Bombay-21.
37. Shri S. K. Nanda, Iron and Steel Industry, Dy. General Manager, Steel Authority of India Ltd, Hindustan Times House, Kasturba Gandhi Marg, New Delhi 110001
38. Joint Commissioner, Agricultural Interests (Fertiliser), Ministry of Agriculture, New Delhi
39. Dr. Jagjit Singh, Retired Railway Officer, (General Manager), D-243, New Friends Colony, New Delhi.

Special Interests

- 40 Shri C Anna Rao, 1-7 54/B, Sarojini Devi Road, Secunderabad 3
- 41 Shri H N Barah Advocate, Khalihamari, Dibrugarh
- 42 Shri Rusi P Contractor Advocate, Contractor Building, Behind Railway Station, Vadodara 5
- 43 Shri Rajendra Singh, Sisana, P O Sonapat, Haryana
- 44 Shri A Ramanna, Editor 'VIJAY', Mysore City
- 45 Shri D A Katti, Bhum Shakti, Nipani, Belgaum Distt (Karnataka)
- 46 Smt Gwanvati Saxena Chairman, State Social Welfare Advisory Board, Civil Lines, Bhopal-2
- 47 Shri P Vishwambharan, P O. Kovalam, Distt Trivandrum
- 48 Shri Goverdhanlal Banswal Padampura, Aurangabad (Maharashtra)
- 49 Shri Radhanath Rath, Editor 'Samaj', Cuttack
- 50 Shri Kirpal Singh Badungar, General Secretary, Akali Dal (Rural), Vill Badungar, Distt Patiala (Punjab)
- 51 Smt Arun Roy, C-17, Usha Niketan, Sarfarjung Development Area, Hauz Khas New Delhi-110016
52. Shri F P Elumalai, Ex M.L.A., Srinivasa Perumal Koil Street, Tiruvattiyur, Madras-600019
- 53 Shri Rajwant Singh, 21, A P Sen Road, Lucknow
- 54 Shri Abdul Muiz Khan, Gandhinagar, Basti, U P
- 55 Shri M M Bagchi, 36/C Sarat Chandra Ghose, Garden Road, Calcutta-700031
- 56 Shri S N Subba Rao, President, Mahatma Gandhi Seva Ashram, Jaura Alapur-476 221 Distt Morena (Via Gwalior), M P
57. Shri C B L Bhatnagar, General Secretary, National Federation of Railway Users, 23, Bell Building, Sir P M Road, Bombay
- 52 Shri P P Chhabra, I A S, Joint Director (Industries), Government of Haryana Chandigarh
- 53 Shri Manohar Singh, Dy Secretary (Home) Group 7, Government of Rajasthan, Jaipur
- 54 Shri K B Misra, Dy Secretary (P W D), Government of Uttar Pradesh, Lucknow
- 55 Shri Attar Singh, Secretary (Transport), Govt of Himachal Pradesh, Simla 2
- 56 Shri H I Bhatta Director (Rail Movement), Food Supplies and Transport Deptt., Government of J & K, Jammu/Srinagar
- 7 Shri R K Ahuja, Dy Commissioner, Delhi

II Representatives of State Legislatures

- 1 Shri Kirpal Singh, M L A Cal.No 4, Nawin Abadi, Bhagatanwala Gate, Amritsar
- 2 Shri Deep Chand Bhatia, M L A Haryana Vidhan Sabha, Faridabad
- 3 Shri Mohan Lal Sharma, M L A, Sardar Shahar, Distt Churu, Rajasthan
- 4 Shri Mohd Usman, M L A, Mohalla Abul Mal, Deoband, Distt Saharanpur
- 5 Shri Sujan Singh Pathania M L A Vill Manjhar, P O Lohara, Teh Nurgpur Distt Kangra (H P)
- 6 Shri Rafiq Hussain Khan M L A Mendhai (Poopeh), Jammu/Kashmir
- 7 Shri Hans Raj Sethi Member, Metropolitan Council, 92 B, Kalkaji, New Delhi 19

III Representatives of Chambers of Commerce/Trade Associations

- 1 Shri Ramesh Srivastava, General Secretary, Cawanpore Dyeing & Cloth Ftg Co Ltd, 14/64 Civil Lines, Kanpur
- 2 Shri Champalal Salecha, M/s Neelkanth Chemical Works, 26, Industrial Area, Behind Power House, Bhagatki-Kothi, Jodhpur
- 3 Shri Vmect Virmani, 15, Golf Links, New Delhi
- 4 Shri N K Chhabra, M/s Shri Bhanu Cotton Mills & Industries, P O Box No 14, Abohar

(ii) *Members of the Northern Railway Zonal Railway Users' Consultative Committee for the two year term ending 31-3-1960*

I Representatives of State Governments

- 1 Shri Gurbachan Singh, Joint Director (Industries), Govt. of Punjab, Chandigarh

- 5 Shri V P Punj, Punj Sons Pvt. Ltd., M-13, Connaught Circus, New Delhi
- IV *Representatives of Registered Passenger Associations*
- 1 Shri Rajendra Agarwala, M/s Bharat Bharti Prakashan, 533, Western Kutchey Road, Meerut
- 2 Shri Pradheep Kumar Goyal, M/s Arme Electrical Industrial Co, 23 D, Gautam Budh Marg, Lucknow
- V *Representatives of Divisional Railway Users Consultative Committees*
- 1 Shri Lalit Mohan Gandon, 1/5, Nayaya Marg, Hastings Road, Allahabad
- 2 Shri Radhey Shyam Mittal, M/s Sag u Mal Ghanshyam Dass, P O Box No 25, Mandi Dabwali (Sirsa)
- 3 Shri Ram Saran Aggarwal, 274 Satya Niketan, Moti Bagh, New Delhi
- 4 Shri Maharaj Krishan Khanna, 393 Lajpat Nagar, Jullundur City
- 5 Shri B N Bhargava, M/s Rajputana Stationery Mart, Sajati Gate, Jodhpur
- 6 Shri K D Saxena, 6, Devendra Puri, Bans Mandi, Lucknow
- 7 Shri Reoti Saran, Chamber of Commerce, Mandi Road, Hapur (Meerut)
- VI *Representatives of Public Sector Undertakings*
- 1 Shri R P Srivastava, Distribution Manager, Indian Explosives Ltd., Panki, Kanpur
- 2 Shri M L Talwar, Chief Traffic Manager, Food Corporation of India, 16-20, Barakhamba Lane, New Delhi.
- VII *Representatives of Agricultural Interest*
- 1 Shri Gurnam Singh Sarpanch, Vill Rajrana, P O Sardulgarh, Tehsil Mansa (Via Sirsa), Distt Bhatinda, Punjab
- 2 Shri Chhotu Lal Sakin, Kearsinghpur, Distt Ganganagar
- VIII. *Representatives of Special interests.*
- 1 Shri A. N. Das, 36, Canning Lane, New Delhi.
- 2 Shri Bhanwar Lal Kothari, Oswal Kothari Mohalla, Bikaner.
- 3 Shri Vijay Kumar, Kahan Iron Stores, College Road, Barnala, Distt. Sangrur (Punjab).

- 4 Shri Raghbir Singh, Advocate, L-142, Model Town, Rohtak
- 5 Shri Kewla Prasad Shukla, Advocate, 17-Naya Kati a, Dilkusha, Allahabad
- 6 Shri H R Lalothia, House No 49/2-A, Chhoti Moresarai, Chandani Chowk, Delhi-6
- 7 Shri Kattar Singh Takkat, General Secretary, Harvana State Akali Dal, Gurdwara Manji Sahib Anibala City

IX *Members of Parliament*

- 1 Shri Raghunath Singh M P, Punjab Cold Storage, G I Road, Karnal
- 2 Shri Ranjit Lal Sunjan M P Anbedka Boys Hostel, Ashok Nagar, Agra
- 3 Shri Sujan Singh, M P Sujan Singh Park, Sonapat (Haryana)

Private Buses and Mini Buses Operating under D.T.C.

7659 SHRI JWAI A PRASAD KUREEL Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) the total number of private buses and mini buses (Private) under private operation (K M Scheme) of the D I C,

(b) the total number of private buses belonging to Scheduled Castes and Scheduled Tribes persons, and

(c) is the above number of buses belong to Scheduled Castes and Scheduled Tribes in accordance with Government Rules, if not, why not and what is being done to increase their buses ?

THE MINISTER OF STATE-IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) As on 9-4-79, the D I C had 600 standard size and 102 mini private buses running under K M Scheme

(b) 54

(c) The Corporation has decided to engage 115 standard size buses belonging to Scheduled Caste and Scheduled Tribes under its different schemes. This would work out to be about 16% of the total number of standard size buses being engaged by the Corporation under its various kilometrage schemes. Additionally 20 standard size buses engaged/ to be engaged after 1-8-77 is 525, against which the percentage of buses belonging to S Cs. would work out to about 20%. In case of mini buses, only existing buses operating under another

scheme have been converted into kilometrage scheme and the Corporation does not prefer to engage any additional mini bus. The question of engagement of any mini buses from S Cs. and S Ts therefore does not arise

सफरजग प्रस्पताल से स्टोर आफिसरों के पद

7660 श्री इयाम सुन्दर गुप्त क्या स्वास्थ्य और परिवार कल्याण मन्त्र. यह बताने क कृपा करेगे कि

(क) क्या यह भूच है कि सफरजग प्रस्पताल, नई दिल्ली. से स्टोर आफिसरों के पद भरने की दृष्टि से केन्द्र य तथा राज्य सरकारों के स्वास्थ्य विभागों में काम करने वाले कर्मचारियों में आवेदन पत्र मागे गये थे,

(ख) यदि हा, तो इन पद के लिये निर्धारित अपेक्षित न्यूनतम अर्हताएं और अनुभव क्या है और इतने आवेदन पत्र प्राप्त हुए हैं,

(ग) क्या यह भ. भूच है कि नियुक्त किये गये व कित/व्यक्तियों के पास नियुक्ति का तार ख को न तो अपेक्षित न्यूनतम अर्हताएं ही है और न ही. स्टोर का काम करने का एक दिन का भी अनुभव है? जबकि अधिक अर्हता प्राप्त तथा अनुभव. व्यक्ति मिल रहे थे, और

(घ) यदि हा, तो यह नियुक्ति किन आधार पर की गई है?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री रवि राय) (क) जा हा। सफरजग प्रस्पताल, नई दिल्ली. में भंडार अधिकारी. का पद भरने के लिए आवेदन पत्र मागे गए थे।

(ख) प्रस्तावित भर्ती नियमों के मसौदे में भर्ती की विभिन्न पद्धतिया का व्यवस्था की गई है, जैसा कि पदोन्नति प्रतिनियुक्ति पर स्थानान्तरण अथवा सीधा भर्ती द्वारा। इस समय यह पद, भर्ती नियमों को अन्तिम रूप देने तक, प्रतिनियुक्ति पर स्थानान्तरण द्वारा तदर्थ आधार पर भरा गया है। इन पद को

प्रतिनियुक्ति पर स्थानान्तरण के आधार पर भरने के लिए भर्ती नियमों के मसौदे में निम्न-लिखित अर्हताएं, आदि सुझाई गई है —

केन्द्र य सरकार/राज्य सरकारों के अर्थात् मंडल पदों पर कार्य कर रहे अधिकार अथवा 550-900/425-700 रुपये अथवा इसके सम-तुल्य वेतनमानों वाले पदों में कमश 3/8 वर्षों का नियमित सेवा हो तथा भंडारों के, अधिमानत चिकित्सा तथा वैज्ञानिक भंडारों के कर्म सम्भरण तथा वितरण करने का कम से कम तीन वर्ष का अनुभव रखने वाले अधिकारी।”

इन परिपत्र के उत्तर में जिसने भारत सरकार के स. विभागों, राज्यो/सच शासित क्षेत्रों के स्वास्थ्य विभागों तथा स्वास्थ्य सेवा महाविद्यालयों के प्रधानस्थ कार्यालयों में आवेदन पत्र आमन्त्रित किए गए थे, 9 आवेदन पत्र प्राप्त हुए थे।

(ग) और (घ). जिन व्यक्तियों को तदर्थ आधार पर नियुक्त किया गया है वह अपेक्षित अर्हताएं ता रखता है, परन्तु उत्तर पाठ स्टोर का हैडल करने का माधा अनुभव नहीं है, हालांकि प्रस्पताल के सहायक प्रशासन अधिकारी के रूप में वह प्रस्पताल का काम का भाग अनुभव रखता है। एक अन्य उम्मादवार वाछनीय अर्हताएं रखता था किन्तु उनके पास अपेक्षित अनुभव नहीं था। एक अन्य उम्मादवार इन पद के लिए अपेक्षित अर्हताएं तथा अनुभव दोनों रखता था तथापि विभाग,य चयन समिति की सिफारिशों पर तदर्थ आधार पर नियुक्ति की गई थी, जिसने इन व्यक्तियों को चयन करत समय स. उम्मादवारों के प्राप्ती रैरिटी और सेवा अभिलेखों पर विचार करने व बाद उन उपयुक्त भयगा था।

Port charges and dock dues in Bombay port

7661. DR. VASANI KUMAR PANDIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a proposal from the Bombay Port Trust to increase the port charges and dock dues in the Bombay Port is awaiting sanction of Government,

(b) if so, what are the proposals and how much additional revenue it will fetch for Government,

(c) whether it is a fact that the Bombay Port revenue is increasingly losing if so, the losses so suffered during the last three years under different heads,

(d) whether the Indian National Ship Owners Association have objected to the proposed hike and that the port facilities are inadequate compared to other Indian ports and

(e) if so Government's reaction thereupon?

THE MINISTER OF STATE-IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) The proposal has already been sanctioned and the revised rates have been given effect from 1 April, 1979

(b) The proposals aimed at revision of rates of seven principal unremunerative services provided by the Bombay Port Trust Additional revenue is estimated at about Rs 7 crores per annum

(c) The losses suffered during the last three years were —

(Rs. in lakhs)

Service	Year	Deficit
1 General Cargo handled at the docks	1975-76	553 09
	1976-77	292 82
	1977-78	354 19
2 General cargo handled at the Bunders	1975-76	29 97
	1976-77	16 48
	1977-78	11 32
3 Hydraulic Wharf Cranes	1975-76	72 22
	1976-77	50 43
	1977-78	64 74
4 Electric Wharf Cranes	1975-76	82 63
	1976-77	29 02
	1977-78	54 86

Service	Year	Deficit
5 Berthing and Mooring at the Docks	1975-76	107 49
	1976-77	Nil
	1977-78	(+ 12 90) 26 53
6 Berthing and Mooring at the Bunders	1975-76	65 33
	1976-77	72 39
	1977-78	116 11
7 Dry Docking	1975-76	2 21
	1976-77	Nil
	1977-78	(+ 9 81) 5 42

(d) The Indian National Ship Owners Association have objected to the increase in port charges on various grounds

(e) Upon careful consideration of the matter, the proposals of the Port Trust were approved

Shipping Companies

7662 DR P V PERIASAMY Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) the names of the Indian shipping companies that have been wounded up on account of global recession

(b) the total amount of wages owed by these companies to their crew, and

(c) the steps being taken by Government to save the crew from starvation deaths, as under the Indian Merchant Shipping Act the crew can not abandon the ships for non-payment of wages?

THE MINISTER OF STATE-IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) None Sir

(b) & (c) Do not arise

मुरादाबाद-बरेली लाइन को दोहरी लाइन किया जाना

7663. श्री राजेन्द्र कुमार शर्मा : क्या

रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या मुरादाबाद और बरेली के बीच रेल लाइन को, इस लाइन के भारी यातायात को ध्यान में रखते हुए, दोहरी

साइन करने और एक ही लाइन होने के कारण अधिक रेलगाड़ियां चलाने में आने वाली कठिनाइयों को दूर करके, जिनके कारण ते रेलगाड़ियां विलम्ब से पहुंचती हैं, का कोई प्रस्ताव सरकार के विचाराधीन है;

(ख) यदि हां, तो इस कार्य के कब प्रारम्भ किये जाने की संभावना है; और

(ग) क्या इलैक्ट्रिक सिग्नल जिनसे काफी सीमा तक उक्त कठिनाइयां दूर होती हैं, उपलब्ध करने का प्रस्ताव भी विचाराधीन है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) से (ग). मुरादाबाद और बरेली के बीच लाइन की क्षमता बढ़ाने के लिए इंजीनियरी एवं यातायात सर्वेक्षण किए जाने के प्रस्ताव की जांच की जा रही है।

Kazipet-Karimnagar Line

7665. SHRI P. RAJAGOPAL NAIDU : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have sent the proposal to Planning Commission regarding the project of new railway line between Kazipet-Nizamabad via Karimnagar; and

(b) if so, the stage ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) and (b). An Engineering and Traffic Survey was carried out in 1976 for laying a BG line from Nizamabad to Hassanaparti Road via Karimnagar. It was seen that the project was costing Rs. 32 crores and also was not viable. In view of the meagre financial resources and the need to complete the on-going projects, the proposal was not considered further, and was not sent to Planning Commission.

Applications of Scheduled Castes persons to DTC under K.M. Scheme-A

7666. SHRI R.L. KUREEL : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the total number of applications received upto 15th March, 1979 from the Scheduled Caste persons to engage their buses with DTC under private operation (K.M. Scheme) ;

(b) how many Scheduled Castes/Scheduled Tribes persons have been allotted route permits under the aforesaid scheme; and

(c) what is being done to give/provide proper representation to Scheduled Caste/Scheduled Tribe persons in this connection ?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) : (a) 475.

(b) 54 buses belonging to Scheduled Castes/Scheduled Tribes have so far been allotted route permits under DTC Kilometrage Scheme—A (with guaranteed operation of 250 Kms. per day).

(c) The Corporation has decided to engage 115 buses from persons belonging to Scheduled Castes and Scheduled Tribes under its different Schemes (90 under Scheme A with 250 Kms. guarantee out of total of about 600 private buses under the scheme and 25 under Scheme B with 125 kms. guarantee out of 125 buses proposed to be hired under the scheme). Some buses belonging to S. Cs. have also been engaged under Scheme A for general category with guarantee of 225 Kms. per day.

Recognition to foreign Governments

7667. SHRI S. R. REDDY : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) what are the details regarding the recognition given by the Indian Government to foreign Governments during the last three years; and

(b) the details regarding the recognition (dates of installation) of Governments, country-wise?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU) : (a) and (b). Following are the countries, whose Governments came into being as a result of 'sudden change-over' during the last three years and which India has recognised. The dates of installation of new Governments and of India's recognition are given below :—

Name of country	Date of installation of new governments	Date of recognition
1	2	3
Mauritania	10-7-1978	10-7-1978
Yemen Arab Republic	24-6-1978	24-6-1978

1	2	3
People's Democratic Republic of Yemen	26.6.1978	26.6.1978
Bolivia	22.7.1978	22.7.1978
	25.11.1978	25.11.1978
Pakistan	5.4.1977	5.4.1977
Afghanistan	30.4.1978	1.5.1978
Iran	12.2.1979	12.2.1979
Seychelles	5.6.1977	20.6.1977

As a general practice the Government of India recognises or continues to deal with a new regime if it is found to be effectively in control

Doubling of Jukehi-Naini Line

7668 SHRI NIRMAL CHANDRA JAIN Will the Minister of RAILWAYS be pleased to state

(a) whether Government are aware of the fact that Jukehi-Naini line in Jabalpur Division of the Central Railway is still one line track and is not yet doubled,

(b) whether Government are also aware of the fact that many of the demands of Jabalpur people for introduction of new trains or raising frequency of the already existing trains are brushed aside for the simple reason that Jukehi-Naini section has only one track line,

(c) by what time Government would get this line doubled, and

(d) if not, why not?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) Yes

(b) The demands for additional trains on this section could not be met for want of line capacity and due to movement of essential freight traffic

(c) to (d) *Engineering-cum-Traffic Survey* for partial doubling of Satna-Jukehi-Chheeki section is already in progress. To meet urgent traffic requirements, sections Maihar Unchera and Lagargawan-Satna (Total 25.77 kms) have already been approved for doubling in 1979-80 Budget. Further work will be considered on receipt of survey report

I.N.A. Memorial in Singapore

7669 SHRI HARI VISHNU KAMATH Will the Minister of EXTERNAL AFFAIRS be pleased to refer to reply given to Unstarred Question No 407 on the 23rd February, 1978 and state

(a) whether Government have made or propose to make a move for the reconstruction in Singapore with the consent of Government of that city-State of the magnificent I.N.A. memorial which was destroyed by Lord Mountbatten in 1945 soon after the end of the Second World War

(b) whether Government intend to approach the Government of Singapore with the proposal that Government and people of India will finance such reconstruction in case that Government is not disposed to collaborate and

(c) if so, when Government propose to move in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF INTERNAL AFFAIRS (SHRI SAMARTANTRA KUNDU) (a) to (c) As the House was informed on the last occasion, contracts indicate that the Singapore Government is not favourably disposed to the reconstruction of the I.N.A. Memorial in that country. In view of this it would not be practicable to undertake the reconstruction of this Memorial. Government will continue to watch the situation.

Shipyard at Hajira in Gujarat

7670 SHRI P. GAFKWAD Will the Minister of SHIPPING AND TRANSPORT be pleased to refer to the reply given to Unstarred Question No 1555 on the 1st March 1979 regarding shipyard and port at Hajira in Gujarat and state:

(a) the exact date when a Consultancy Firm was engaged for preparation of detailed project report for a Shipyard at Hajira in Gujarat,

(b) whether any time limit is fixed for preparation and submission of the detailed project report

(c) if yes, the time-limit, and

(d) if not, reasons thereof?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHANDRAM) (a) An Agreement was signed with the Consultancy Firm for preparation of a detailed project report for two sites, viz., Hajira in Gujarat and Paradip in Orissa, on 25th September 1978.

(b) and (c) The time-limit fixed for preparation and submission of the detailed project report is seven months from the date of signing of the Agreement

(d) Does not arise

Lithium Machine and cartarisation Machine lying idle

7671 SHRI ISHWAR CHAUDHRY Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state

(a) whether Government have collected informations regarding a lithium machine for psycho-treatment in the AIIMS and cartarisation machine in Dr Ram Manohar Lohia Hospital, New Delhi which are lying out of order for a long time

(b) if so, the details regarding the amount involved in the equipment lying idle or have not yet been utilised and

(c) whether Government have collected informations in other hospitals where such costly machinery are lying idle?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABIRAY) (a) and (b) There is no Lithium machine for psycho-treatment in the All India Institute of Medical Sciences. As regards Dr Ram Manohar Lohia Hospital there are four cauterly machines in the operation theatre and all are in working order. There is yet another in the Gynaec Department which is also in working order. Two machines of the Dermatology Department are obsolete. These cost Rs 8,000/- each. M/s Philips India Ltd and Imperial Surgical Co were contacted to undertake their repairs but due to the non-availability of spares the defects could not be rectified.

(c) No action has been initiated to collect the same.

Wagons unloaded at Howrah Station

7672 PROF SAMAR GUHA Will the Minister of RAILWAYS be pleased to state

(a) whether a large number of wagons full of food and other articles etc, remained unloaded for weeks, even months at Howrah station,

(b) whether these tactics of not unloading the wagons are directed by unscrupulous traders and businessmen for enhancing prices of food articles and other consumer goods,

(c) if so, facts about the recent bottleneck caused at Howrah station due to not unloading of a large number of wagons.

(d) whether Government are going to take stringent measures to severely punish such unscrupulous traders and businessmen, and

(e) if so, facts thereabout?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) No

(b) The wagons are not detained regularly by any particular consignee for an abnormal period with the object of enhancing the prices of food articles and consumer goods

(c) There has not been any bottleneck in the recent past.

(d) and (e) Do not arise

Birth Control

7673 SHRI K S VEERABHADRAPPA Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state

(a) whether any research has been made regarding the birth control through Ayurvedic medicines and

(b) if so the details regarding its effects?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABIRAY) (a) Yes, Sir

(b) Study on oral contraceptive agents have been taken up as a priority programme. The Central Council for Research in Ayurveda and Siddha has been engaged in screening of a number of plants considered to possess contraceptive potentiality with a view to bring out an acceptable steroidal contraceptive agent. A number of recipes and single drugs claimed to possess contraceptive potentiality have been taken up for evaluation both at clinical and chemico-pharmacological levels at various centres of the Council. The centres located at Patna, Calcutta, Jaipur, Trivandrum, Bombay, Lucknow and Varanasi are engaged in clinical study. The chemico-pharmacological study has been taken up at Varanasi, Jamnagar, Bhubaneswar and Trivandrum. Besides these centres, the Council has allotted certain recipes for clinical and experimental trials which showed promising response to some of its other major institutes so that trials can cover more number of subjects and the data will be helpful to draw firm and viable conclusion. The clinical trials envisage motivation and a close understanding between the subject and the physician so that there can be continuity in

the drug trial for fairly long period, so that the possible inaccuracies in the assessment of potentiality of drug/recipe may be avoided. Drop out has been faced due to various reasons like family shifting the residence, husband getting sterilised, lethargy in collecting the drug regularly, the subject desiring to have child, adopting other methods of contraception, etc. However, efforts are being made wherever possible to reduce the drop out cases by constant persuasion.

2. The following drugs/recipes are studied/under study at clinical level :

Vidangadiwoga (Vidanga, Japankusum & Hingu)

This has been studied in 23 cases for 10 cycles and 3 for 30 cycles. Since the drop out was much more in these series because of side effects like gastric irritation etc., the study could not be continued.

Talisadiwoga (Taleesa and Gairika).

370 subjects were administered this recipe. It was noted that during the trial many of the subjects who were given the drug conceived or other complaints like excessive bleeding etc. were noticed. Hence the study was discontinued.

K Capsule (Vidanga)

226 subjects received this recipe. 78 cases are under active follow up; of them 19 subjects had taken the drug for more than 30 cycles and 27 subjects are in the range of 20—30 cycles. Since the drug has shown encouraging lead extensive trial will be undertaken.

AYUSH AC-1 (Vidanga & Japankusum) :

This has been given to 250 subjects and the follow up is in progress in 130 cases. 5 cases completed more than 20 cycles and remaining are below 20 cycles.

AYUSH AC-4 (Ashoka, Laksha, Kramuka & Vidanga) :

The Council has brought out this new recipe AYUSH AC-4 based on the study conducted on individual drugs. 256 subjects are given this drug and the follow up of 36 cycles for each patient is in progress. At present many of the subjects are in the follow up of 1—5 cycles.

3. Chemico-pharmacological screenig has been done on the following drugs:—

- (i) *Abrus precatorius (Ganja) :*
- (ii) *Embelia ribes (Vidanga) :*
- (iii) *AYUSH—7 (Talesapatra & Gairika) :*

(iv) *AYUSH—47 : (Ashoka, Laksha, Kramukha, gold sugar) :*

(v) *Vidangadiwoga (Vidanga, Japankusum & Hingu) :*

(vi) *AYUSH AC—2 (Ashoka, Laksha & Kramuka) :*

(vii) *Plumbago rosea :*

(viii) *Gossypium herbaceum :*

(ix) *Nerium indicum :*

(x) *Dacus carota (seeds) :*

(xi) *Hibiscus rosasansensis :*

(xii) *Vicoa indica.*

Family Planning

7674. Prof. P.G. MAVALANKAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have decided to accelerate the pace and projects of Family Planning in the whole country;

(b) if so, how; and

(c) if not, why not ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI LAY) : (a) and (b). The Government of India have taken various steps to boost up the Family Welfare Programme. The Programme is being pursued vigorously with particular attention to the welfare aspect and to the voluntary acceptance of contraceptive practices through more intensified efforts in the direction of education and persuasion of the people. Educational and motivational activities have been intensified by organising large number of orientation training camps throughout the country. In rural areas, special attention is being given to the improvement of maternity services through training of traditional birth attendants (Dais) who are provided with better equipment after training. The Community Health Worker's Scheme which is a part of the effort to reach primary health care to the people in the remotest areas is also contributing the better implementation of the programme in the rural areas. The Community Health Workers have already started distributing condoms in the rural area.

In order to intensify the implementation of the Programme in the States, personal letters have been addressed by the State Chief Ministers and Health Ministers to the members of State Legislatures requesting them to lend their support to the Programme. Similar appeals have to also been made to the Members of Parliament on behalf of the Union Ministry. Various voluntary organisations, local bodies and women's associations have also been associated with the Programme.

In order to promote healthy competition between States/U.Ts and non-official organisations, a scheme for giving national awards in recognition of outstanding performance has been introduced. Special awards have also been announced for performance during the period January—March, 1979 which was observed as 'Family Planning Quarter' in order to focus attention of the people on the need for adopting the small family norm and better care of children. All media resources including the All India Radio and 'Doordarshan' are being utilised for propagating the Family Welfare Programme.

(c) Does not arise.

Increased House Rent Allowance for N. F. Railway Staff

7675. SHRI K. B. CHETTRI : Will the Minister of RAILWAYS be pleased to state:

(a) whether the increase in house rent allowance for the Railway employees serving in the hill areas of D.H. Section of North Frontier Railway is under consideration of Government;

(b) if so, the details thereof; and

(c) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) & (b). Necessary orders in regard to revision of rates of House Rent Allowance for the Railway employees serving in certain hill areas which cover D.H. Section of Northeast Frontier Railway have since been issued. The revised rates are as under:—

Pay range Rate of House rent allowance

- | | |
|-------------------|---|
| (1) Upto Rs. 750 | 7.5% of the Pay subject to a minimum of Rs. 15/- p.m. |
| (2) Above Rs. 750 | Amount by which pay falls short of Rs. 806.25. |

(c) Does not arise.

Filling up of Posts in Provident Fund Organisation

7676. SHRI MANOHAR LAL :
SHRI SHIV NARAIN
SARSONIA :

Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state :

(a) whether the officers and staff of the Employees' Provident Fund Organisation remained on *ad-hoc* for the last 10 years or more and as a result the depart-

ment could not produce its own officers for more than one decade;

(b) if so, the steps taken to regularise the *ad-hoc* appointments and whether the departments has sent some proposals which are pending for the last so many months and the posts are lying vacant and the work of the organisation is suffering badly; and

(c) why and what restrained Government to fill up all the posts by promoting departmental officers including the post of Deputy Central Provident Fund Commissioner which is lying vacant from 31st July, 1978 F.A. and C.A.O. and all the other Deputy Regional Provident Fund Commissioner posts and how much time will it take ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA). (a) There have been a few cases like this. However, the Employees' Provident Fund Organisation has a sizeable number of departmental officers except in the case of Accounts Officers whose appointments are subject to passing of a prescribed examination.

(b) The Central Provident Fund Commissioner had issued instructions in January, 1978 to review *ad hoc* appointments and to take action for filling up these posts on regular basis. No proposal for regularisation of *ad hoc* appointment is pending with the Government.

(c) There is no objection in principle to fill up vacant posts by promotion of eligible and suitable departmental officers.

Blindness among Children

7677. SHRI P. M. SAYEED :
SHRI NIHAR LASKAR :
SHRI M. V. CHANDRA-
SHEKHARA MURTHY :

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

(a) whether it is a fact that 40,000 children in India suffer from blindness every year according to the Director of the Royal Commonwealth Society for Blind;

(b) if so, how far this is true;

(c) what are the main causes for the increase in blindness among the children in India; and

(d) What steps Union Government are considering to take in this regard ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY) : (a) Government of India is not aware of any report brought out by the Director of the Royal Commonwealth Society for Blind according to which 40,000 children in India suffer from blindness every year

(b) No reliable annual statistics regarding prevalence of blindness among children is available

(c) The main causes of blindness among children are mal nutrition, infections, squint and eye injuries

(d) Steps taken by the Government are indicated in the statement enclosed

Statement

Steps taken by the Government of India for prevention and control of blindness

National Programme for prevention of visual impairment and control of blindness has been launched by the Government of India. The broad features of the programme are

- (a) Health education to community in eye care measures so as to preserve sight and prevent visual impairment
- (b) Provide immediate eye relief through mobile units which will undertake comprehensive eye care services in the remote areas and also undertake survey of the community including pre-school and school going children for early detection of visual impairment
- (c) Develop permanent infrastructure for comprehensive eye health care services at the PHCs, Taluk and District hospitals. Medical Colleges and the Regional Institute of Ophthalmology. The Government of India have also identified Dr R P Centre for ophthalmic Sciences, AIIMS, New Delhi, for development as an apex organisation under the National Programme. The development of such permanent infrastructure would provide eye care services from the peripheral level to the highly specialised apex Centre
- (d) A Programme of 'Prophylaxis' against blindness due to Vit 'A' deficiency in children between 1-5 years of age has also been launched. This programme con-

sists in giving a dose of Vit 'A' in oil every six months to protect children from developing Vit 'A' deficiency

Railway Line on State Government requests

7678 **CHOWDHRY BALBIRSINGH**
Will the Minister of RAILWAYS be pleased to state

(a) the details of the new railway lines which have been laid down after the take over by Janata Government in the Centre, and

(b) what specific steps are being taken to lay down the new railway lines/ routes request of which has been made by State Governments?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN)

(a) The following new lines have been completed and opened to traffic since March 1977

	Gauge	Length in Kms		Date of opening
		1	2	
1 Gohana-Panipat	BG	39	21	8-4 77
2 Shahdara-Bhagapat-Shamli	BG	86	60	8-4 77
3 Frivandrum-Nagercoil-Kanyakumari	BG	86	50	15-4-79
4 Guna Maksi	BG	193	48	16-4-77
5 Kalyani to Kalyani Township	BG	5	00	7-4-79
The following new line projects have been taken up for construction since March, 1977				
1 Karaila Road-Jayant	BG	33	00	
2 Bhadrachalam Road-Manuguru	BG	52	00	
3 Apta-Roha	BG	62	00	
4 Kalyani-Kalyani Township	BG	5	00	
5 Nadiad-Modasa	BG	105	00	

	1	2	3
6, Eranakulum-Alleppey	BG	50	00
7 Tupkadh-Talgaria	BG	33	00
8 Manikgarh-Chandur	BG	26	00
9 Gauhati-Burnihat	BG	28	00
10 Dharmanagar-Kumarghat	MG	33	00
11 Balipara Bhalukpong	MG	33	45
12 Silchar-Jiribam	MG	50	36
13 Amguri-Tuli	MG	17	07
14 Lalaghat-Bhairabi	MG	48	77

(b) The question of evolving a rational criteria for laying developmental railway lines in backward and hilly areas is under examination by the National Transport Policy Committee. Framing of policy and long term plan for such lines would be possible after the report of the Committee becomes available.

Catering service in Northeast Frontier Railway

7679 SHRI AHMED HUSSAIN
Will the Minister of RAILWAYS be pleased to state

(a) the details of procedure followed during the last three years (ending 31.12.1978) in selecting contractors for providing proper catering service in the N E Railway and the names of companies/contractors who have been authorised by the N E Railway to provide catering service in the N E Railway,

(b) whether it is a fact that no tender was called for this purpose for the present catering contractor,

(c) if so, the detailed reasons therefore and why Government are encouraging such monopolist organisations/monopoly in one Zone, and

(d) why despite repeated public opposition and dissatisfaction over the food stuffs etc provided by this contractor, he has not been asked to improve the quality of the stuffs?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHENO NARAIN) (a) For the award of catering/vending contracts, applications are invited through press notifications and notices displayed at conspicuous places at Railway stations. The applications are then scrutinised by a Screening Committee consisting of 9 or more officers in Senior Scale and above (prior to 18.1978 the committee could consist of even two officers). Taking into consideration the suitability, experience, financial standing etc of the applicants the Screening Committee recommends suitable candidates on merit to the competent authority, who, after taking into consideration the recommendation of the Screening Committee awards the contract to the most eligible and suitable person. The above procedure was followed by North-east Frontier Railway during last three years. During this period Refreshments Room contracts at Karimganj and the Tindharia stations were awarded to S/ Shri P C Ghose and M K Mitra respectively and dining car contracts on Kamrup Express (broad gauge and metre gauge) and Tinsukia Mail (Broad gauge) to M/s P R Catering Co.

(b) For the award of refreshment room contracts at Karimganj and Tindharia stations normal procedure was followed. However contracts for dining cars on Kamrup Express and Tinsukia Mail were awarded to M/s P R Catering Co. by this Ministry without inviting applications.

(c) For managing mobile catering a service infra structure like base depots, base kitchens and necessary expertise is required. For developing these facilities on Northeast Frontier Railway which do not have them at present heavy capital investment and recurring expenditure on additional staff was required. M/s P R Catering Co. who were already running mobile catering services on many other trains on Northeast Frontier Railway and had necessary infrastructure and an expertise were considered suitable and orders were given by this Ministry for the allotment of these contracts.

As announced in the Railway Budget Speech on 20.1.1979 it has been decided that dining car service on all Mail/Express and superfast trains will be taken over for departmental management expeditiously. Tinsukia Mail and Kamrup Express trains will also be taken over for departmental management very soon.

(d) No public complaint regarding quality of food served through refreshment rooms at Karimganj and Tindharia,

as well as in dining car on Tinsukia Mail, was received during the last three years. Complaints regarding quality of food served in dining car on Kamrup Express, however, were received and the contractor was taken up suitably and fines were imposed.

Removal of wage Ceiling from SPE Act

7680 SHRI DINEN BHATTACHARYA Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state :

(a) why the salary ceiling has been brought into force under Sales Promotion Employees Act, 1975, when there is no such condition in Industrial Dispute Act and Working Journalists Act (Rs 750 per mensem or Rs 9000/- per annum either by way of salary or commission), and

(b) what measures the Government of India, propose to remove this type of ceiling in the interest of Field Personnel of pharmaceutical industry ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) (a) and (b). Different labour laws have different scope and coverage to serve their objectives. However, the Industrial Relations Bill, 1978, introduced in the Lok Sabha on the 30th August, 1978, covers the sales promotion employees as a distinct category without any wage limit.

Protection to workers from T.B.

7681 SHRI VASANT SATHE Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased

(a) whether attention of Government has been drawn to the news report appearing in the 'Patriot' dated the 24th March, 1979 under the caption "T B Incidence among miners causes worry",

(b) if so, the facts thereof, and

(c) details of series of measures taken during the last two years and proposed during 1979-80 to protect the workers from T B ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) : (a) Yes, Sir

(b) A group of press reporters had visited the Central Hospital, Joda on the 18th March 1979. They were told that

since the opening of the Hospital in June, 1978, 100 cases of T B had been treated, out of which 37 sputum positive cases were referred to the Madhadevi Birla TB Sanatorium, Ranchi. It is, however, not correct to say as stated in the Press report, that these T B cases were the result of manganese poisoning or due to continuous inhaling of the dust coming out of the Chimney of the ferro-manganese plant. A study was undertaken as stated in the report, by Director General, Factory Advice Service and Labour Institutes to detect manganese exposure cases in the ferro manganese plant. This study revealed an incidence of 0.8% of T B amongst the workers of this plant.

(c) Besides the scheme for the control of tuberculosis implemented by the State Governments and other Institutions, the following measures are specifically being taken to protect mine workers against a disease including T.B. —

(i) Introduction of the programmes for preventive measures against T B like BCG vaccination, with effect from 1st April, 1979

(ii) Detection of cases at clinics and by the mobile medical units during its visits to mining areas and bringing them to the Central Hospital for treatment

(iii) Amendment of the Mines Rules 1955 to provide for initial medical examination for new entrants and periodical medical examination of every persons in the mine at intervals of not more than five years. The Government has notified that, to begin with, new entrants and mine workers who have put in fifteen years of service underground should be medically examined with effect from 1st April, 1979

रेलवे स्टेशनों पर बिजली की व्यवस्था

7682. श्री मोतीभाई शार. चौबरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) पश्चिम रेलवे में पालन पुर गांधीघाम लाइन पर 'बाराही' स्टेशन कडी-कटोसग लाइन पर 'देवसग' स्टेशन, पाटसा महेसाणा लाइन पर 'सिलावा' स्टेशन और कलोल-बिजापुर लाइन पर 'पीलवाई रोड' स्टेशन की बिजली कब तक दी जायेगी ; और

(ख) क्या इन चारो स्टेशनों को बिजली देने की माग काफी समय से की जा रही है और अभी तक किसी को भी बिजली नहीं दी गई है परन्तु उसके लिये रेलवे बजट में उपबन्ध किया गया है और क्या बजट में किये गये उपबन्ध के अनुसार इन स्टेशनों को शीघ्र बिजली दी जयेगी चूकि माग काफी समय से लम्बित है और बिजली के न होने के कारण रात को बहुत असुविधा होती है और क्या इसे ध्यान में रखते हुए इस माग को शीघ्र पूरा किया जायेगा ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) (क) पिलवाड़ी रोड स्टेशन का बिजलीकरण 1979-80 के बजट में शामिल कर लिया गया है। वराही, देवानना और सेलावी रेलवे स्टेशनों का बिलीकरण यथाशीघ्र कर लिया जायेगा।

(ख) इन रेलवे स्टेशनों के बिजलीकरण की माग की गयी है। लेकिन, धन की तगों के कारण स्टेशनों का अभी तक बिजलीकरण नहीं किया जा सका था।

Junior Class I Medical Officers in C.H.S.

7683 SHRI MAHI LAI Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state

(a) whether it is a fact that Junior Class I Medical Officers in C.H.S. have not been declared permanent even after 10 years of continuous service,

(b) if so, the reasons for not declaring them permanent after completing the prescribed period necessary for being permanent in the grade and the number of such officers who have not been declared permanent so far, and

(c) when the orders are going to be issued in this regard ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY). (a) Yes

(b) and (c). The officers in the Central Health Service are confirmed not necessarily after completion of the probation period but from the dates the permanent vacancies are available. The G.D.O., Grade II officers have been placed in Junior Class I scale of the C.H.S. on the

recommendations of the Third Pay Commission with effect from 1-1-1973 after assessment of their suitability by the Screening Committee

Out of 745 temporary Junior Class I Officers who had joined Class II service upto the end of 1970 214 officers have already been approved by the Departmental Promotion Committee for confirmation and the orders will be issued as soon as the concurrence of the Union Public Service Commission is received. There are about 200 more permanent vacancies and the cases of 200 eligible officers for confirmation will be taken up shortly

Visit to Kampuchea by Indian Ambassador in Vietnam.

7684 DR RAMJI SINGH Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) whether Shri Shivram Kaulinan, Indian Ambassador in Hanoi is going to Kampuchea,

(b) whether he sought permission from the Government of Vietnam for his visit, and if so, the reasons therefor,

(c) whether Government are prepared to grant recognition to Kampuchea, and

(d) if so, when and if not, the obstacles coming in the way ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU) (a) No, Sir

(b) For visiting Kampuchea, it is the Government of Kampuchea whose permission would be required

(c) and (d), We are continuing to watch the situation in Kampuchea, which continues to be unsettled, and will take a decision as and when it is considered appropriate and necessary

Late running of 345 Up Bhatinda Jind Express

7685 SHRI M KALYANASUNDARAM Will the Minister of RAILWAYS be pleased to state

(a) whether 345 Up Bhatinda Jind Express is generally late by one to two hours,

(b) whether running time of this train is only 5 hours,

(c) if so, the reasons for late running of this train, and

(d) the steps taken to see that train runs punctually and does not waste time by stopping outside Bhatinda Railway Station?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) During March, 1979, 345 Up Jind-Firozpur Passenger arrived Bhatinda right time and upto 15 minutes late on 16 days. It was late by more than 15 minutes and upto 30 minutes on 8 days, and more than 30 minutes and upto 60 minutes on 6 days. Only 1 day it was more than 60 minutes late

(b) the running time between Jind and Bhatinda is 4 hours and 48 minutes

(c) The section Jind-Jakhal is near saturated and any late running of other trains affects the running of 345 Up Passenger

(d) Only on three days 345 Up Passenger was detained short of Bhatinda during March, 345 Up Passenger is being treated as suburban train on Jind-Bhatinda section and its running closely watched. Works to create additional line capacity on this section have also been planned

Automation in Railways

7686 SHRI KISHORE IAL Will the Minister of RAILWAYS be pleased to state

(a) when do the Railways propose to shift to Automation/computerisation in reservation of seats to avoid chances of corruption, and

(b) how much money would be involved?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) and (b) Computerisation of passenger seat/berth reservations, on a programmed basis is already envisaged. Studies with regard to the strategy for establishing computer networks for this job are on hand in consultation with the Department of Electronics. The estimate of costs etc. would be available after these studies are completed.

National Highways in Arunachal Pradesh

7687. SHRI R. K. KHRIME Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government has any proposal to construct National Highways

in Arunachal Pradesh to link-up its Districts,

(b) if so, proposed year of the construction and its total estimate, and

(c) if not, the reasons thereof?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) to (c) Presumably, the Member has in mind the declaration of new roads in Arunachal Pradesh as National Highways. There is no such proposal as due to financial constraints and other priority considerations, the Government of India are unable to make any new additions to the existing National Highway System in the country at present.

Complaints against Indian consuls

7688 SHRI KESHAVRAO DHONDGL Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) the number of Indian consuls abroad against whom complaints have been received by Government,

(b) if so, the contents thereof, and

(c) the action taken by Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU) (a) to (c) Government receive complaints from time to time in regard to the functioning of Indian Posts and Missions abroad. These complaints pertain to Consular services, educational facilities, commercial and trade matters, treatment of visitors, cases of financial and administrative irregularities etc. As soon as such complaints are received in the concerned Division in the Ministry, they are immediately looked into and appropriate corrective and remedial action is taken.

ओरियन्ट पेपर मिल में हड़ताल

7689. श्री झरद यादव : क्या संसदीय कार्य तथा अन्न मंत्री यह बताने की कृपा करेंगे कि

(क) क्या ओरियन्ट पेपर मिल में उत्पादन कम करने के लिये कोई बन्दन किया गया है और कर्मचारियों द्वारा की गई हड़ताल के कारण वहाँ कार्य ठप्प हो गया है ; और

(ख) यदि हा, तो तत्सम्बन्धी ब्यौरा क्या है और अब तक इस सबंध में क्या कार्यवाही की गई है ?

संसदीय कार्य तथा धन मंत्री (श्री रवीन्द्र वर्मा : (क) और (ख). यह मामला वस्तुतः राज्य के क्षेत्राधिकार में आता है। मध्य प्रदेश सरकार द्वारा भेजी गई सूचना के अनुसार, जो कि औद्योगिक विवाद अधिनियम, 1947 के अधीन इस मामले में सगत सरकार है, इस यूनिट की यूनिटने अप्रैल और अक्टूबर, 1978 के बीच प्रस्तुत किए गए अपने मांग पत्रके सबंध में देबाव डालने और प्रबन्धनतत्र द्वारा अभिकथित अनुशासनहीनता के कारण दिसम्बर, 1978 में उनके तीन बरिष्ठ अधिकारियों को बर्खास्त करने के सबंध में विरोध करने के लिये आन्दोलन करती आ रही है। यह सूचित किया गया है कि प्रबन्धनतत्र ने इस आन्दोलन के कारण 27 श्रमिका की सेवाओं को भी समाप्त कर दिया है। राज्य सरकार विवादप्रस्तत मामला वा समाधान करने के लिये प्रयास कर रही है। उन्हाने यूनियनों द्वारा अपनी मांगों के सबंध में उठाए गए 16 महत्वपूर्ण मामला सबंधी विवाद को विवाचन के लिए औद्योगिक न्यायालय को भेजा है। यह सूचित किया गया है कि बर्खास्त किए गए तीन अधिकारियों में से एक अधिकारी ने मुआवजा लेना स्वीकार किया है और उसने अपनी नौकरी से त्यागपत्र दे दिया है। राज्य सरकार शेष मामलों के सबंध में सौहार्दपूर्ण समझौते कराने के लिए अपने प्रयास जारी रखे हुए है।

World Bank Loans

7690 SHRI K MALIANA Will the Minister of RAILWAYS be pleased to state—

(a) whether it is a fact that the World Bank have expressed its concern to the Indian Railways (to which it has during the last 30 years extended credits totalling about \$ 900 millions) over its resort to

loans from the Government of India in the last 8 to 10 years to meet its liabilities under different heads

(b) whether it is also a fact that it has suggested certain alternatives to the Indian Railways to avoid such resources to loans in future, and

(c) if so, the reaction of Government thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHI O NARAIN) (a) and (b) Owing to successive annual deficits from 1966-67, the railways had to resort to loans from General Revenues to meet its dividend liabilities and to finance certain categories of Works. Although substantial surpluses were earned in 1976-77 and 1977-78 the accumulated indebtedness and measures to liquidate the same were engaging Government's attention. Concern over this situation was also expressed by the World Bank during negotiations held in June 1973 regarding grant of Bank's assistance for the Railway modernization and maintenance projects. Possible alternatives so as to ease the position were referred to by the Bank who were informed that the Railways and the Government were already seized of this matter.

(c) In pursuance of the recommendations of the Railway Convention Committee 1971 the Government had in March 1978 appointed an Expert Group to examine the capital structure on Railways. Based on the recommendations contained in this Group's Report, submitted in October 1978 it has been decided to write off part of the outstanding loan liability under the Revenue Reserve Fund. The Expert Group's recommendations regarding certain reliefs in the quantum of dividend paid by the Railways to General Revenues have also been accepted by the Railway Convention Committee 1977. Further the Railway Budget for 1979-80 incorporates proposals to mobilise additional resources based partly on the interim report of the Rail Tariff Enquiry Committee. The above mentioned measures are expected to bring about substantial reduction in the Railway's indebtedness to General Revenues.

Overbridge near Ashok Nagar

7691 SHRI F H MOHSIN Will the Minister of RAILWAYS be pleased to state—

(a) whether representations have been received to construct an over bridge or an under bridge at the railway crossings near Ashok Nagar (Hubli) and Haveri (on the way to Karajji) railway station;

(b) whether Government are aware that traffic is blocked for long periods thus inconveniencing the people at these places; and

(c) what action is taken for construction of over-bridge or an under-bridge ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) No undue detentions to road traffic at these level crossings have been reported.

(c) The proposal for construction of road over-bridge in lieu of existing level crossing near Haveri Railway Station was originally included in Railway's Works Programme for 1965-66 as recommended by the Govt. of Karnataka. This was, however deferred at the request of the State Govt. In regard to the construction of road under-bridge near Ashok Nagar (Hubb) level crossing, no proposal has been received from the State Govt so far. This will be considered as soon as a proposal is received from the State Govt.

कृषि श्रमिकों पर लागू होने वाले कानूनों में परिवर्तन

7692. श्री सुरेन्द्र झा सुमन : क्या संसदीय कार्य तथा श्रम मंत्री यह बताने की कृपा करेंगे कि :

(क) श्रमिक कानूनों के विद्यमान उपबन्धों से श्रमिकों की दशा में कहा तक सुधार हुआ है ; और

(ख) क्या इन कानूनों का अध्ययन करने के पश्चात्, जहाँ तक इनके कृषि श्रमिकों पर लागू होने का सम्बन्ध है, सरकार इन में कुछ परिवर्तन करना आवश्यक समझती है ?

श्रम तथा संसदीय कार्य मंत्रालय (में राज्य मंत्री (श्री लारन साय) : (क) और (ख). सरकार यह सुनिश्चित करने के लिए श्रम कानूनों की लगातार पुनरीक्षा कर रही है कि ये कानून कृषि श्रमिकों सहित सभी श्रमिकों के हितों की दृष्टि से सही तरह रखा कर सके।

नई दिल्ली में 25-1-78 को आयोजित ग्रामीण असंगठित श्रमिकों संबंधी विशेष

सम्मेलन की सिफारिश के अनुसरण में, ग्रामीण असंगठित श्रमिकों संबंधी एक केन्द्रीय स्थायी समिति गठित की गई है, जो ग्रामीण असंगठित श्रमिकों के रहन-सहन और कामकाज की दशाओं में सुधार करने तथा उनके संगठन को बढ़ावा देने संबंधी मामलों में सरकार को सलाह देगी। 29-1-79 को हुई असंगठित श्रमिकों संबंधी केन्द्रीय स्थायी समिति की प्रथम बैठक में निम्नलिखित मामलों पर तीन उप-समितियाँ गठित करने का निर्णय किया गया :-

(i) कृषि श्रमिकों के लिये केन्द्रीय विधान ;

(ii) ग्रामीण श्रमिकों का संगठन तथा शिक्षा; और

(iii) बंझित श्रमिक।

उप-समितियाँ गठित की जा चुकी हैं और आशा है कि वे अपनी रिपोर्ट तैयार कर लेंगी, जिन पर तत्पश्चात् केन्द्रीय स्थायी समिति द्वारा विचार किया जाएगा।

दिल्ली यमुना पार क्षेत्र में रेलवे अस्पताल

7693. श्री हरगोबिन्द बर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली के यमुना-पार क्षेत्र में कितने रेलवे कर्मचारी रह रहे हैं ;

(ख) क्या यह सच है कि इस क्षेत्र में उनके लिए रेलवे का कोई अस्पताल नहीं है ;

(ग) यदि हाँ, तो क्या सरकार का विचार वहाँ पर एक अस्पताल खोलने का है ; और

(घ) यदि हाँ, तो कब तक और यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) यमुना पार क्षेत्र में रहने वाले 1662 रेल कर्मचारियों में रेलवे स्वास्थ्य इकाइयों में अपने नाम दर्ज करा लिये हैं।

(ख) जी नहीं। यमुना पार क्षेत्र, दिल्ली-आहदरा में एक सम्पूर्ण स्वास्थ्य इकाई है।

(ग) जी नहीं।

(घ) प्रश्न नहीं उठता क्योंकि दिल्ली/नई दिल्ली क्षेत्र में रेल कर्मचारियों को उपलब्ध सुविधायें फिलहाल पर्याप्त ममकी जाती हैं।

Report on the working of the Orthopaedic departments of the Government hospitals in Delhi

7694 SHRI SHANKERSINHJI VAGHELA
SHRI MUKHTAR SINGH MALIK.

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

(a) whether Dr Dholakia and Dr Mukhopadhyaya who were appointed to examine the working of the Orthopaedic Departments of the Government Hospitals in Delhi have since submitted their report to the Government,

(b) if so, what are the recommendations made by them, and

(c) what action Government have taken thereon ?

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

(b) The group was of the opinion that good orthopaedic work with increasing emphasis on specialisation and concentration on activity in particular fields with adequate control on quality and excellence, could be developed at the A.I.I.M.S

(c) Keeping in view the constraint of resources, it was decided to develop, for the time being, only the super-specialities mentioned below:—

- | | |
|---------------------------|--|
| (1) A.I.I.M.S, New Delhi. | i Neurosciences
ii. Cardiology and Cardiothoracic Surgery |
| (2) P.G.I. Chandigarh. | Gastroenterology |
| (3) Safdarjung Hospital. | Plastic Surgery and Burns. |

Jumna Bridge at Palwal

7695 SHRI DHARM VIR VASISHT
Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the reasons for not starting work on the Jumna Bridge at Rahimpur (Palwal) in Haryana State, the foundation stone of which was laid by the Prime Minister on 31-3-1978,

(b) whether Government still stick to Prime Minister's assurance of completing the work in two years, and

(c) if so, the detailed phasing of the same ?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) to (c) Bridge being located on a State road, Haryana Government are primarily concerned with its construction. There has been some delay in the commencement of the work as the design etc. of the bridge had to be changed in view of the unprecedented floods during the last monsoon. The Haryana Govt have intimated that the tenders are now being finalised by them and the work is likely to be allotted shortly. The bridge along with its guide bunds would take about two years for completion after the commencement of the work.

राजस्थान में रेल लाइनों

7696. श्री राज किशन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में प्रथम पंचवर्षीय योजना के दौरान रेल लाइनों की लम्बाई कितनी थी और इस समय कितनी है तथा राजस्थान में रेल लाइनों की लम्बाई क्या है ;

(ख) क्या राजस्थान में पाकिस्तान की सीमा के साथ लगने वाले क्षेत्रों में और कुश्न और खनिजों को ध्यान में रखते हुये रेल लाइनों का विस्तार करने की कोई योजना है ; और

(ग) यदि हा, तो कहा और इस बारे में सर्वेक्षण कब से किया जा रहा है ?

रेल संश्लेष में राज्य मंत्री (श्री शिव नारायण) : (क) भारत वर्ष में रेलवे लाइनों का मार्ग किलोमीटर जो प्रथम पंचवर्षीय

योजना के प्रारम्भ में 53,596 था, अब बढ़कर 60,695 कि० मी० हो गया है। राजस्थान में वर्तमान मार्ग की लम्बाई 5,608 कि० मी० है।

(ख) और (घ). राजस्थान के सीमा क्षेत्र में रेलवे लाइनों के लिए कोई स्वीकृत योजना नहीं है। परन्तु बीकानेर और छतरगढ़ के बीच राजस्थान नहर के विकास के सर्द्ध में एक नयी लाइन बिछाने के लिए सर्वेक्षण किया जा रहा है।

Katihar Railway Hospital

7697 SHRIMATI PARVATHI KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of patients are forced to lie on the floor at the Katihar Railway Hospital;

(b) the number of beds available in that hospital, and

(c) the difficulty in sanctioning a few more beds for the Hospital?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) When all beds are occupied in certain seasons, the patients are kept on mattresses on floor as is the general practice elsewhere.

(b) 99 beds.

(c) Work on a 30-bedded hospital at Malda Town about 100 kms. away from Katihar is in progress and on completion of the same, the load of patients at Katihar Railway Hospital is expected to come down.

Setting up of a black fever research centre

7698. SHRI JYOTIRMOY BOSL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the School of Tropical Medicine, Calcutta drew up a scheme to set up a Black Fever Research Centre with WHO's financial and other assistance;

(b) whether the scheme was sent to the ICMR for approval in May, 1978;

(c) if so, the reasons why the scheme has not been approved; and

(d) what is the present position in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY) (a) and (b). Yes, Sir.

(c) & (d). The ICMR have been asked to have the scheme re-examined in the light of the latest instructions issued by the Government in this regard.

Strength of R.P.F.

7699 SHRI RAMANAND TIWARY: Will the Minister of RAILWAYS be pleased to state:

(a) the sanctioned strength of the Railway Protection Force as on 1st January, 1978, and

(b) the number of gazetted, non-gazetted officers/employees in them?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) About 65,250 including Railway Protection Special Force

(b) There are 209 gazetted officers, nearly 7,900 non-gazetted and about 57,141 other ranks including strength in Railway Protection Special Force and Railway Board

Washing of X-ray films in Dr. Ram Manohar Lohia Hospital

7700 SHRI YUVRAJ: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the work of the washing of X-ray films is got done by the Class IV employees in Dr. Ram Manohar Lohia Hospital.

(b) whether dark room work is also got done by these employees, and

(c) whether X-ray work has been stopped in this Hospital from 18th December and if so, when this work will not be got done by Class IV employees and when the trained employees will be given increased salary and if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) & (b). Yes, only in some cases as previously there were only 3 posts of Dark Room Assistants in this Hospital

(c) The employees resorted to work-to-rule from 18-12-1978 to 31-1-1979. Now the Government has sanctioned 8 additional posts of Dark Room Assistants for this Hospital. As soon as these posts are

filled up on the basis of the recruitment rules this work will not be done by the Group 'D' staff

Future of Konkan Line

7701 SHRI BAPUSAHEB PARULEKAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether according to Government the future of Konkan Line operated by Mogul Lines is declared to be uncertain and if so, since what date,

(b) whether at the time of take over of Konkan line from Chowgule Steamships it was decided that the future of Konkan Line is uncertain,

(c) are Government aware that Mogul Lines is treating Konkan Service shore staff as a distinct unit of Mogul Lines on the ground that future of Konkan Line is uncertain, and

(d) if so, what action Government propose to take?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) The Konkan Service was taken over by the Government of India from M/s Chowgule Steamships Limited in 1973 at the instance of the Government of Maharashtra and was entrusted to Mogul Line Ltd for operation on a 'No-profit-no-loss' basis. It has been operating since then despite heavy losses being incurred on its operation. It has not so far become viable despite the improvement measures taken.

(b) No, Sir.

(c) & (d). The Konkan Service Unit was not merged with Mogul Line after it was taken over from Messrs Chowgule Steamships Ltd, but has actually been functioning more or less as a separate unit for looking after the operation of this service. Certain staff attached to this service were also taken over by Mogul Lines on the same terms and conditions, as were made applicable to them by M/s Chowgule Steamships Limited. It has not been possible to make any change in their service conditions and wages due to the continued heavy losses being incurred in the operation of this service, although they have been granted certain reliefs.

Supply of beddings in train

7702. SHRI MANORANJAN BHAKTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that one single formula is not followed by the different Zones of Railways in respect of

supply of Beddings, if so, what are the details and if not, the present practice in details;

(b) whether insufficient bed rolls are supplied in the AC 2-tier sleeper coaches by Air-conditioned Express running from Howrah and passengers paying full amount do not get required Bed-sheets etc. and whether railways received any complaint in this connection,

(c) if so, the details thereof, and

(d) what are the minimum prescribed articles to be supplied in a Bedroll, state details?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHIV NARAIN) (a) & (d) Articles to be provided in each bed roll have been prescribed for the guidance of all the railways. However, there may be slight variation in the number of articles comprising a bed roll due to climatic conditions. The details of articles supplied in a bed-roll to passengers travelling in 1st class and AC 2-tier sleeper coaches are as under—

Articles provided in bed-roll for passengers travelling in—

	1st Class	Air-conditioned 2-tier sleeper	
1 Holdall	1	1 Bedsheets	2
2 Mattress	1	2 Pillow	1
3 Bed-sheets	2	3 Pillow cover	1
4 Pillow	1	4 Blanket	1
5 Pillow cover	1	5 Face towel	1
6 Blanket	1		
7 Face towel	1		

Additional blanket is supplied to passengers on demand on additional payment of Re 0.50 per blanket per night.

(b) & (c). Yes, complaints were received in this regard and steps have been taken by the railway administration to make good the shortage of bed sheets in the bed-rolls supplied to passengers travelling in air-conditioned 2-tier sleeper coach running between Howrah and Delhi.

Public Transport system of Andaman and Nicobar Islands

7703. SHRI MANORANJAN BHAKTA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that there is hopelessly inadequate and inefficient public transport system prevails in the Union Territory of Andaman and Nicobar Islands, if so, what steps Government contemplates to take immediately; and

(b) whether it is a fact that chasis for buses obtained from Calcutta and bodies built at Haryana takes a long process causing inordinate delay, in view of this whether Government are considering to simplify the system, if yes, state details?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHANDRAM): (a) & (b). The information required is being collected from the Union Territory Administration of Andaman and Nicobar Islands and will be laid on the Table of the House when it is received.

Casual employees as attendants

7704. SHRI MANORANJAN BHAKTA: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of casual/daily rated employees engaged in the duty of attendants in the Railway throughout the country; state different Railway-wise;

(b) since how long are they performing such temporary duties, state minimum to maximum;

(c) whether Government are considering to regularise their service in the Railways; and

(d) if so, when and if not, why not?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (d). Information is being collected and will be laid on the table of the Sabha.

Denial of benefits to Field personnel by Pharmaceutical and Allied Industries

7705. SHRI SAMAR MUKHERJEE: SHRI DINEN BHATTACHARYYA:

Will the Minister of PARLIAMEN-TARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the Government of India are aware that the management of Phar-

maceutical and Allied Industries are depriving the statutory benefits in the form of Provident Funds, Bonus, Dearness Allowance etc., to the Field Personnel; and

(b) if so, the steps proposed to be taken to redress the genuine grievance of a/cve class of workers?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) A charter of demands received from the Federation of Medical Representatives' Associations of India shows that medical and sales employees are not receiving dearness allowance, Bonus, Employees' State Insurance benefits, etc.

(b) A tripartite meeting to discuss some of the problems of the sales promotion employees in pharmaceutical industry is proposed to be convened shortly.

Amendment to Industrial Disputes Act giving job security to Medical and sales Representatives

7706. SHRI SAMAR MUKHERJEE: SHRI DINEN BHATTACHARYYA:

Will the Minister of PARLIAMEN-TARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the Government of India have taken any steps to give job security by extending the benefit of Industrial Disputes Act by amending Section 2(s) of the Act, to the medical and sales representatives, working in the pharmaceutical and allied industries; and

(b) if not, the reasons therefor?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA): (a) and (b). The benefits of the Industrial Disputes Act, 1947 have already been extended to the sales promotion employees in the pharmaceutical industry drawing wages not exceeding Rs. 750/- per month or commission not exceeding Rs. 9,000/- per year, under sub-section (a) of Section 6 of the Sales Promotion Employees (Conditions of Service) Act, 1976. However, sub-clause (g) of clause 2 of the Industrial Relations Bill, 1978, introduced in the Lok Sabha on the 30th August, 1978, covers the sales promotion employees as a district category without any wage limit.

Wage ceiling in SPE Act

7707 SHRI SAMAR MUKHERJEE Will the MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state

(a) is it in the knowledge of Government that the SPE Act by way of ceiling on remuneration, can disqualify an employee (if he has crossed the remuneration slab) by way of denial of protection at certain period of life when growing age can cause a scare before him (by this design at old age an employee has insecurity because of faint chances of alternative employment) and

(b) if so whether Government are considering to scrap the wage ceiling from SPE Act?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) (a) The Sales Promotion Employees (Conditions of Service) Act, 1976 is at present applicable only to employees drawing wages not exceeding Rs 750/- per month or wages on commission not exceeding Rs 9000/ per year

(b) Yes Sir The Industrial Relations Bill 1978 *inter alia* proposes to remove the wage ceiling for the sales promotion employees

Admission in Medical College in Bihar State

7708 SHRI BAGUN SUMBRUI Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state

(a) whether it is a fact that in the Bihar State for getting admission into the medical colleges it is necessary to first get successful in the physical fitness test before qualifying in the I Sc, and

(b) if so whether the Medical Council of India had approved this system in the State?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY) (a) A candidate desirous to sit in the competitive entrance examination for admission to medical courses in Bihar has to apply along with a certificate from a medical officer not below the rank of Civil Asst Surgeon to the effect that (i) he does not suffer from any infectious disease like Leprosy, TB etc., (ii) his vision is atleast 6/12, and (iii) has acuity of hearing stethoscope. This system of preliminary medical test is on the pattern prevalent in all combined competitive examinations held by the Public Service Commission

(b) Medical Council of India have not made any such prescription

Foreign Minister's visit to U S A.

7709 SHRI S S LAL Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) whether he is likely to visit U S A in the last week of April 79 for about 10 days

(b) if so whether a delegation of some experts will be going with him for attending Indo US Joint Economic Commission and

(c) if so the number and names of the personnel selected for this delegation?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARINDRA KUNDU) (a) The Minister of External Affairs is scheduled to visit U S A in the last week of April

(b) Yes, Sir

(c) The composition of the delegation which accompany the Minister of External Affairs has not yet been finalised

Minor Ports

7710 SHRI GIRIDHAR GOMANGO Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) the names of the minor ports both spillover and new taken up by his Ministry for execution,

(b) allocation provided for the development of the minor ports in the Fifth Plan and Annual Plans of the Five Year Plan Port wise

(c) the policy adopted by his Ministry on minor ports and

(d) the steps taken by the Govt of India on spillover minor ports for development?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHANDRAM) (a) & (b) The executive responsibility for the development of ports other than Major Ports vests primarily in the State Governments concerned. However Central loan assistance has been extended in the past to the State Governments for the development of minor ports selected on the basis of one minor port from each Maritime State

(c) In the Fifth Plan Period only the spillover schemes from the Fourth Plan were taken up for development and no new schemes were included

Details of the loans released for the spillover schemes during the Fifth Plan are as under.—

State	Port/ Schemes	Loan released in Fifth Plan (Rs in lakhs)
Andhra Pradesh	Kakinada	77 39
Kerala	Beypore	96 20
Orissa	*Gopalpur	12 50
Karnataka	*Karwar	20 33
Gujarat	Porbandar	488 63
Maharashtra	Ratnagiri	12 00

*Schemes not cleared by Planning Commission but token allocations agreed to

(c) & (d) For the Plan Period 1978-83 the National Development Council has decided that the development of minor ports would form part of the State Plans in the State Sector

National Highways in Tribal Areas

7711 SHRI GIRIDHAR GOMANGO Will the Minister of SHIP-

PING AND TRANSPORT be pleased to state :

(a) names of the National Highways passing through the tribal areas of the country,

(b) the policy adopted by his Ministry to provide and connect the National stream-line, and

(c) programmes in Sixth Plan for these areas in this regard ?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) to (c) National Highways are planned and developed keeping in view the requirements of the country as a whole and not on any regional or area basis. In this process a number of National Highways pass through tribal areas also as indicated in the enclosed list. Due to financial constraints and other priority considerations the Government of India are unable at present to make any new additions to the existing National Highway system. As for roads connecting National Highways with tribal areas or other places the State Governments are concerned and the draft 6th Plan (1978-83) envisages making special provision for these roads to tribal areas. Since, however, the 6th Plan allocations have yet to be finalised it is not possible to indicate at this stage the final picture in the matter.

Statement

National Highways passing through Tribal areas of the country

Sl No	NH No	Name of National Highway	Remarks
1	2	3	4
1	2	Delhi-Agra-Allahabad-Mohana-Barhi and Calcutta	
2	3	Agra-Gwalior-Indore-Dhule-Nasik and Bombay	
3	5	Baharagora-Bhubaneshwar-Visakhapatnam-Vijayawada and Madras.	
4	6	Dhule-Nagpur-Raipur-Sambalpur-Baharagora and Calcutta.	
5	7	Varanasi-Rewa-Jabalpur-Nagpur-Hyderabad-Bangalore-Salem and Cape Comorin	
6	8	Delhi-Jaipur-Ajmer-Udaipur-Ahmedabad-Baroda and Bombay	
7	17	Panvel-Mahad-Panaji-Karwar-Mangalore and Trichur	
8	22	Ambala-Kalka-Simla-Rampur and Chini and proceeding to the border between India and Tibet near Shipki-La.	

1	2	3	4
9	23	Chas-Ranchi-Rourkela-Talcher and terminating at N.H. 42 .	
10	26	Lucknow-Kanpur-Jhasni and Lakhandon	
11	31	Barhi-Bhaktiarpur-Mokameh-Purnia-Dalkhola-Siliguri-Sivok-Gooch Bihar-North Salimara and Amingao near Pandu.	
12	32	Govindpur-Dhanbad and Jamshedpur	
13	33	Barhi-Ranchi-Tatanagar and Baharagora	
14	36	Nowgaon-Dabka-and Dimapur	
15	37	Gualpara-Gaubati-Jorhat-Kumargaon-Kakum and Saikhoa Ghat	
16	39	Kumargaon-Imphal-Palal and proceeding to the border between India and Burma .	
17	40	Jorhat-Shillong and proceeding to the border between India and Bangla Desh near Dowki.	
18	43	Raipur-Vizianagram and proceeding to its junction with NH No. 5 near Vizianagram.	
19	44	Shillong-Jowai-Passi-Badarpur and Agartala	
20	45	Madras-Tiruchirapalli and Dindigul	
21	48	Bangalore-Hassan-Mangalore	

Change in name of Railway Station

7712. SHRI R. K. MHALGI Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government have received a representation regarding the change of name of railway station on barber-line of Bombay as Kolwada instead Tejabhadra-singh Nagar;

(b) if so, when ;

(c) what action have Government taken or propose to take in near future; and

(d) whether Government's attention has been drawn to the various news items of agitation in the first week of February, 1979 in regard to the demand in representation ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) Yes.

(b) Starting from October, 1976 a number of representations have been received.

594 L.S.—5

(c) As per extant procedure any change in the existing name of a Railway Station is made on the recommendation of the State Government concerned who in turn are required to obtain the concurrence of the Ministry of Home Affairs, Government of India. This matter at present is under examination of the Government of Maharashtra and Ministry of Home Affairs, Government of India.

(d) Yes.

.तरसाई स्टेशन पर 'हाल्ट' बनाया जाना

7713 श्री धर्मासह भाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या तरसाई ग्राम पंचायत तथा जायती युवक मंडल, तरसाई ने गुजरात के सीराष्ट्र प्रदेश में जेटलसर-पोरबन्दर रेलवे लाइन पर तरसाई स्टेशन पर वहाँ से प्राप्त गुजरने वाली फास्ट पैसैन्जर 335 एच और शाम को गुजरने वाली 336 डबल का "हाल्ट" बनाने की मांग की है; और

(ख) तरसाई स्टेशन पर जहाँ पर 5,000 की धाबादी है, उपरोक्त रेलगाड़ियों के 'हाल्ट' को कब तक व्यवस्था की जाएगी और 'हाल्ट' कितने समय का होगा ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) जी, हाँ।

(ख) 1-5-79 से गाड़ी ठहराई जाएगी।

29 अप/30 डाऊन रेलगाड़ियों के लिये गोमटा स्टेशन पर हाल्ट बनाया जाना

7714. श्री धर्म सिंह भाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गोमटा तथा अन्य गांवों को ग्राम पंचायत है 11 सितम्बर, 1978 को पश्चिम रेलवे के भावनगर डिवीजन के डिवीजनल अधीक्षक को अभ्यावेदन भेजा था कि सौराष्ट्र गुजरात में राजकोट-जैतलसर रेलवे लाइन पर गोमटा रेलवे स्टेशन पर 29-अप तथा 30-डाऊन भावनगर-ओखा तथा ओखा-भावनगर द्रुत यात्री गाड़ियों के लिए दो मिनट का हाल्ट बनाया जाए; और

(ख) गोमटा तथा अन्य निकटवर्ती दस गांवों की जनता की मांग को ध्यान में रखते हुए रेलगाड़ियों के सम्बन्ध में गोमटा स्टेशन पर दो मिनट 'हाल्ट' की व्यवस्था कब तक की जाएगी ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) जी, हाँ।

(ख) 1-4-79 से 29/30 भावनगर-ओखा रोड तेज सवारी गाड़ी को 2 मिनट के लिए गोमटा में ठहराने की व्यवस्था की गई है।]

बेरावल और जैतलसर के बीच लिंक ट्रेन का खलाया जाना

7715. श्री धर्म सिंह भाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गुजरात राज्य के सौराष्ट्र प्रदेश

के जूनागढ़ जिले में श्री नागरिक संघ, प्रभास पाटण ने पोरबन्दर-अहमदाबाद (सुपर फास्ट गांधीग्राम एक्सप्रेस) ट्रेन में बेरावल से जैतलसर तक की लिंक ट्रेन जोड़ने के बारे में 4 सितम्बर, 1978 को पश्चिम रेलवे, बम्बई के महा-प्रबन्धक और डिवीजनल सुपरिन्टेण्डेंट भावनगर को अभ्यावेदन भेजा था; और

(ख) लिंक ट्रेन कब और किस प्रकार जोड़ई का विचार है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) और (ख). यद्यपि श्री नागरिक संघ प्रभास पाटण से दिनांक 4-9-78 का अभ्यावेदन प्राप्त हुआ प्रतीत नहीं होता है, बेरावल से जैतलसर तक 45-अप गांधीग्राम एक्सप्रेस से मेल लेती हुई एक सम्पर्क गाड़ी 9-8-78 से अर्थात् गांधीग्राम एक्सप्रेस चालू करने के समय से ही उपलब्ध थी। जनता की मांग पर 46 डाउन अहमदाबाद-पोरबन्दर गांधीग्राम एक्सप्रेस और तेज सवारी गाड़ी के बीच समुचित मेल लेने की भी व्यवस्था कर दी गई है जिससे 1-11-78 से जैतलसर से बेरावल तक एक सम्पर्क गाड़ी की व्यवस्था हो जाए।

जूनागढ़ ट्रेन सर्वेन्ट्स एसोसिएशन द्वारा अभ्यावेदन

7716. श्री धर्म सिंह भाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि जूनागढ़ ट्रेन, सीड्स एण्ड फूड मरचेण्डिस एसोसिएशन जूनागढ़ हैं नये बस अड्डे के निकट रेलवे लाइन पर नीचे का अथवा उपरि पुल बनाने के बारे में उनका तथा महाप्रबन्धक पश्चिम रेलवे को 11 अगस्त, 1978 को अभ्यावेदन भेजे थे;

(ख) यदि हाँ, तो अभ्यावेदन का व्यौरा क्या है; और

(ग) जूनागढ़ में नये बस अड्डे के निकट कब और कैसे नीचे का अथवा उपरि पुल का निर्माण किया जाएगा ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) जी, हा ।

(ख) स्थल का निरीक्षण किया गया है और स्थल पर विद्यमान स्थानों पर परिस्थितियां से बड़ा निचले मटक पुल का निर्माण भी व्यावहारिक नहीं समझा जाता । ऊपरी मटक पुल का निर्माण भी व्यावहारिक नहीं है क्योंकि उत्तर में रोड जंक्शन है तथा समपार के बिक्रुन निकट बस अड्डा है । वर्तमान नियमों के अनुसार, मौजूदा समपारों के स्थान पर ऊपरी / निचले मडल पुलों के निर्माण सम्बन्धी सभी प्रस्ताव राज्य सरकार/स्थानीय प्राधिकरणों द्वारा इस आश्रयान के साथ प्रायोजित किये जाते चाहिये कि वे अपा हिस्से की लागत वहन करेंगे । जूनागढ़ में मौजूदा समपार तथा के बदले एक ऊपरी पुल बनाने के लिए अभी तक न तो गुजरात राज्य सरकार से और न ही जूनागढ़ नगरपालिका से कोई प्रस्ताव प्राप्त हुआ है । जैसे ही राज्य सरकार/स्थानीय प्राधिकरण द्वारा इस आश्रयान के साथ कोई प्रस्ताव प्राप्त होगा कि वह अपने हिस्से को लागत वहन करेंगे, ऊपरी/निचले मटक पुल के लिए कोई उपयुक्त वैकल्पिक स्थान खोजने के सम्बन्ध में रेलों द्वारा आवश्यक कार्यवाही की जाएगी ।

Research and development programme in the roads sector

7717 SHRI PABITRA MOHAN PRADHAN Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether the Ministry of Shipping and Transport has launched a massive research and development programme in the roads sector, and

(b) if so, (i) the scheme and programme;

(ii) the amount of money required to materialise such schemes and programmes;

(iii) the amount of money that is programmed and schemed for National Highways passing through and those that may be constructed in Orissa State ?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) : (a), (b) (i)&(ii). A Research and Development programme consisting of 12 priority problems of immediate importance estimated to cost Rs. 5.22 crores was launched in 1976-77. Subsequently a second package of Research and Development schemes consisting of 18 problems with an estimated outlay of Rs. 3.6 crores has been identified for being taken up during 1978-83 plan period. For implementing these various schemes, the draft plan for 1978-83 contains a provision of Rs. 6 crores. Besides this, a few research schemes are proposed to be financed from the Central Road Fund (Ordinary) Reserve.

(iii) The Research and Development schemes under implementation are meant to provide solutions for specific road and bridge problems being experienced under different physical and environmental conditions in the country and are not being taken up exclusively on the National Highways. The location of the schemes is dictated by the problem under study. Also some of the schemes are laboratory-oriented and do not require any test stretches to be constructed. As such it is not possible to give a precise break up of the Research and Development funds with respect to the National Highways passing through or which may be constructed in Orissa State.

Parcel Handling Contracts of Allahabad and Aligarh

7718 SHRI RAMJI LAL SUMAN : Will the Minister of RAILWAYS be pleased to state

(a) whether limited tenders were invited from the Co-operative Societies for the award of Goods Handling Contracts, Allahabad, Aligarh and HRF Group and Parcel Handling Contracts of Allahabad and Aligarh over Allahabad Division,

(b) whether the notification calling for tenders from the Co-operative Societies were made through Newspapers,

(c) whether the tender conditions were properly notified in tender forms issued to the Societies on payment of Rs. 5/-.

(d) whether the lower rates were received for the said contracts from the Societies in the tenders than the existing rates; and

(c) whether the Co-operative Societies who offered the lower rates for the said contracts are genuine societies as verified by the Railway Department as well as Co-operative Department if so, the reason for not allotting the contracts so far on lower rates be indicated ?

THE MINISTER OF STATE IN
THE MINISTRY OF RAILWAYS
(SHRI SHEO NARAIN) (a) to (d)
Yes

(e) All the contracts, except the goods handling contract at Allahabad, have been finalised and allotted to the co-operative societies after verification of their genuineness. The allotment of goods handling contract at Allahabad to a genuine co-operative society of actual workers is under consideration as a number of representations for and against award of this contract have been received.

Cycle stand Contractor, Kanpur

7719 SHRI RAMJI LAI SUMAN
Will the Minister of RAILWAYS be pleased to state

(a) whether a huge sum of Railway Approximately Rs 40,000 was not deposited by the cycle stand contractor Kanpur whose term of contract expired on 31st January, 1979,

(b) whether as a result of the said default the cycle stand contract of Kanpur in favour of the said contractor was terminated by DS/Allahabad with effect from 16th January, 1979,

(c) whether after termination of the contract by the competent authority the contract was allowed to continue up to 31st January, 1979 by certain official and if so, the reasons therefor, and

(d) what action Government propose to take against such official who failed to realise the dues from the said cycle contractor in time and also allowing the terminated contracts to continue beyond 16th January, 1979 ?

THE MINISTER OF STATE IN
THE MINISTRY OF RAILWAYS
(SHRI SHEO NARAIN) (a) A sum of Rs 14,600/- only as licence fee was not deposited by the contractor upto 31-1-79 the date upto which the contract was valid and the same has been adjusted against the security deposit of the contractor

(b) The term of the contract expired on 31-1-79 and has not been renewed in favour of this contractor

(c) No.

(d) The licence fee due has already been adjusted against the security deposit of the contractor, and as such the question of taking action for any failure does not arise

लेडी हाडिंग अस्पताल का नाम बदला जाना

7720 श्री दयाराम शाक्य : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की त्रया करेगे कि

(क) क्या यह सच है कि लेडा हाडिंग अस्पताल का नाम बदल कर सुचेता कृपलानी अस्पताल रखा दिया गया है और कालेज का नाम नहीं बदला गया है, और

(ख) कालेज का नाम न बदलने जाने क क्या कारण है और कालेज का नाम कब तक बदल दिया जाएगा ?

स्वास्थ्य और परिवार कल्याण मंत्री
(श्री रवि राय) (क) जी, हा।

(ख) लेडी हाडिंग मेडिकल कालेज न कर्मचारियों और छात्रा न यह अभ्यावेदन किया था कि स्वयं लेडी हाडिंग न इस कालेज की स्थापना करने में बहुत परिश्रम किया था और भारत में महिलाओं की चिकित्सा शिक्षा उनमें समर्पित प्रयत्न की देन है। वर्षों से महिला चिकित्सा छात्राओं की गई पाठियाँ इस कालेज से शिक्षा पाकर बाहर निकलती हैं और उनका इस कालेज के नाम से एक भावुकतापूर्ण लगाव है। इसलिए यह निर्णय किया गया था कि लेडी हाडिंग का नाम इस कालेज के साथ लगा रहने दिया जाना चाहिये और कवल अस्पताल का नाम ही बदला जाय।

Hazrat Nizamuddin Railway Station

7721 SHRI MALHAVRAO EGIN
DIA Will the Minister of RAILWAYS
be pleased to state

(a) the trams up and down starting, terminating and touching Hazrat Nizamuddin Railway Station at New Delhi,

(b) whether it is a fact that the flow of trains at the station is more as a result number of passengers getting down and getting in at the station is heavy but basic needs specially separate sale counter for platform tickets is not functioning there;

(c) if so, assessment by Government about the inflow of passengers; and

(d) steps proposed to be taken to open a separate sale counter for platform tickets in near future ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIAN : (a) 59 trains are originating/terminating and stopping at Hazrat Nizamuddin daily.

(b) to (d). The average a number of passengers getting down and getting in at Nizamuddin Railway station is 3045 and 3575 per day respectively. The average sale of platform tickets is 919 per day.

At present platform tickets are issued from 2nd class booking window which is considered adequate. A separate counter for sale of platform tickets will be considered as and when justified.

Birth Rate

7722. **SHRI MADHAVRAO SCINDIA:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the lowering of birth rate target of 30 per thousand by the end of financial year 1978-79 has not been achieved;

(b) if so, factors responsible for the same ; and

(c) steps proposed to be taken to achieve the target in near future ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY) : (a) Yes, Sir. However, the Joint Conference of the Central Councils of Health and Family Welfare reviewed the Family Planning performance achievements and its impact on birth rate in its meeting held in January, 1978 and recommended the revised demographic goal of bringing down the birth rate to 30 per thousand of population by 1982-83.

(b) Low level of performance in the family planning programme was responsible for not achieving the birth rate of 30 per thousand by 1978-79. This was mainly due to widespread complaints of compulsion and coercion in the im-

plementation of the programme during emergency.

(c) In order to achieve the goal of bringing down the birth rate to 30 per thousand of population by 1982-83, as on operational programme of 25 million voluntary sterilisation, 5 million IUD insertions and an annual average of 5 million of conventional contraceptive and oral pill users has been worked out. To realise these objectives, greater integration of Health, Family Welfare, MCH & nutritional services at all levels and conversion of vertical programme workers sanctioned under various health programme into Multi-purpose workers is being effected. Besides, the Family Welfare Programme is being pursued vigorously with particular attention to the welfare aspect and to the voluntary acceptance of contraceptive practices through more intensive efforts in the direction of education and persuasion of the people. Educational and motivational activities for the propagation of small family norm have been intensified and a large number of orientation training camps are being organised throughout the country. In respect of rural areas, special attention is being given to the improvement of maternity services through training of traditional birth attendants (dais) who are provided better equipment after training. Community Health Worker's Scheme, which is a part of the effort to reach primary health care to the people in the remotest areas, is also contributing to a better implementation of the family planning and MCH aspects of the Programme in the rural areas. The Community Health Workers have already started distributing condoms in the rural area.

In order to promote healthy competition between States, Union Territories and non-official organisations, a scheme for giving national awards in recognition of outstanding performance has been introduced. Special awards have also been announced for the performance during the period January-March 1979. This period was observed as a Family Planning quarter in order to focus the attention of the people on the need for adopting the small family norm and better care of children.

Calcutta Port

7723. **SHRI SACHINDRA LAL SINGHA:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the details of the position of Calcutta Port during the last three months regarding loading and unloading; and

(b) the details of the action taken up to date for the proper functioning of the Calcutta Port and the result achieved ?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) The details of cargo handling at Calcutta during the last three months are given below

(In metric tonnes)

Month	Loading	Unloading	Total
January, 1979	178 260	95 581	273 841
February 1979	141 006	103 181	244 187
March, 1979	103,990	98 396	202 386

The decline in handling of cargo was mainly due to the labour problems and strike by merchant marine personnel

(b) A number of steps have been taken to improve the functioning of the Calcutta Port. Some of these are

- (i) The Shipping Corporation of India and the Scindia Steam Navigation Company are being permitted to bring their own forklifts to augment availability of mobile equipment
- (ii) Intensive utilisation of mooring/buoys and Sauger Anchorage to improve discharge/shipment of cargo
- (iii) Uncleared gift consignments and fertilizers are being removed from transit areas to warehouses/sheds outside docks

As a result of the steps taken, the average rate of loading and unloading of cargo has increased considerably. The transit sheds have been de-congested to certain extent by removing the cargo therefrom. The waiting period for the ships has been reduced. On 16th March, 1979, 37 ships were waiting for berthing and the waiting period for general cargo vessels was 28 days. On 16th April, 1979, however, 24 ships were waiting and the waiting period for general cargo vessels stood reduced from 28 days to 9 days.

Management structure of Calcutta Port

7724 SHRI SACHINDRA LAL SINGHA Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) the details of the management structure of Calcutta Port at present

(b) whether it is a fact that due to mismanagement in the Calcutta Port that Port is not properly functioning,

(c) if so whether any enquiry has been instituted so far about the present management,

(d) if not the detail reason thereof, and

(e) the details of the action taken up to date for the proper functioning of Calcutta Port and the results achieved ?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) : (a) Calcutta Port and Haldia Dock System which forms part of it is managed by the Calcutta Port Trust which is a statutory authority. The Port Trust Board is constituted in accordance with the provisions of Section 3(1) of the Major Port Trusts Act 1963. Chairman of the Port Trust is the Chief Executive. In the management of Calcutta Port he is assisted by a Dy Chairman 12 heads of departments and supporting staff. For the management of Haldia Dock System, he is assisted by the General Manager, the Deputy General Manager, five division managers and supporting staff. There is a labour force directly under the Port Trust Board both at Calcutta and Haldia, in addition to the Dock Labour force at Calcutta which is under the management of the statutory dock labour board.

(b) No, Sir

(c) to (d) Does not arise

(e) A number of steps have been taken to improve the functioning of the Calcutta Port. Some of these are .

- (i) The Shipping Corporation of India and the Scindia Steam Navigation Company are being permitted to bring their own forklifts to augment availability of mobile equipment.

- (ii) Intensive utilisation of mooring/buoys and Satgor Anchorage to improve discharge/shipment of cargo.
- (iii) Uncleared gift consignments and fertilisers are being removed from transit areas to warehouses/sheds outside docks

As a result of the steps taken, the average rate of loading and unloading of cargo has increased considerably. The transit sheds have been de-congested to certain extent by removing the cargo therefrom. The waiting period for the ships has been reduced. On 16th March, 1979, 17 ships were waiting for berthing and the waiting period for general cargo vessels was 28 days. On 16th April 1979 however 24 ships were waiting and the waiting period for general cargo vessels stood reduced from 28 days to 9 days.

Expenditure on publicity by Shipping Corporation of India

7725 SHRI SACHINDRA LAL SINGHA Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) the details of the expenditure on publicity of the Shipping Corporation of India during the last three years year-wise,

(b) the names of the news dailies and periodicals utilised for advertisement by this corporation during the last three years, (year-wise, state-wise language-wise),

(c) the names of the accredited correspondent receiving press materials from this corporation,

(d) the details of the attitude of publicity towards the rural press, and

(e) the action being taken up to date to pursue the Government policy to help the small and medium news papers?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) : (a) to (c). The information is being collected and will be laid on the Table of the House

Increasing coaches in 55 DN/56 UP train

7726. SHRI CHATURBHUIJ Will the Minister of RAILWAYS be pleased to state:

(a) the number of passenger coaches at present in 55 Down and 56 Up Baroda to Mathura passenger train;

(b) the number of such coaches sanctioned for this line if the number actually provided is less than the sanctioned number, the reasons therefor and the time by which full sanctioned passenger coaches will be attached, and

(c) whether Government will consider the question of increasing the number of coaches on this lone passenger train and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) & (b) The authorised composition of 55/56 Vadodara—Mathura Passenger train is 7 coaches. The train is however running on some occasions with 6 coaches only due to short availability of coaches for replacement purposes whenever some coach is required to be detached for mechanical/electrical repairs.

(c) As soon as the summer rush is over action will be taken to provide adequate spare coaches to ensure its running with full composition

रुग्ण माल डिब्बे

7727. श्री चतुर्भुज : क्या रेल मंत्री यह बताने को कृपा करेंगे कि .

(क) गत छ महीनों में कोटा-नागदा रेल लाइन के स्टेशनों पर कितने माल डिब्बे रुग्ण घोषित किये गये और इनमें से कितने माल डिब्बों को मरम्मत करायी गयी तथा लदान के लिये भेजे गये और उनको लदान के लिए भेजने में कितना समय लगा,

(ख) ऐसे डिब्बा की संख्या कितनी है जिन्हें रुग्ण घोषित किया गया और 9 महीनों तक जिनमें लदान नहीं किया जा सका,

(ग) इस दोष के लिए उत्तरदायी व्यक्ति कौन है, और

(घ) उन्हें बिरुद्ध क्या कार्यवाही की जा रही है ?

रेल मंत्रालय में राज्य मंत्री (श्री निज नारायण) : (क) पिछले 6 महीनों के दौरान

(अक्टूबर, 78 से मार्च, 79 तक कोटा-नागदा खंड में 474 माल डिब्बे खराब घोषित किये गये थे और प्रति माल डिब्बा दस दिन की औसत अवधि के अन्दर उन सबकी मरम्मत कर दी गई थी और उन्हें भेज दिया गया था।

(ब) कुछ नहीं।

(ग) और (घ). प्रश्न नहीं उठता।

Appointment of junior medical officers by medical officers in charge of C.G.H.S.

7728. SHRI K. LAKKAPPA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Medical Officers Incharge of C.G.H.S. organisations outside Delhi have been appointing Junior Medical Officers under their own powers on daily/monthly wage basis, and if so, the reasons therefor; and

(b) whether it is proposed to adopt the same policy in respect of C.G.H.S. Delhi also; and if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) Yes, Sir. The Medical Officers incharge of C.G.H.S. Organisations outside Delhi have been authorised to appoint the Medical Officers on monthly wages pending the posting of Medical Officers on regular basis. This arrangement has been made to tide over the difficult position in running the dispensaries smoothly on account of shortage of doctors.

(b) There is no such proposal, as there are already a large number of doctors appointed on ad hoc basis working under the C.G.H.S. Delhi.

Upgradation of posts in Railway Ministry

7729. SHRI DAYARAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) number of posts from the Chairman, Railway Board to the class IV staff existing prior to upgradation of posts in the Ministry and on date;

(b) the justification for creation of all the new posts with no apparent increase in the work load;

(c) how far the proclaimed policy of reduction of staff in the Board has been implemented with the reasons for the increase in the top management and multiplicity of posts causing delay and inconvenience to staff and public; and

(d) if he at any level, is involved in sanctioning new posts; if not, why the Consultative Committee attached to his Ministry is not vested with powers to scrutinise the present and future staff requirements based on performance?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The number of Group 'A', Group 'B', Group 'C' and Group 'D' posts as on 1-1-73 i.e. prior to upgradation in the Railway Ministry and on date is as under:

	No. of posts	
	prior to upgradation (1-1-73)	As on date
Group 'A'	208	253
Group 'B'	181	223
Group 'C'	1714	1624
Group 'D'	543	539

(b) The new posts were created after fully examining the justification on the basis of increased workload.

(c) There has been no increase in the top Management posts. In fact, as a result of restructuring of the Railway Board, on the recommendations of the Administrative Reforms Commission, all the 8 posts of Additional Members were abolished. In lieu, 3 posts of Advisers and two posts of Directors were created. The increase in the number of Group 'A' and 'B' posts has, however, been mainly due to restructuring of various cadres of Railway Services as also due to the introduction of Desk Officers system as per the directive of Department of Personnel and Administrative Reforms. There has been no increase in Group 'C' and Group 'D' posts.

(d) The approval of the competent authority including the Minister of Railways is taken for creation/upgradation of posts under extant rules. Matters involving financial implications are excluded from the purview of the Consultative Committee.

**श्रीक नायक जय प्रकाश नारायण अस्पताल
में छोटाला**

7730. श्री दयाराम शाक्य - क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 16 फरवरी, 1979 के 'हिन्दुस्तान समाचार' में प्रकाशित इस आशय का समाचार सही है कि जय प्रकाश नारायण अस्पताल, दिल्ली में बड़े पैमाने पर औषधियों का चोटेला करने के आरोप में अस्पताल के पाच कर्मचारियों को निलम्बित किया गया था,

(ख) क्या केन्द्रीय सरकार के अन्य अस्पतालों में ऐसे घाटलों के बारे में भी केन्द्रीय सरकार जांच करेगी, और

(ग) क्या जय प्रकाश नारायण अस्पताल में की गई जांच की तरह की जांच दिल्ली के अन्य अस्पतालों में भी शुरू की गई है और यदि हा, तो इसके क्या परिणाम निकले हैं ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री रवि राय) : (क) जी हा ।

(ख) जब कभी ऐसी शिकायत मिलती है तो उनकी निरपवाद रूप से जांच की जाती है और यदि किसी को दोषी पाया जाता है तो अस्पताल अधिकारी उस मामले में आवश्यक कार्रवाई करते हैं ।

(ग) दिल्ली प्रशासन के नियंत्रण वाले अन्य अस्पतालों में ऐसी कोई जांच नहीं की गई ।

**Alleged smuggling of Fansal by
I.C.M.R.**

7731. **SHRI SAMAR MUKHERJEE;
SHRI R P DASS;
SHRI JYOTIRMOY BOSU:**

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

(a) whether Government are aware that the Indian Council of Medical Research and its constituent Calcutta based Cholera Research Centre (Re-named as National Institute of Cholera and Enteric Diseases) on its own smuggled the 'Fansal' (not marketed in India) in this country,

(b) if so whether Government have conducted any enquiry in this serious matter;

(c) if so, the findings of the enquiry; and

(d) if not, the reasons thereof ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY) (a) "Fansal" was supplied by the WHO Regional Office, New Delhi to the Cholera Research Centre (now National Institute of Cholera & Enteric Diseases) Calcutta to enable the Centre to take up the project on the field trial of the drug, after the project had been approved by the Scientific Advisory Committee of the Centre

(b) & (c) The ICMR had appointed a Committee of Experts to look into all the matters relating to this experiment. The Committee has expressed the view that since 'Fansal' has been in use all over the world for many years for different conditions and in India also this drug has been tried as an anti-microbial/anti-infective agent in the treatment of Leprosy, Urinary tract infections etc., for over a decade, the use of this drug by the Centre is not a trial with a "new drug" in its true sense. The Committee has also come to the conclusion that the field trial with 'Fansal' was properly designed, planned and executed and that the results obtained are significant and relevant

(d) Question does not arise.

दाहोद रेलवे वर्कशॉप अस्पताल

7732. श्री हुकूम चण्ड कल्याण : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दाहोद रेलवे वर्कशॉप अस्पताल, पश्चिम रेलवे के कुछ वाकटों : विशद

कुछ शिकायतें कई वर्षों से बिचाराघीन पडी है, यदि हां, तो उक्त शिकायतें किन कर्मचारी सचों तथा कर्मचारियों द्वारा की गई तथा कितनी शिकायतें की गईं ,

(ख) क्या कुछ के विरुद्ध केन्द्रीय जाच ब्यूरो तथा अन्यसतर्कता विभागों द्वारा की जा रही है, यदि हां, तो किन-किन शिकायतों की जाच की जा रही है और उनमें क्या-क्या धारोप लगाये गये हैं; और

(ग) इस अस्पताल में डाक्टरों तथा कर्मचारियों की श्रेणीवार संख्या कितनी है, वे वहां कब के काम कर रहे हैं, नियमानुसार कोई कर्मचारी एक ही स्टेशन पर कितनी अवधि तक रखा जा सकता है और क्या इन नियमों का पालन किया जा रहा है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) और (ख). दोहद रेल कारखाना अस्पताल के डाक्टरों के विरुद्ध ऐसी कोई शिकायत नहीं है जो अनेक वर्षों से बकाया पडी हो। लेकिन, इस यूनिट के डाक्टरों के विरुद्ध छः मास से कम अवधि की तीन शिकायतें बकाया हैं जिनमें से एक 20-1-1979 को केन्द्रीय जाच ब्यूरो ने दर्ज करायी थी जिसकी जाच वह विभाग स्वयं कर रहा है। अन्य दो शिकायतें अक्टूबर, 78 और मार्च, 79 में पश्चिम रेल प्रशासन से प्राप्त हुई हैं और क्षेत्रीय रेलवे सतर्कता संगठन इनकी जाच कर रहा है। ये शिकायतें किन व्यक्तियों के विरुद्ध हैं इस बात को सतर्कता नोटि क अग्र के रूप में गुप्त रखा जा रहा है। अतएव, जनहित में इन्हें प्रकट नहीं किया जा रहा है। इन्हीं कारणों से इस स्तर पर किन प्रतिदीर्घों को जाच की जा रही है। इन्हें बताना भी उचित नहीं समझा जाता क्योंकि इससे जो जाच हो रही है उस पर प्रतिकूल प्रभाव पड़ सकता है।

(ग) दोहद रेल का खाना अस्पताल में राजपत्रित कोटि में 18 डाक्टर, श्रेणी-III में 235 कर्मचारी और श्रेणी-4 में 117 कर्मचारी कार्यरत हैं। अन्य संकड़लों से स्थानान्तरित कुछेक नर्सों को छोड़ कर, श्रेणी- और श्रेणी-4 के सभी कर्मचारी अपनी नियुक्ति की तारीख से इसी अस्पताल में काम कर रहे हैं। एक स्थान पर किसी कर्मचारी को कार्य करते रहने की कोई निश्चित अवधि, नियमों के अन्तर्गत निर्धारित नहीं की गई है।

Reservation counter at New Delhi I Class Booking

7733 SHRI VIJAY KUMAR N
PATIL Will the Minister of RAILWAYS
be pleased to state

(a) whether employees incharge of reservation counters at New Delhi First Class Booking and New Delhi Second Class Reservation counter behave in impolite manner with the public and insist on petty formalities and do not give adequate attention to passengers thereby causing lot of inconvenience to public, and

(b) if so, whether Government propose to keep a serialised complaint/cum suggestion on the side of the reservation counter with provision to have a carbon copy of complaint and instructions to authorities to acknowledge such complaints and details of action taken so as to make whole purpose of suggestion/complaint a meaningful exercise, and

(c) if so, details of action taken/proposed in this regard and will Government consider observance of courtesy quarters during the summer months so that Railway employees are more courteous to common public and earn name for Railways ?

THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS (SHRI
SHEO NARAIN). (a) Some complaints
to this effect have been received from
passengers and the staff have been instructed
to be more polite in their behaviour
towards the public

(b) Public complaint-cum-suggestion
books are kept in the office of the Deputy-
Station Supdt at New Delhi and Delhi
stations and in the office of Chief Reser-
vation Supervisor in the Upper Class Cen-
tralised Reservation at State Entry Road,
Connaught Place, New Delhi. The
complaints recorded in these books are
duly acknowledged and action taken
thereon is advised to the complainant..

Separate complaint-cum-suggestion books are, however, not kept on each reservation counter

(c) An analysis made of the complaints/suggestions recorded in these books during the six month period September 1978 to February, 1979 regarding misbehaviour and harassment by the railway staff has revealed that there were only 4 complaints (3 at New Delhi station and 1 at NDCR) during this period. While two complaints remained unsubstantiated, staff found at fault in respect of the third one has been warned. The remaining one complaint is still under disposal.

Regular surprise checks by Officers/Supervisory staff are conducted in the reservation offices and on trains in order to insure that staff on duty deal with the passengers in a courteous and polite manner and there is no inconvenience and harassment to the travelling public. Action taken on the complaints/suggestions recorded in the complaint-books is also reviewed with a view to ensure expeditious disposal thereof. These checks have been intensified and will be continued vigorously during summer months so that a better and more satisfactory service is rendered to the common public.

चीन द्वारा पाकिस्तान और नेपाल को शस्त्रों की सप्लाई

7734. श्री बलपत सिंह परस्ते क्या विदेश मंत्री यह बताने की कृपा करेंगे कि क्या सरकार को चीन द्वारा पाकिस्तान और नेपाल का सप्लाई किया जा रहा आधुनिक शस्त्रों के बारे में जानकारी है ?

विदेश मंत्रालय में राज्य मंत्री (श्री मनमोहन कुन्दू) सरकार का इन बातों का जवाब है कि चीन ने पाकिस्तान का पर्याप्त मात्रा में आधुनिक अस्त्र सप्लाई किये हैं। लेकिन सरकार के पास ऐसा कोई सूचना नहीं है जिससे यह पता चले कि चीन ने नेपाल को उन्नत किस्म के हथियार दिए हैं।

Scheme to control Malaria in Madhya Pradesh

7735. SHRI SUKHENDRA SINGH Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state.

(a) the number of Centrally Sponsored Schemes for control of Malaria in operation in the State of Madhya Pradesh

(b) total amount spent on these schemes by the Central Government, and

(c) whether the amount spent so far has been in accordance with the desired, results and if so, progress till March 1979 ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY) (a) There are two Centrally Sponsored Schemes for control of Malaria in operation in Madhya Pradesh viz., (1) NMEP (rural), (2) NMEP (urban).

(b) The total amount spent on both the schemes as Centrally Sponsored ones from 1969-70 to 1978-79 for Madhya Pradesh works out to Rs 428.13 million.

(c) Due to certain reasons the National Malaria Eradication Programme has suffered a set back throughout the country including Madhya Pradesh for a number of years. For containment of malaria a modified mode of operations is being implemented from 1-4-1977. With the introduction of this plan there has been 58.4% reduction in the incidence of malaria during 1977 as compared to that in 1976 and a further reduction of 59.7% during 1978 as compared to the incidence in 1977. Figures of incidence till March, 1979 in respect of Madhya Pradesh have not yet been furnished by the State Government.

Old Railway Quarters

7736. SHRI AHSEN JAFRI Will the Minister of RAILWAYS be pleased to state

(a) whether the condition of old Railway quarters for the Railway employees in the country is quite unbearable and no attention is paid to them in spite of several requests from the occupants,

(b) whether the repairs are not done under the pretext that the old houses are to be demolished for new constructions,

(c) the total number of 40 years and more old buildings and the amount spent on repairs during the last five/three years with year-wise break-up, and

(d) how many such old buildings are there in Ahmedabad and whether any complaint has been received by Railways.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) to (d). The information is being collected and will be placed on the Table of the Lok Sabha.

Shipping Industry

7797 SHRI DURGA CHAND Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the capacity of the Shipping Industry has been expanded whereas the capacities of the ports remain static during the last 5 years,

(b) if so, to what extent the capacity of Shipping Industry has been increased during the last 5 years, and

(c) what steps are being taken to cope with the increased Shipping Industry vis a vis, the port capacity?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) No, Sir During the Plan period 1974 to 1978, a sum of Rs 414.35 crores was spent on the development of capacities in major ports. Major schemes/projects completed during this period include a Satellite Port at Haldia Outer Harbour at Visakhapatnam with modern Ore Handling facilities, Outer Harbour at Madras with a modern Oil Jetty and an Iron Ore Berth, high speed Ore handling facilities at Mormugao, the Salaya Off-shore Terminal at Vednar, the Port at New Mangalore, and the New Tuticorin Port

(b) The tonnage of Indian Shipping was 2.95 million GRT on 1st January, 1974 and it has increased to 3.38 million GRT on 1st January, 1979

(c) The Plans for improvement and modernisation of the capacities of the Major Ports include acquisition of floating craft plant and equipment, construction of shore facilities, provision of mechanised system of handling bulk commodities etc

Per capita expenditure

7798 SHRI DURGA CHAND Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what is the estimated per capita expenditure on health during the next five years (yearwise), and

(b) the number of workers to be trained under Rural Health Scheme in each State during the next five years, (year-wise)?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY) (a) Per capita expenditure is determined on the basis of actual expenditure incurred by Central and State Governments on the 'Plan' as well as 'non-Plan' sides. It is not possible to foresee the actual expenditure to be incurred by the Central and State Governments over the next few years.

(b) A statement showing the number of different categories of workers estimated to be trained during the 5 years of the Sixth Plan is attached the year-wise information, is however, not available

Statement

State-wise estimated number of workers to be trained under Rural Health Scheme during 1978-83

Name of the State/U.T.		Health Workers	Health Workers	Health Asst.	Health Supervisor	CHW
		(M)	(F)	(M)	(F)	
1	2	3	4	5	6	7
1.	Andhra Pradesh	7020	7020	1755	1755	39250
2.	Assam	2668	2668	667	667	17000
3.	Bihar	10144	10144	2536	2536	68000
4.	Gujarat	3840	3840	960	960	18300
5.	Haryana	1652	1652	413	413	80000

1	2	3	4	5	6	7
6.	Himachal Pradesh .	644	644	161	161	8125
7.	Jammu & Kashmir .	752	752	188	188	..
8.	Karnataka . .	4436	4436	1109	1109	33250
9.	Kerala . . .	3576	3576	894	894	..
10.	Madhya Pradesh .	6971	6974	1743	1743	51500
11.	Maharashtra . .	6940	6940	1735	1735	99375
12.	Manipur . .	186	186	46	46	500
13.	Meghalaya . .	171	174	13	43	1625
14.	Nagaland .	94	94	24	24	1000
15.	Orissa . .	4020	4020	1005	1005	37625
16.	Punjab . . .	2068	2068	517	517	13250
17.	Rajasthan . .	4244	4244	1061	1061	25625
18.	Sikkim	500
19.	Tamil Nadu . .	5746	5746	1436	1436	..
20.	Tripura . .	278	278	69	69	3000
21.	Uttar Pradesh . .	15190	15190	3797	3797	86375
22.	West Bengal . .	6670	6670	1667	1667	37625
23.	Andaman & N. Is .	18	18	5	5	..
24.	Arunachal Pradesh .	90	90	23	23	..
25.	Chandigarh . .	4	4	1	1	..
26.	D. & N. Haveli .	14	14	4	4	125
27.	Delhi . . .	84	84	21	21	625
28.	Goa, Daman & Diu .	126	126	32	32	1500
29.	Lakshadweep . .	6	6	2	2	..
30.	Mizoram . . .	60	60	15	15	1125
31.	Pondicherry . .	54	54	14	14	1125
Total . . .		87772	87772	21943	21943	494625

Uncleared stock of timber and logs at Railway Stations

7739 SHRI S R. DAMANI Will the Minister of RAILWAYS be pleased to state.

(a) whether it is a fact that huge stocks of timber and logs worth several lakhs of rupees are lying uncleared at some Railway Stations between Chakradharpur and Rourkela, which includes sleepers for Railway tracks, for want of wagons,

(b) whether the Forest Department of Bihar Government had sent reminders to S.E. Railway Headquarters at Calcutta and also to the Railway Board to clear the stocks, and

(c) if so, the action being taken in this regard.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) Yes

(c) This traffic is being cleared as expeditiously as possible as per date of registration of tenders and priority entitlement of the traffic, subject to availability of wagons

Unloading of Coking coal at Paradip

7740 SHRI S R DAMANI
SHRI D D DESAI
SHRI DHIRENDRA NATH
BASU

Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether it is a fact that two vessels carrying 60,000 tonnes of coking coal have been held up at Paradip Port for the past two months and the stocks are yet to be unloaded, while this integrated Steel Plants are experiencing shortage of coking coal,

(b) if so, the reasons thereof and the amount of loss incurred due to the delay in unloading, and

(c) what steps are proposed to be taken alternatively?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) Two coal vessels, M.V. 'Laxmi' and M.V. 'Sanchi' both containing about 65,000 tonnes of coal arrived at the Port on 1-2-1979 and 11-2-1979 respectively. The M.V. 'Laxmi' was berthed on 8-4-1979 and M.V. 'Sanchi' is still waiting for berth

(b) There is only one general cargo berth at Paradip Port. The vessels had to

wait for their turn to get a berth. Besides, with a view to meeting the export target the priority had to be given to export vessels upto 31-3-1979.

The Steel Authority of India Ltd have indicated that the demurrage on account of delays in unloading as well as waiting for berthing upto 31-3-1979 on coal ships including the two ships mentioned above is expected to be around Rs 40 lakhs.

(c) Steps are being taken to expedite the rate of unloading of the cargo

Bombay-Pune and Pune-Belgaum National Highways

7741 SHRI S R DAMANI Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether Government are considering any proposal for the development/improvement of the Bombay-Pune and Pune-Belgaum Sections in Maharashtra State under the National Highways development/improvement programme during the next financial year, and

(b) if so, the details thereof?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) and (b) Re-alignment of the Khopoli-Khandala reach (Lower Borghat) and construction of phase 1 of a bypass outside Pune City are under consideration for sanction in the 1978-83 Plan period. The estimated costs are about Rs 30 crores and Rs 100 crores respectively. The sanctions would be subject to the Plan outlay for development of National Highways which is yet to be finalised and would depend on the 'All-India' picture and priorities. As it is, the Bombay-Pune-Belgaum Road, National Highway No. 4, in Maharashtra is an existing 2-lane fully bridged National Highway on which Rs 520 crores worth of improvement works including Stars and Kohlapur bypasses are in advanced stage of completion.

भूमि पर साक्षात् का अधिक उत्पादन करना

7742. श्री हुकूम खन् कज्जाब : क्या रेल मंत्री कर्मचारियों को छेती करने के लिए दी गई बेकार भूमि के सम्बन्ध में 5 दिसम्बर, 1978 के अतारहित प्रश्न संख्या 2217

के उत्तर के सम्बन्ध में यह बताने की कृपा करेगे कि .

(क) पूर्वोत्तर रेलवे में 'भूमि पर खाद्यान्नों के अधिक उत्पादन' के लिए जमीन जोतने वालों को क्या सुविधायी दी गई है और खेती के लिए कुल कितनी भूमि दी गई है और वर्ष 1976 से आगे लगातार प्रति एकड़ कितना किराया लिया गया है, और

(ख) भूतपूर्व मंडलमन्त्रक द्वारा पूर्वोत्तर रेलवे में जमीन का किराया 100 रुपए प्रति एकड़ तक अभावधारण वृद्धि करने का क्या औचित्य है ?

रेल मन्त्रालय में राज्य मंत्री (श्री शिव नारायण) . (क) उन रेल कम चारिया और या बाहरो व्यक्तिता को, जिहे अधिक अन्न उगाने के प्रयाजन से रेलवे की फालतू भूमि लाइसेंस पर दो जाती है, कोई विशिष्ट सुविधा प्रदान नहीं की जाती। वर्तमान प्रक्रिया क अनुसार, प्रत्येक लाइसेंसधारी की वृष्टि क लिए रेलवे की लगभग 2 एकड़ जमीन आवंटित की जाती है। 1976 स 30-9-1977 तक, प्रति एकड़ 25 से 50 रुपए प्रति वर्ष क हिसाब से लाइसेंस-फीस लो गयो थी। 1-10-1977 स, प्रति एकड़ 50 स 200 रुपए प्रति वर्ष के हिसाब से लाइसेंस-फीस लो जा रही है।

(ख) कृषि यात्र भूमि की कीमता में वृद्धि कृषि उत्पाद की लागत में वृद्धि आदि विभिन्न काररगा के आधार पर, लाइसेंस-फीस की दर में समय-समय पर सशोधन किया जा रहा है।

Electrification of Railway system.

7743. SHRI G M BANAIWALLA
SHRI MUKHTIAR SINGH
MALIK
SHRI SHANKAR SINHJI
VAGHELA

Will the Minister of RAILWAYS be pleased to state

(a) whether Government have received a Memorandum by the Merchant's Chamber of U P in which it has been requested

for complete electrification of the Railway system all over the country and elimination of the use of coal as a fuel for motive power,

(b) whether the Chamber has also highlighted in the Memorandum the mounting wave of crime on railways and pilferage and thefts in the transport of goods, and

(c) what is Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHIO NARAIN) (a) & (b) Yes

(c) The Government are already aware of the necessity for replacing steam traction by Diesel/Electric traction in view of the inherent advantages. Since 1971 the manufacture of steam locomotive in India has been discontinued and additions to the existing fleet of locomotives are being made only by a Diesel and Electric locomotives.

The infrastructure for electrification schemes entail heavy capital investment and become financially and economically viable only after the traffic density has become sufficiently intense to give a reasonable return on the investment by way of savings in direct operating expenses. The question of electrification/dieselisation of different sections is therefore a complex economic exercise and has to take into account forecasts of traffic density, relative costs of major inputs in the electrification and dieselisation alternatives as well as the respective direct operating expenses. The exact timing and pace of electrification has thus to be carefully worked out and till such time electrification proves an economically superior alternative, the cheaper alternative of dieselisation services has to be progressed on these routes. Railways traction policy aims at keeping the diesel/electric traction mix as near optimal as possible by subjecting each major electrification investment proposal to a detailed cost benefit analysis.

Dacoities and robberies in running trains had shown considerable decrease as there were only 223 cases in 1978 against 478 cases in 1977, on account of the several measures initiated by Railways and the State Governments.

As regards pilferages and thefts in the transport of goods the preventive measures to curv these crimes have been tightened with the result during April to December 1978 the compensation claims

paid due to thefts and pilferages (Rs 5.99 crores) registered a decrease of about Rs 1.7 crores as compared to the corresponding period of 1977 (Rs 7.70 crores)

Under employment among officers of the Merchant Fleet

7744 SHRI EDUARDO FIAERO Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether Government are aware of the serious under-employment among officers of the merchant fleet particularly on the engineering side and

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

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) There is no serious under-employment among officers of the merchant fleet. Till last year there had been persistent complaints about shortage of officers both on the Navigation and Engineering side. The shortage was the result of a good number of officers seeking employment on foreign ships after obtaining their Certificate of Competency and also due to accelerated development of Indian shipping tonnage.

(d) does not arise

Benefit of Provident Fund to Bidi workers

7745 SHRI BHANU KUMAR SHASTRI Will the Minister of the PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state

(a) whether the Employers' Provident Fund Act is applicable to bidi workers, and

(b) if so, whether bidi workers are getting benefit under the said Act?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VERMA) (a) Yes. The Act was made applicable to the bidi workers by notification dated the 17th May, 1977.

(b) On Writ Petitions filed by certain parties, the Supreme Court has passed orders staying the operation and implementation of the aforesaid notification.

Short weight of coal wagons

7746 SHRI ANNASAHAB GO-TKHINDE Will the Minister of RAILWAYS be pleased to state

(a) whether Government have received a representation dated the 9th March, 1979 regarding short weight of coal wagons from Marathe Textile Mills, Miraj, South-Central Railway, and

(b) if so the steps taken in the matter and those proposed to be taken to avoid further recurrence of such cases?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SRIPO NARAIN) (a) A representation from Marathe Textile Mill, Miraj was received by South-Central Railway on 19.3.1979.

(b) The matter is under investigation.

Agreement with Calcutta Port Workers

7747 SHRI P. M. SAYFED Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether any agreement with the Calcutta Port Workers has now been reached,

(b) if so, the details of the agreement, and

(c) what steps were taken to settle the issue.

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) (a) to (c) Apart from the settlements reached at Government's level with the federations, no other settlement with Calcutta Port Workers has been reached in the recent past with regard to their service conditions which have all-port implications. As regards local and sectional demands of the Calcutta Port Workers, the Port Trust has entered into tripartite agreements with the respective labour unions in respect of majority of the demands. Bilateral discussions are in progress with regard to certain pending sectional and local demands of the workers.

D.T.C. Bus Fares

7748 SHRI DHARAM VIR VASISHT Will the Minister of SHIPPING AND TRANSPORT be pleased to state the reasons for low fares of DTC Buses in Delhi as compared to fares in Bombay, Ahmedabad, Madras and Calcutta?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) : The average bus fare per k.m. in Delhi is lower than in Bombay, Ahmedabad and Madras but is higher than in Calcutta.

The level of bus fares of a public transport system in a city depends on various factors and is governed by various social and economic considerations, including costs of operations as also the possible response of the public and their capacity to pay the increased fare.

The fares in Delhi had virtually remained static for the last 20 years except a paise increase in 1963 and marginal adjustment in 1964. The two-stage fare structure introduced in October, 1975 and operative till 11th February, 1979, was also in the nature of a changed pattern rather than any significant increase in the level of fares. The recent increase in the bus fares made an attempt to have some linkage with the operational costs. It was obviously not possible to raise the fares to the level of those obtaining in Bombay, Ahmedabad and Madras as that would have involved a sudden steep increase.

Complaints against recruiting agency

7749. CHOWDHRY BALBIR SINGH :

DR LAXMINARAYAN
PANDEYA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state—

(a) whether it is a fact that inspite of receiving a number of complaints against M/s. Manplan Labour Centre (P) Limited, a recruitment agency, Government of India have not taken any action against this firm;

(b) if so, the reasons for the same; and

(c) how many complaints have been received, the name of the person/party who made complaints and the specific action taken on that and if no action has been taken, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU) (a) to (e) In November 1978 the Government were approached by an Indian travel firm alleging that fraud had been committed against them by M/s. Manplan Labour Centre (P) Ltd., a duly registered agency which had applied for permission to recruit 1008 persons for deployment abroad. Subsequently, the travel firm mentioned above also withdrew its complaint. After obtaining clearance

from Ministry of Labour, necessary permission was given to the recruiting agency. Recently, the Government were approached by certain workers recruited by this firm who complained that the firm was unable to send them abroad for employment and was withholding their passports. The matter was taken up with the firm and the passports belonging to the recruited workers have been delivered back to them.

Improving train services at Bandel-Katwa section

7750. SHRI MUKUNDA MANDAL: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the irregular and outdated ever neglected train services at Bandel Katwa section and if so, the facts thereof;

(b) whether Government are considering the modernisation, electrification, doubling line, maintaining regularity and providing more trains to save the commuters from harassment; and

(c) if so, the details thereof and if not, why not ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) to (c) Information is being collected and will be laid on the table of the Sabha.

Difficulties in reading bus nos. and destination

7751. SHRI K. A. RAJAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether prospective passengers in DTC buses find it difficult to read the numbers of the bus and destination plate as the buses stop for a very little time;

(b) if so, whether Government are considering a proposal to see that route numbers and destination is written on the side near the gate, as it used to be some time earlier; and

(c) if so, the steps being taken in the matter ?

The MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM) : (a) Some complaints are received in this connection.

(b) No, Sir.

(c) It has been the constant effort of the Corporation to improve the destination boards being displayed on the buses. The boxes for the destination and the

route boards have since been standardized. For proper identification of various services a colour code in consonance with the framework of the present route structure has been developed. Under this system, the route services have been allotted particular colours of the terminal points they terminate at or pass through. Route Nos. are painted in the middle of destination board against the background of the allotted colour. Colour code enables the passengers to recognise the particular bus from a distance even when the route is not within the range of visibility. The Corporation has recently decided that the destination boards should be in functioning order and box glasses well cleaned to improve the visibility. However, as the Corporation has to operate a large number of special trips during rush hours, occasionally when the bus is deployed on a route for which the requisite route-cum-destination board is not available, destination is written with chalk on a blank board provided with the bus crew. In such cases route and destination boards are not visible from a distance.

चेतक एक्सप्रेस का डीजलीकरण

7752. श्री लालजी भाई : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार दिल्ली और उदयपुर के बीच चलने वाली गाड़ी चेतक एक्सप्रेस को जल्द ही डीजल इंजनों से चलाने का है ; और

(ख) यदि हां, तो एका कब किया जाएगा ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) और (ख) जैसे ही मीटर लाइन के डीजल रेल इंजन उपलब्ध होंगे, दिल्ली उदयपुर सिटी चेतक एक्सप्रेस के डीजलीकरण को ध्यान में रखा जाएगा और उसे प्राथमिकता दी जाएगी ।

विदेशों को बेचे गये भारतीय जहाजों की संख्या

7753. श्री लालजी भाई : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों के दौरान विदेशों को अथवा विदेशी कम्पनियों को कितने भारत-निर्मित जहाज बेचे गये; और

(ख) इससे कितनी विदेशी मुद्रा की आय हुई ?

नौवहन और परिवहन मंत्रालय में प्रभारी राज्य मंत्री (श्री चांद राम) : (क) और (ख). महानिदेशालय (नौवहन) के पास उपलब्ध सूचना के अणुसार पिछले तीन वर्षों में महासागर में चलने वाला भारत द्वारा निर्मित एक सेकेंड हैंड जहाज विदेश में किसी दूसरे देश को 747,000 अमरीकी डालर की कीमत पर बेचा गया था ।

बारा रेलवे स्टेशन बन्द किया जाना

7754. श्री चतुर्भुज : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मंत्रालय ने बारा स्टेशन बंद करने के आदेश दिए हैं;

(ख) यदि हां, तो क्या इस कारण जनता को होने वाली कठिनाइयों को ध्यान में रखा गया है ;

(ग) क्या जन और रेल सम्पत्ति की सुरक्षा हेतु मंत्रालय में ही समुचित कदम उठाना उचित नहीं है बजाए जन आक्रोश से उत्पन्न संकट का सामना किया जाये ; और

(घ) ऐसे आदेश किसने जारी किये और किस आधार पर जारी किए गए और इस सम्बन्ध में व्यौरा क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) जी, नहीं ।

(ख) से (घ). प्रश्न नहीं उठता ।

बारा रेलवे स्टेशन को हुई क्षति

7755. श्री चतुर्भुज : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बारा रेलवे स्टेशन को हुई क्षति का पूरा व्यौरा इस बीच प्राप्त हो गया है और यदि हां, तो उसका व्यौरा क्या है;

(ख) क्या उक्त रेलवे स्टेशन की उचित मरम्मत करने के बारे में निर्णय ले लिया गया है और यदि हां, तो मरम्मत का कार्य कब आरम्भ होगा; और

(ग) क्या उक्त रेलवे स्टेशन को किसी अन्य स्थान पर ले जाने का विचार है और यदि हां, तो इस सम्बन्ध में ब्यौरा क्या है ?

	₹ 0
(2) आवक पार्सल	85,000
(3) पुस्तकों सहित बुक स्टाल	7,500
(4) चाय के स्टाल	8,000

	13,65,500

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) 26-2-79 को हुए अपद्रव में बारा रेलवे स्टेशन को हुई क्षति का अनुमानित मूल्य निम्नलिखित है :—

	₹ 0
(1) स्टेशन की इमारत जिसमें प्रतीक्षालय, पार्सल कार्यालय, प्लेटफार्म, सायवान शामिल है	4,00,000
(2) मालगोदाम यात्री सुविधा की मर्दें और टी एण्ड पी	1,50,000
(3) रेल पथ निरीक्षक का कार्यालय	1,50,000
(4) रेल पथ निरीक्षक का भंडार टी० एण्ड पी० भंडार, तेल आदि	2,50,000
(5) सिगनल उपस्कर	75,000
(6) बिजली उपस्कर	75,000
(7) स्टेशन को इमारत व्यापारी कक्ष, रेल पथ निरीक्षक कार्यालय का फर्नीचर	50,000
(8) कर्मचारी क्वार्टर	30,000

बुक किये गये परेषणों को हुई क्षति

(1) जावक माल	25,000
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(ख) और (ग). जी नहीं ।

पंजाब से गेहूं का दूसरे स्थानों पर ले जाया जाना

7756. श्री अनन्त राम जायसवाल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पंजाब से देश के दूसरे स्थानों पर गेहूं ले जाने के लिए रेलवे द्वारा माल डिब्बों की पर्याप्त मात्रा में उपलब्ध न कराने के कारण आगामी मानसून में करोड़ों रुपए के गेहूं के बर्बाद होने की सम्भावना है;

(ख) यदि हां, तो क्या उनके मंत्रालय ने आगामी रबी मौसम में इसके गेहूं उत्पादन को ध्यान में रखते हुए पंजाब के लिए माल डिब्बों की आवश्यकता का अनुमान लगाया है, और

(ग) क्या इस बारे में पंजाब की इस स्थिति से निपटने के लिए कोई कार्यक्रम बनाया गया है और यदि हां, तो तत्सम्बन्धी ब्यौरा क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) जी, नहीं ।

(ख) और (ग). भारतीय खाद्य निगम के कार्यालय में नियमित रूप से पाक्षिक बैठक होती हैं जिनमें उत्तर रेलवे तथा पंजाब की लदान करने वाली सभी एजेंसियों के प्रतिनिधि शामिल होते हैं । खाद्यान्न प्राप्त करने वाले राज्यों की जरूरतों को ध्यान में रखते हुए उनकी ढुलाई की योजना बनायी जाती है ।

हल्दिया पत्तन में जहाजों के बिलम्ब के कारण मुद्रावज के भुगतान

7757. श्री अनन्त राम जायसवाल : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हल्दिया पत्तन में जहाजों द्वारा समुद्र तट तक पहुंचने में हुये बिलम्ब के कारण वर्ष 1978 में सरकार को भारी मात्रा में मुद्रावज का भुगतान करना पड़ा था;

(ख) यदि हा, तो इन्दिरा पत्तन में ऐसी भीड़भाड़ होने के क्या कारण हैं,

(ग) वर्ष 1978 में प्रत्येक मद पर कितनी मात्रा में मुद्रावज का भुगतान किया गया; और

(घ) इस भीड़-भाड़ को नियंत्रित करने के लिए वर्ष 1978 में क्या कार्यवाही की गई ?

नौबहन और परिवहन मंत्रालय में प्रभारी राज्य मंत्री (श्री चांद राम) : (क) स (घ). घाट पर जहाजों का लगाने में देरी होने से .

(ग) बड़ी बड़ी जहाजी कंपनियों के समवाय द्वारा साधारण मालवाहकों लाइनर जहाजों पर भीड़ का अधिभार लगाया जाता है ।

(ii) चार्टर्ड जहाजों व सम्बन्ध में डैमरज शुल्क देना पड़ता है ।

वर्ष 1968 में बड़ी-बड़ी जहाजी कंपनियों द्वारा हल्दिया में भीड़ का कोई भी प्रयत्न नहीं लगाया गया । विभिन्न आयतन कर्ताओं द्वारा ठेके में अन्तर्गत शर्तों के अन्तर्गत पर डैमरज शुल्क दिया जाता है जिसे अन्तर्गत मंत्रालय में नहीं रखे जाते । हल्दिया में साधारण माल के लिये सिर्फ दो घाट हैं । उबरका, सीमेंट, खाने तेल आदि का अधिक मात्रा में आयात होने से इन घाटों पर आने के लिये कभी-कभी इन्तजार करना पड़ता है । हल्दिया में घाटों की कमी से होने वाली कठिनाई को मांग

में जहाजों से माल उतारने और उन्हें वहाँ खड़े रहने की सुविधा देकर दूर किया जा रहा है ।

Indian job seekers in Singapore

7758. SHRI VASANT THE-
SHRI K. MALLANNA:
SHRI MUKHTIAR SINGH
MALIK:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether attention of the Government has been drawn to the news report appearing in the *Statesman* dated 26th March, 1979 under the caption Indian Job seekers in Singapore stranded; and

(b) if so, what is the reaction of the Government to the various observations made therein, facts of the matter and action taken ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU) : (a) & (b). Government have seen the press report dated 26th March, 1979, regarding Indian job seekers stranded in Singapore. Indian High Commission in Singapore has reported that as a result of information indicating labour shortage in Singapore, there had been an influx of potential workers and job seekers to Singapore from India. These Indian job seekers had landed in Singapore on "visit passes". However, according to the regulations of the Government of Singapore, foreigners entering Singapore on "visit passes" are not allowed to take up employment. Many Indian nationals, therefore, were stranded in Singapore as the local Government was not prepared to extend the period of their "visit passes" and there was not enough space available on ships returning to India. The Indian High Commission has reported that on their intervention the Government of Singapore have agreed to extend the visas of those visitors who held confirmed tickets for return to India. The Indian High Commission is also in liaison with the Shipping Corporation of India to clear the backlog of passengers and expects that the position will stabilise by the end of April. The High Commission has stated that no stranded persons have approached them for any financial assistance. The Government have also taken steps to publicise the difficulties that Indian nationals can get into if they proceed to foreign countries without prior assurance of employment.

Transfer T.A. Bills

7759. SHRI DAYARAM SHAKYA:
SHRI HUKAM CHAND
KACHWAL:

Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state:

(a) whether the transfer TA bills of Labour Enforcement Officer (Central) in the Chief Labour Commissioner (Central) organisation are passed discriminatorily and to his whims of the Chief Labour Commissioner (Central)

(b) the reasons for passing the transfer TA bills on one Labour Enforcement Officer (Central) then posted at Koderma presently at Calcutta after a lapse of one year against rules and non passing of the same in the case of other Labour Enforcement Officer (Central) at Kanpur in the year 1971-72 in spite of sanctions and extensions by six months on 2 occasions by the Regional Labour Commissioner (Central) Dhanbad

(c) whether the Regional Labour Commissioner (Central) Kanpur who was sanctioned Leave Travel Concession of Rs 1000/- was given a vigilance warning for non submission of vouchers or return of the money till now and

(d) what action he is proposing to get all such cases under the Chief Labour Commissioner (Central) probed and stern action taken to stop such whimsical, arbitrary and discriminatory administration by the Chief Labour Commissioner (Central) in his organisation and if not, the reasons therefor ?

THE MINISTER OF PARLIAMFN TARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) (a) No Sir

(b) The Transfer Travelling Allowance Bills of the Labour Enforcement Officer transferred from Dhanbad to Koderma in September 1974 were admitted after condoning the delay in preferring the claims. The case of the Labour Enforcement Officer who was transferred from Kanpur to Bermo in 1971 is being re-examined on a representation received from him

(c) The Claim of the Regional Labour Commissioner, Kanpur who was sanctioned Leave Travel Concession advance in February 1975, has not been admitted, being time-barred. He has also been warned for his failure to submit his claim within the prescribed time limit

(d) Does not arise, in view of the replies to parts (a) to (c) of the Question

Railway yard of Baroda railway Station

7760 SHRI AMARSHINH V RATHAWA Will the Minister of RAILWAYS be pleased to state

(a) whether any representation has been made in regard to expansion of Railway Yard of Baroda Station

(b) if so, the action taken by Government,

(c) whether any survey has been conducted, and

(d) if so, when the work is likely to be started ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) Yes

(b) to (d) An Engineering cum Traffic Survey to assess the additional line capacity and terminal facilities on Bombay Central-Ahmedabad section has been approved through Demands for Grants 1979-80 which will include survey for additional facilities required at Baroda Station. Further action will be taken after completion of the proposed survey

Train examiners' wage parity

7761 SHRI R K MHAIGI Will the Minister of RAILWAYS be pleased to state

(a) whether it is a fact that the All India Train Examiners Association has demanded for them parity in wage scales and service conditions with railway workshop supervisors in their conference at Bombay in the month of February 1979, and

(b) what decision Government have taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) Zonal Secretary Central zone All India Train Examiners Association has forwarded a demand on 16-3-1979 and 26-3-1979 for parity in scales of supervisors of Carriage and Wagon Wing of Mechanical Department with Workshop Supervisors category

(b) The demand has not been accepted

डाक्टरों को विदेशों में नौकरियों के लिये जाने की अनुमति

7762. श्री गंगा भक्त सिंह : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की इच्छा करेंगे कि -

(क) क्या चालू वर्ष के दौरान बहुत से डाक्टरों को विदेशों में नौकरी करने जानने की अनुमति दी गई थी, और

(ख) यदि हाँ तो वर्ष 1976-77 तथा 1977-78 के दौरान कितने डाक्टरों को जानने की अनुमति दी गई, किन्-किन देशों में जानने की अनुमति दी गई, प्रत्येक देश में कितने डाक्टरों को जानने की अनुमति

दी गई तथा ये डाक्टर किन-किन श्रेणियों के थे ।

स्वास्थ्य और परिवार कल्याण मंत्री (श्री रवि राय) : (क) कार्मिक और प्रशासनिक सुधार विभाग के माध्यम से वर्ष 1978 के दौरान द्विपक्षी विदेश नियुक्तियों के लिए 612 डाक्टर चुने गए थे ।

(ख) कार्मिक और प्रशासनिक सुधार विभाग के माध्यम से विकासशील देशों में द्विपक्षी अनुबंध नियुक्तियों के अन्तर्गत चुने गये डाक्टरों की संख्या विवरण में दी गई है । श्रेणीवार सूचना तत्काल उपलब्ध नहीं है ।

विवरण

क्रम संख्या	देश का नाम	1976	1977	1978
1.	अल्जीरिया	—	—	97
2.	बह्राइन	—	—	1
3.	बोट्सवाना	4	—	—
4.	ईथोपिया	—	—	4
5.	फिजी	6	—	—
6.	ईरान	209	774	316
7.	ईराक	4	4	11
8.	लिबिया 	70	2	103
9.	नाइजीरिया	5	6	19
10.	ओमान 	4	—	—
11.	पी० डी० आर० वाई०	—	7	47
12.	सऊदी अरेबिया	—	—	1
13.	उगांडा	16	14	—
14.	सीरिया	—	—	10
15.	जाम्बिया	—	54	3
	योग	318	861	612

Cooperation with Latin American Countries

7763. SHRI PURNA NARAYAN SINHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) what is India's attitude towards the Latin American countries such as Brazil, Chile, Peru and others and what are the acts of co-operation with them in so far as India is concerned;

(b) is it a fact that even though Brazil very much wanted that an Indian Minister from India attended the inauguration of their Head of State, Government turned down the proposal to depute a Minister of State even; and

(c) if so, what is the constraint against taking this diplomatic move in the Latin American countries ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU): (a) India has close and friendly relations with the countries of Latin America. We have cultural agreements with Argentina, Colombia, Cuba, Mexico and Brazil; trade agreements with Brazil, Chile, Colombia & Peru; and agreements on cooperation in the field of science and technology with Cuba and Mexico.

(b) and (c). The Government of Brazil had requested the Government of India to be represented at the inauguration ceremony of the President of Brazil by a special delegation. It was decided that I should represent the Government of India on this occasion. However, because of important developments and my commitments in Parliament, I was unable to attend the ceremony.

Co-operation with Indonesia

7764. SHRI PURNA NARAYAN SINHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the nature and fields of technical, economic and cultural cooperation of India with Indonesia which has a heritage of great Hindu culture;

(b) how best Government thinks that our relations with Indonesia may be developed further for mutual benefits of these two newly emerging independent Nations based on our past relations;

(c) to what extent the Ministry of External Affairs had participated, been consulted, and involved in the recent agreement reportedly executed by the Union Steel Ministry in Indonesia; and

(d) if not, why and the steps are to be taken to involve the External Affairs Ministry in all such international agreements whether economic technical or cultural?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU): (a) Economic cooperation between India and Indonesia encompasses cooperation in trade and for establishing joint ventures in fields as diverse as scooters, sugar, textiles, pharmaceuticals, etc. In the technical field, India has offered training facilities to the Indonesians both under the Colombo Plan and the Indian Technical and Economic Cooperation (ITEC) programme and also scholarships under the General Cultural Scholarships Scheme. India and Indonesia have also effected cultural exchanges on an *ad hoc* basis, and the ICCR has financed a Chair of Indian Studies at the University of Indonesia.

(b) The two countries frequently hold bilateral talks, when the Foreign Ministers are able to review bilateral relations, exchange views on important world issues, and examine proposals for intensifying the exchanges and the understanding between their countries. The next round of these talks is to take place in Djakarta later this year.

On March 7, 1979 the Minister of Steel & Mines and the Indonesian Minister of Industry signed a Memorandum of Understanding to open new avenues of mutually beneficial cooperation in the fields of iron and steel, non-ferrous metals, cement, paper and pulp, geological survey of mineral resources, and exploration of natural gas deposits in Indonesia, setting up of Industrial Estates, etc. To take follow up action as contemplated in the Memorandum, an *ad hoc* Cabinet Committee has been set up.

(c) The Ministry of External Affairs was associated in the discussions through India's Ambassador in Djakarta during the visit of the Minister of Steel and Mines which led to the conclusion of the Memorandum of Understanding between the Governments of India and Indonesia.

(d) Does not arise.

India week held at Rangoon

7765. SHRI PURNA NARAYAN SINHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) is it a fact that an "Indian Week" was held at Rangoon (Burma) some time back;

(b) what were the items of functions held in connection with "India Week" and who were the participants from the Indian Republic; and

(c) is Government going to hold such "India Weeks" in other countries of South East Asia?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU): (a) Yes, Sir.

(b) The various functions included Netaji's birthday anniversary celebrations, a Seminar on Tagore, photographic Exhibition, film shows and performance by cultural troupes. I represented the Government of India, and was accompanied by Prof. Sambhu Ghosh, the West Bengal Minister for Higher Education. Smt. Uma Dasgupta of Visva Bharati, was the keynote speaker at the Seminar. A group of twenty three performing artistes from India participated in the cultural performances. The "India Week" generated

considerable good will for India and was greatly appreciated by all concerned.

(c) We are considering the possibility of holding such "India Weeks" in other countries of South-East Asia.

Mental Retardation

7766. SHRI CHITTA BASU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether nearly 3 million persons suffer from mental retardation of different degrees in our country;

(b) whether the facilities for the treatment of mentally retarded persons are too inadequate to cope with the situation; and

(c) if so, what steps have so far been taken in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) to (c). The information is being collected and will be laid on the Table of the House.

Strikes at Calcutta port

7767. SHRI MANORANJAN BHAKTA:
PROF. SAMAR GUHA:
SHRI VASANT SATHE:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware of frequent and sudden lightning strikes at Calcutta Port causing much loss, harassment and hardship for merchant shipping, if so, what is the total mandays lost since last two years and total loss incurred due to such strikes for last two years give details;

(b) what are the major demands of the workers of Calcutta Port; and

(c) whether Government proposes to consider the genuine grievances of the workers to end the frequent strikes for the interest of merchant shipping in the country and if so, what steps have been taken?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Work at Calcutta Port was affected due to strikes resorted to by Dock Basin Machinery workers under the Chief Mechanical Engineer, Merchant Marine officers, watchmen and General Purpose Mazdoors of the Calcutta Dock Labour Board in the last two months

Total mandays lost during the last two years is as under:

1977-78.	10,600 mandays
1978-79.	1,15,000 mandays

It is not possible to assess the loss to various interests due to the strike.

(b) Some of the major demands of the workers included refund of Compulsory Deposit amount, payment of flood loans, absorption of daily-rated staff, filling up of vacant posts, application of an Arbitration Award relating to calculation of wages for fitment into Wage Revision Committee scales of pay to the General Purpose Mazdoors of the Dock Labour Board.

(c) Government's policy has always been to maintain amicable and cordial industrial relations in the major Ports so that there are no lightning strikes, go-slows, etc. hampering productivity and leading to Port congestion. With this in view, discussions were held on four occasions between 29-11-78 and 10-1-79 with the representatives of Federations of port and dock workers, and conclusions were arrived at on most of the pending demands of the workers. Port Trusts and Dock Labour Boards have been instructed to implement the conclusions. Port Trusts and Dock Labour Boards have also been instructed to hold periodical meetings with the local Unions and the settle the local and sectional demands of the workers expeditiously. Constant efforts are being made to resolve the problems of workers both at Govt. and at Port level expeditiously.

कोटा-नीमच लाइन

7768. डा० लक्ष्मी नारायण पांडेय :
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कोटा और नीमच क्षेत्र में वन उत्पादों और खनिजों के बाहुल्यता में उपलब्ध होने को देखते हुए इन स्थानों के बीच बाडमेज लाइन बिछाने के लिये बार-बार मांग की गयी है ;

(ख) क्या इस मार्ग में आने वाला सारा क्षेत्र पिछड़ा हुआ है और उनमें परिवहन सुविधाओं का अभाव है ;

(ग) क्या नीमच में एक एलकालायड कारखाना, एक अफीम कारखाना और एक सीमेंट कारखाना (जिसके द्वारा शीघ्र

उत्पादन किये जाने की सभावना है) है और उनके उत्पाद बरास्ता रतलाम दिल्ली अथवा बम्बई भेजे जाते हैं ,

(घ) क्या कोटा नीमच लाइन दो राज्यों को जोड़ेगी और कोटा तथा दिल्ली के बीच की दूरी को कम करेगी और यात्रा के समय में घटो की कमी लायेगी ।

(ङ) क्या नीमच के निकट मदनो रेल लाइन के साथ उदयपुर स जुड़ा हुआ है , और

(च) यदि हा, तो अन्तर्राज्यीय सुविधा तथा औद्योगिक विकास एवं पिछड़े क्षेत्र के विकास को ध्यान में रखते हुए क्या कदम उठाये गये हैं ?

रेल मन्त्रालय में राज्य मंत्री (श्री शिव नारायण) (क) केवल बून्दी के रास्ते कोटा और चित्तौड़गढ़ के बीच बड़ी लाइन की मांग आयी है । 1964 में तथा पुन 1969 में किये गये यातायात सर्वेक्षणों से पता चला था कि यह परियोजना वित्तीय दृष्टि में अर्थक्षम नहीं होगा ।

(ख) प्रस्तावित लाइन के अन्तर्गत पड़ने वाले क्षेत्र में अभी केवल सड़कें हैं और उसे पिछड़ा हुआ क्षेत्र कहा जा सकता है ।

(ग) नीमच में एक सीमेंट कारखाना लगाने का प्रस्ताव है ।

(घ) यह राजस्थान को मध्य प्रदेश में जोड़ेगी तथा इस सम्पर्क से नीमच और दिल्ली के बीच की दूरी कम हो जायेगी ।

(ङ) जी हा ।

(च) प्रस्तावित सीमेंट कारखाने में होने वाले यातायात की आवश्यकताओं का पूरा करने की दृष्टि से बून्दी के रास्ते कोटा और चित्तौड़गढ़ के बीच एक बड़ी लाइन हेतु प्राथमिक इजीनियरी एवं यातायात सर्वेक्षण करने के लिए चाल वर्ष में स्वीकृति दी गयी है । सर्वेक्षण पूरा होने के बाद रिपोर्ट मिलने पर

आगे कार्रवाई की जायेगी । चित्तौड़गढ़ और नीमच के बीच मीटर लाइन पहले से ही मौजूद है । बड़ी लाइन को नीमच तक बढ़ाने का फिलहाल विचार नहीं है ।

Payment of Bonus by Shree Synthetics in Ujjain

7764 DR LAXMI NARAYAN PANDYA Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state the percentage of bonus paid by Shree Synthetics in Ujjain and Sajan Mills in Ratlam in Madhya Pradesh and the percentage of dividend of these Companies ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) The required information in respect of the year 1977-78 is as follows —

Shree Synthetics Ujjain —

1 Percentage of bonus paid in the accounting year 1977-78—20% (in addition, ex-gratia payment @ of 8.33%, was also paid).

2 Percentage of dividend paid in the accounting year 1977-78

- | | |
|--------------------------------------|------|
| (a) on equity shares | 15% |
| (b) on preferential shares | 9.5% |

Sajan Mills, Ratlam.

1 Percentage of bonus paid in the accounting year 1977-78 8.33%

2 Dividend paid for the accounting year 1977-78 nil.

रतलाम-बासवाडा लाइन

7770. डा० लक्ष्मी नारायण पांडेय क्या रेल मंत्री यह बताने की कृपा करेंगे कि -

(क) क्या रतलाम और बासवाडा के बीच रेल लाइन ट्रान्क व निये सर्वेक्षण करने का निर्णय किया गया था ,

(ख) यदि हा, तो सर्वेक्षण प्रतिवेदन क्या है ,

(ग) क्या यह सच है कि उपरोक्त लाइन अथवा क्षेत्र वहां आदिवासीयों की संख्या अधिक होने के कारण पिछड़े क्षेत्र है, और

(५) यदि हां, तो सरकार ने इस बारे में अब तक क्या कार्यवाही की है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) और (ख) : जी हां । रतलाम और बांसवाड़ा के बीच बड़ी लाइन बिछाने के लिए एक प्रारम्भिक इंजीनियरी एवं यातायात सर्वेक्षण 1977 में पूरा किया गया था । सर्वेक्षण रिपोर्ट में पता चला कि पहाड़ी इलाका होने के कारण 95 कि० मी० लम्बी रेलवे लाइन बिछाने की लागत 34.26 करोड़ रु० आयेगी । इस लाइन पर पर्याप्त यातायात नहीं होगा और पूँजी निवेश पर प्रतिफल नकारात्मक होगा ।

(ग) और (घ) . प्रस्तावित रेलवे लाइन पिछड़े क्षेत्र में पड़ती है और यहां आदिवासियों का बाहुल्य है । एक राष्ट्रीय परिवहन नीति समिति पिछड़े इलाकों में यातायात की आवश्यकताओं के बारे में इस समय जांच कर रही है । समिति की रिपोर्ट प्राप्त हो जाने के बाद ऐसे क्षेत्रों में रेलवे लाइनों के निर्माण के संबन्ध में आगे कार्रवाई की जायेगी ।

Number of Gangmen in Eastern Railway

7771. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) number of Gangmen, Permanent and Casual working in the Eastern Railway for last four years, year-by-year break up in details;

(b) whether it is a fact that there is a sharp reduction in the total number of Gangmen; and

(c) if so, reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

विभिन्न रेलवे समितियों के सदस्यों को सुविधायें

7772. श्री हुकमदेव नारायण यादव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि रेलवे विभाग में कार्यरत विभिन्न प्रकार की समितियों के क्या नाम हैं और इन समितियों के सदस्यों को क्या-क्या सुविधायें दी जा रही हैं ।

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी ।

Bankura Damodar River Railway Line

7773. DR. BIJOY MONDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken any decision to dismantle existing narrow gauge Bankura Damodar River Railway Line and if so, the reasons thereof;

(b) whether it is also a fact that some trains have also been withdrawn on this line prior to the dismantle;

(c) if so, the reasons thereof; and

(d) whether any alternative arrangements have been made for the commuters and if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) No.

(b) and (c). Prior to 1-10-74, 3 pairs of passenger trains were running between Bankura and Rai Nagar. With effect from 1-10-74 one pair of train was withdrawn due to shortage of coal and also as traffic on this Railway could be adequately served by the remaining two pairs of trains.

(d) The present arrangement is considered adequate.

Electrification of Adra-Kharagpur Line.

7774. DR. BIJOY MONDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of Government for electrification of railway line from Adra to Kharagpur;

(b) if so, the time by which the work will be taken up in hand; and

(c) whether any funds have also been allocated for the purpose and if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No.

(b) Does not arise.

(c) No.

Bankura—Howrah Railway route

7775. DR. BIJOY MONDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of Government to extend the railway line from Rai Nagar to Tara-keshwar which will cut short route from Bankura to Howrah; and

(b) if not, the reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Bankura-Rai Nagar is a private narrow gauge railway worked by Indian Government Railways. The Government is incurring loss in operating this line due to inadequacy of traffic. There is no proposal under consideration to extend the Bankura—Rai Nagar narrow gauge railway line to Tara-keshwar as the investment is not financially viable.

Vacant post of Store Manager, C.G.H.S.

7776. SHRI SHYAM SUNDER GUPTA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the post of Store Manager, C.G.H.S. Medical Stores, New Delhi remained vacant for the last many years and if so, the reasons thereof;

(b) whether this post has since been down graded;

(c) if so, the reasons therefor;

(d) whether this post has since been filled up; and

(e) the procedure adopted in filling up ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI RABI RAY): (a) The post of Stores Manager in the CGHS, Delhi remained vacant from 1-7-1976 consequent on the retirement of the previous incumbent and a suitable candidate not being available.

(b) & (c). Yes, Sir. The post of Stores Manager has been down graded temporarily to that of Assistant Depot Manager till such time as the post of the Stores Manager is filled up on a regular basis. This decision was taken because the post could not be filled up on the basis of the existing recruitment rules for want of a suitable candidate.

(d) & (e). Yes, Sir. The post of Assistant Depot Manager which was created in lieu of the post of the Stores Manager has been filled up with effect from 10-7-1978 on an *ad-hoc* basis by transfer of an Officer, who was working as an Assistant Depot Manager in the Family Welfare Stores Depot, CGHS, Delhi.

River Transport

7777. SHRI BEDABRATA BARUA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the cost of transporting goods along the Brahmaputra has been costlier than Railway Transport;

(b) what are the steps taken to bring down the cost of river transport in the interest of the North Eastern area of India; and

(c) whether the Bhagwati Committee has expressed surprise at the high cost of river transport in this area, after giving figures of low comparative cost of river transport throughout the world ?

THE MINISTER OF STATE IN-CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Central Inland Water Transport Corporation, who are the principal operators in the North-Eastern region, have intimated that it is a fact that their cost of transportation for goods from Calcutta to Gauhati by river is higher than the Railway freight rates due to the following reasons:—

(i) Freight rates charged by the Railways is subsidised and does not represent their cost of operation. N.F. Railway has been incurring heavy losses every year.

(ii) River distance from Calcutta to Gauhati is longer (150% of distance by rail).

- (iii) Very old vessels of CIWTC necessitate frequent repairs, maintenance and make operation too costly.
- (iv) Non-availability of night navigation and proper infrastructural facilities increases the turn round period and cost of operation.
- (b) The Corporation have intimated that the following steps are under consideration to bring down the cost of river transport:—
- (i) Acquisition of new vessels which will bring down operational and maintenance cost.
- (ii) Lower manning scales of new vessels resulting in lower cost.
- (iii) Improvement of infrastructural facilities to reduce loading and unloading time and terminal delays and consequently the cost.
- (c) No, Sir.

Nationalisation of Chaparmukh Silghat Section of NEF Railway

7778. SHRI BEDABRATA BARUA: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Chaparmukh Silghat section of the NEF Railway is still not being fully nationalised;

(b) what is the nature of rights still enjoyed by the private company over this particular section and what is the nature of this private company;

(c) whether the agreement with the company has been the main cause for the total neglect of this line ; and

(d) when Government propose to and this anachronistic private control over a section of the Indian Railway system?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). The Chaparmukh-Silghat Light Railway is owned by the Chaparmukh-Silghat Light Railway Company but is worked by the contiguous Northeast Frontier Railway under an agreement with the Central Government. Broad details of the agreement are given in the statement attached.

(c) & (d). The Chaparmukh-Silghat section needs to be improved by way of track renewals etc. The delay in carrying repairs on the section is due to the inability of the Company to allot funds as its share of the total expenditure. The matter is being pursued.

The Central Government has the option to purchase the Railway at periodical intervals of ten years. The last option to purchase fell due on 31-3-1978 but was not exercised as it was found that purchase under the agreement was not advantageous.

Statement

- (i) This Government retains 50% of the gross earnings for management, maintenance and working of the line including the use of rolling stock. The balance 50% constitutes the net earnings of the Company.
- (ii) The net receipts of the Chaparmukh-Silghat Railway Company are guaranteed at the rate of 3½% per annum on the paid-up share capital of the Company. In addition, the Company is entitled to a sum of Rs. 6,000 per annum towards office expenses and expenses of management of the Company plus the actual expenses incurred by the Company in connection with Directors' fees and legal expenses.
- (iii) If in any year the net receipts exceed the minimum amount sufficient to pay interest at the rate of 5% per annum on the paid up share capital of the Company, such excess, after paying for office expenses and expenses of management and direction of the Company is equally divided between the Company and the Government. If, however, the net receipts do not exceed 5% of the paid up share capital, the whole of such net receipts are paid to the Company.

Condition of the Indians in Guyana.

7779. DR. VASANT KUMAR PANDIT : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Guyana Council of Indian Organisations (Georgetown, Guyana) has drawn the attention of Government to the racial discrimination, economic, social, cultural and religious hardships being suffered by Indians settled in Guyana; and

(b) if so, has Government investigated into these instances and the steps taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU) : (a) The difficulties said to be faced by the people of Indian origin

in Guyana have been brought to the notice of the Government of India by the Guyana Council of Indian organisations.

(b) The Government of India has been in touch with the Government of Guyana on this question.

Number of Stateless Indians in Burma and Sri Lanka

7780. DR. VASANT KUMAR PANDIT : Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the total number of persons of Indian origin settled in Sri Lanka and Burma who are at present stateless;

(b) the number of people of Indian origin in Sri Lanka and Burma who hold foreign registration certificate ;

(c) what efforts has Government made to give the stateless persons in Sri Lanka and Burma Statehood and other benefits and facilities as normal citizens of those countries;

(d) does Government plan Repatriation of those who wish to return back to India;

(e) whether it is a fact that many persons of Indian origin have already come back to India leaving back their assets and properties ; and

(f) if so, the value thereof and the efforts made by Government to recover the same ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU) : (a) According to our latest estimates, the number of persons of Indian origin in Sri Lanka whose citizenship status has yet to be settled, is around 5,16,000 plus their "natural increase". A rough estimate of the number of people of Indian origin in Burma who are "documentless" (i.e., they hold no passports, Foreigners' Registration Certificates or National Registration Cards) would be around 2,30,000.

(b) It is estimated that around 40,000 persons of Indian origin in Burma hold Foreigners' Registration Certificates. The Sri Lanka Government does not issue such certificates.

(c) India and Sri Lanka concluded agreements in 1964 and 1974 respectively in terms of which, out of a total of the 9,75,000 persons of Indian origin, whose citizenship status was unsettled, 3,75,000 (and their natural increase) are to be given Sri Lanka citizenship and 6,00,000 (and their natural increase) to be repatriated to India. Upto February 1979, 1,75,818 of these persons were registered as Sri

Lanka citizens. In regard to Burma, the question of the status of persons of Indian origin has been discussed with the Burmese Government on a number of occasions and we have been assured that requests for Burmese citizenship would be considered sympathetically. The Burmese authorities recently advised all adult non-nationals residing in Burma continuously for the last five years to indicate whether or not they wish to acquire Burmese citizenship. It is hoped that persons of Indian origin who have been residing in Burma for generations will opt for Burmese citizenship.

(d) In terms of our agreement with Sri Lanka, 6,00,000 persons of Indian origin (and their natural increase) are to be repatriated to India. Of these, a 3,10,106 were repatriated upto February, 1979.

(e) & (f). The Government of Sri Lanka allows Indian nationals leaving Sri Lanka for good to repatriate a maximum sum of Sri Lanka Rs.75,000 after satisfying themselves that the amount to be transferred represents their actual life savings in Sri Lanka. Any amount beyond this ceiling automatically stands to be deposited in a non-resident blocked account. According to information furnished by Sri Lanka banking sources, the total amount of such blocked deposits amounts to Sri Lanka Rs. 10.2 million. In some cases where Government of India was approached by the concerned individuals, Government was able to secure permission of Sri Lanka authorities for partial or full remittances from blocked accounts on compassionate or humanitarian grounds. As regards Burma, in the wake of nationalisation measures adopted in 1963 and 1965, many Indians left behind assets and properties on their departure for India. No authentic estimate of the value of these assets and properties is available. In 1973, Government of Burma invited applications for compensation for nationalised assets. The question of compensation has been under negotiation between the Governments of Burma and India. During his recent visit to Burma, the Minister of State also raised this matter with the Burmese authorities. They promised to listen to the complaints and to extend their cooperation.

उत्तर प्रदेश में नैरो गेज लाइनों को बदलना

7781. श्री राजेन्द्र कुमार शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर प्रदेश की नैरो गेज लाइनों को सुनियोजित ढंग से ब्राड गेज में बदलने का कोई प्रस्ताव सरकार के विचाराधीन है,

क्योंकि उत्तर प्रदेश में अधिकतर लाइनों नैरो गेज हैं ; और

(ख) यदि हाँ, तो छठी पंचवर्षीय योजना में उन पर कितना व्यय होने की संभावना है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) उत्तर प्रदेश में छोटी लाइनों नहीं हैं। किन्तु वहाँ 3252 कि० मी० लम्बी मीटर लाइनों का जाल बिछा है। उत्तर प्रदेश राज्य में 8759 कि० मी० रेलवे लाइनों में से, इस समय केवल 624 कि० मी० लम्बी मीटर लाइन का आमान-परिवर्तन करने का अनुमोदन कर दिया है, जिसमें से 326 कि० मी० पर यह कार्य पहले ही प्रगति पर है।

(ख) अस्थायी रूप में उत्तर प्रदेश में मीटर लाइन को बड़ी लाइन में बदलने के लिए छठी पंचवर्षीय योजना के दौरान 25 करोड़ रुपये खर्च करने का प्रस्ताव है। वशर्ते कि आमान परिवर्तन परियोजनाओं के लिए वित्तीय संसाधनों का पर्याप्त आवंटन किया जाय।

Burdwan Asansol a Suburban Section.

7782. SHRI KRISHNA CHANDRA HALDAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have decided to declare Burdwan to Asansol as a suburban section of Eastern Railway;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) No.

(b) Does not arise.

(c) Representations have been recently received for introduction of E.M.U. services on Burdwan -Asansol section. This would require additional outlay in rolling stock and fixed installations and therefore, of necessity, has to wait in order of priority, in view of the constraint on resources.

Double decker train from Howrah to Asansol

7783. SHRI KRISHNA CHANDRA HALDAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have decided to introduce Double Decker Train from Howrah to Asansol; and

(b) if so, the approximate time by which this double decker train will be introduced ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) & (b). Provision of 24 double decker coaches has been made in 1978-79. Rolling stock programme and these will be introduced on New Delhi-Meerut, Howrah-Asansol and Bombay-Surat sections in a phased manner.

Tree planted by and the house in which Mahatma Gandhi resided in Sri Lanka

7784. SHRI P. RAJAGOPAL NAIDU: Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the tree planted by Mahatma Gandhi in Sri Lanka when he visited that country is being preserved; and

(b) whether the house in which he resided then also preserved ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU) : (a) Yes, Sir. A horticulture expert from CPWD is being deputed to Sri Lanka under the ITEC Programme of Ministry of External Affairs to advise & assist the Sri Lanka authorities in preserving the tree.

(b) Yes, Sir. The Sri Lanka Government has acquired the property which is being converted into a Gandhi Memorial Museum and Library.

Payment of Provident Fund of Sick Mills

7785. SHRI P. RAJAGOPAL NAIDU: Will the Minister of PARLIAMENTARY AFFAIRS AND LABOUR be pleased to state :

(a) the Provident Fund to be paid in respect of sick mills taken over by N.T.C. and their departmental under takings till now; and

(b) the reason for not paying the Provident Fund ?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND LABOUR
(SHRI RAVINDRA VARMA): The
Employees' Provident Fund authorities
have stated as follows :

(a) and (b) . As on 31st December,
1978, a sum of Rs. 827 lakhs remained to
be paid by the Sick Mills taken over by
the N.T.C. towards Provident Fund. The
Regional Provident Fund Commissioners
have filed the claims with Commissioner
of Payments appointed under the Sick
Textiles Undertakings (Nationalisation)
Act, 1974. •

Dieselisation of M.G. Express Trains

7786. SHRI P. RAJAGOPAL NAIDU:
Will the Minister of RAILWAYS be
pleased to state :

(a) whether Dieselisation of all Metre
Gauge Express trains was completed; and

(b) if so, for how many trains it is
remaining ?

THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS (SHRI
SHEO NARAIN): (a) No. So far, 30
Pairs of MG Mail/Express trains have been
dieselised.

(b) It is not the intention to dieselise
all MG Mail/Express trains without excep-
tion. As and when MG diesel locomotives
become available for passenger
carrying trains after meeting the urgent
needs of freight traffic, only
selected Mail/Express trains are proposed
to be progressively dieselised.

सी०सी० आर० आई० एम० एच०
में अनुसूचित जाति और अनुसूचित
जनजाति के व्यक्ति

7787. श्री रामजीलाल सुमन : क्या
स्वास्थ्य और परिवार कल्याण मंत्री यह
बताने की कृपा करेंगे कि :

(क) सेंट्रल काउंसिल फार रिसर्च
इन इंडियन मेडिसिन एंड होम्योपैथी में
अनुसूचित जाति और अनुसूचित जनजाति
के कितने व्यक्ति कार्य कर रहे हैं ;

(ख) क्या इस परिषद् के आयुर्वेदिक
वैज्ञानिक परामर्श मंडल के अध्यक्ष कविराज
आशुतोष मजूमदार द्वारा अनियमितताओं के
संबंध में उठाए गए सवालों पर सरकार ने
विचार किया है ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री
रवि राय): (क) भारतीय चिकित्सा पद्धति और
होम्योपैथी के की केन्द्रीय अनुसंधान परिषद्
ने 1-1-78 को अनुसूचित जाति और अनु-
सूचित जनजाति के कितने व्यक्ति नियुक्त
थे, उनकी सूचना इस प्रकार है :—

अनुसूचित जाति 118

अनुसूचित जनजाति 10

योग 128

(ख) इस परिषद् में अनुसूचित जाति
और अनुसूचित जनजाति के उम्मीदवारों की
नियुक्तियों के बारे में कविराज
आशुतोष मजूमदार द्वारा बतलाई गई किसी
भी अनियमितता के बारे में भारत सरकार
को जानकारी नहीं है। वैसे इस परिषद्
को इस आशय के अनुदेश जारी किए जा चुके हैं
कि अनुसूचित जाति और अनुसूचित जनजातियों
के लिए आरक्षित पदों की भर्ती के बारे में
सरकार द्वारा समय-समय पर जारी किए गए
विभिन्न आदेशों का कड़ाई से पालन किया जाए।

यहां यह भी बताया जाता है कि भारतीय
चिकित्सा पद्धति और होम्योपैथी के कर्तव्यों
को हाल ही में आयुर्वेद और सिद्ध, होम्योपैथी,
यूनानी और योग एवं प्राकृतिक चिकित्सा
नामक चार नई अनुसंधान परिषदों में बांट
दिया जाता है।

Incidence of Violence

7788: PROF. SAMAR GUHA :
Will the Minister of RAILWAYS be
pleased to state :

(a) whether in recent months a large
number of incidents of violence, raids on
railway offices and dislocation of railway
services have occurred on suburban lines
from Sealdah and Howrah Station of
West Bengal and also reported in the
press;

(b) whether Police had to resort to
firing and lathi-charges to deal with the
commuter agitation ;

(c) if so, facts thereabout;

(d) the reasons for such commuter agi-
tation ; and

etc(e) steps taken by Government for removing commuters grievances ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) During January to March, 1979 there were 32 incidents of public/passenger demonstrations/agitations in the suburban sections in Calcutta area.

(b) and (c). Yes, only in one instance on the evening of 26-3-1979 when 2 suburban trains ex. Sealdah were cancelled on account of mechanical defects in the EMU rakes allegedly caused by interference with train equipments by miscreants.

(d) These agitations were due to a number of causes such as change in timings of certain train services, provision of stoppages of trains, introduction of additional trains, late running of trains etc.

(e) Each demand for additional facility is examined in depth and relief to the extent feasible and justified is also given. Action is also being taken continually to improve the running of suburban services in the Calcutta area by more intensive maintenance of the EMU rakes, providing additional terminal facilities at Sealdah station and suitable alteration in time schedules in order to provide cushion at different places so as to eliminate chain reaction of detention to individual trains for unavoidable reasons. The number of EMU services is also being progressively increased. The co-operation of the State Government is also being sought to curb miscreant activities and to improve the security arrangements.

Theft and Pilferage Cases

7789. SHRI MUKUNDA MANDAL: Will the Minister of RAILWAYS be pleased to state :

(a) whether miscreants activities particularly theft cases and pilferage have been increasing in the Sealdah division of Eastern Railway;

(b) if so, the facts thereof; and

(c) what steps have so far taken and proposed to be taken to safeguard the Railway property ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) Yes. There has been a marginal increase in cases of thefts

and pilferages of booked consignments on Sealdah Division of Eastern Railway.

(b) Period	No. of cases of thefts and pilferages in Sealdah Division of Eastern Railway
April 1978 to September 1978	1667
October 1978 to March 1979	1682

(c) The following steps have been taken to safeguard the Railway property :

1. All valuable consignments in block loads e.g. food-grains, tea, steel and also goods trains carrying costly consignments are provided with escorts during run specially at night.

2. R.P.F. staff have been detailed or track patrolling at vulnerable sections to prevent miscreant activities on trains.

3. Armed Railway Protection Force, Sector cum Beat Patrolling, has been introduced at vulnerable sectors and yards.

4. Supervision of RPF Officers has been tightened up.

5. RPF/CIB staff are conducting raids at Receivers shops cum Godowns and at criminal dens for arrest of Railway criminals and also receivers of stolen Railway properties.

6. Close cooperation is maintained with G.R.P. and Local Police to contain the situation.

As a result of these measures, during the years 1978-79, 43 persons were arrested and 5 desparate criminals were killed in R.P.F. firing during encounters with criminals who turned violent and attacked R.P.F. personnel. Property worth Rs. 20,799/- was recovered.

Payment of Demurrage in Eastern Railway

7790. SHRI MUKUNDA MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) what is the extent of demurrage paid, claims yet to be paid off and claims treated

to be Tamadi by the Eastern Railway in the last three consecutive years ;

(b) what is existing policy of Government to pay off Demurrage claims ,

(c) whether Government are aware of the existence of any claim agents in the field of Railway claims, and

(d) if so, what measures are proposed to be adopted to restrain them and to meet the claims immediately ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) to (d) The information is being collected and will be laid on the table of the House

Punctuality of Fast train No. 271 of Western Railway

7791. PROJ P G MAVALANKAR Will the Minister of RAILWAYS be pleased to state ,

(a) whether it is a fact that the so-called fast train on Western Railway No. 271 leaving Bhavanagar (in Saurashtra, the Gujarat) daily at 2 a.m., arrives at several station—Botad and onwards upto Limdi station—late by half an hour to 45 minutes almost every day,

(b) if so, reasons therefor,

(c) whether Government are aware that such regularly irregular arrivals result into considerable difficulties including loss of daily—full or half wages for many commuters and wage-earners, and

(d) if so, what steps are being taken to remedy and improve the said situation ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) During the 4 months from December 1978 to March, 1979, 271 Fast Passenger ran to time on 64 days

(b) & (c) The performance of this trains has been adversely affected due to various operational difficulties

(d) Instructions have been issued to intensify supervision and to specially monitor the running of this passenger train on a daily basis.

Heart Patient

7792. SHRI HALIMUDDIN AHMED: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of heart patients in the country at present and their number State wise ,

(b) whether the Central Government are giving any assistance to heart patients or trust for assistance to those patients and if so the amount of assistance provided for each operation at present or when it is proposed to be given , and

(c) the amount of assistance given for operation to be performed in A.I.M.S. up to March 1979 with full particulars thereof ?

THE MINISTER OF HEALTH & FAMILY WELFARE (SHRI RABI RAY) (a) Available information in respect of the number of patients treated for various types of heart diseases in the country is given in statement I laid on the Table of the House [Placed in Library See No. 114336/79]

(b) No Grants in deserving cases are however given to poor patients for treatment including operations from out of Health Minister's Discretionary Grant

(c) The details of the grants given during 1978-79 to deserving patients from the Health Minister's Discretionary Grant for heart operations carried out in the All India Institute of Medical Sciences is given in Statement II laid on the Table of the House [Placed in Library See No. 114— /79]

Withdrawal of supplementary surcharges on Reserved Accommodation

7793. SHRI HALIMUDDIN AHMED: Will the Minister of RAILWAYS be pleased to state

(a) whether Government have withdrawn the supplementary surcharges levied on reserved accommodation in the super fast trains in respect of Esprit Express, Steel Express, Koyai Express and Howrah Asansol Express

(b) whether this withdrawal is in respect of all classes of accommodation, and

(c) whether Government are proposing to extend these facilities to Pinnakia Mail also which is a super fast train and if so, by what time ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) Yes with effect from 1-2-1979

(b) Yes

(c) No

Conversion of N.G. lines in Madhya Pradesh

7794. SHRI SUKHENDRA SINGH: Will the Minister of RAILWAYS be pleased to state :

(a) details regarding conversion of N.G. into B.G. railway lines of Indian Railways in the region falling in Madhya Pradesh during the year 1979-80;

(b) whether the people of the Bundelkhand region comprising some districts of U.P. and Madhya Pradesh have all along been representing to the Railway Administration for expansion of railway lines in the region for a long time; and

(c) if so, action taken by Government in this regard till the financial year 1978-79.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) There is no approved scheme for taking up conversion of narrow gauge lines in Madhya Pradesh to broad gauge during 1979-80. However, survey for N.G. lines of Northern Satpura region was carried out in the past but conversion was not found financially viable. A survey for conversion of Gondia-Jabalpur N.G. line has been completed recently and the survey report is under finalisation.

(b) and (c) : Yes. However a reconnaissance engineering-cum-traffic survey for construction of a new line from Mahoba to Khajuraho was carried out in 1975. In view of the limited traffic expected, the line was not justified. A survey for a new line from Lalitpur to Singrauli via Takamgarh, Chhatarpur, Khajuraho and Satna is in progress present.

U.S. Pakistan Defence Pact

7795. SHRI M. V. CHANDRA-SEKHARA MURTHY :
SHRI A. R. BADRI
NARAYAN :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether attention of Government has been drawn to the press report in the 'Hindustan Times' dt. the 20th March, 1979 under the heading "Pakistan-U.S. defence pact stands."

(b) if so, whether the Pakistan President has stated this in reply to the question from Newsmen that defence pact between Pakistan and U.S. signed in 1954 still stood;

(c) whether under the pact all latest military hardware will be supplied to Pakistan by U.S.A.;

(d) if so, whether India was also assured by U.S. Government at that time that Pakistan will not use these arms against India; and

(e) if so, whether this assurance has again been revived by the U.S. at present?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU) : (a) Yes, Sir.

(b) A report from Radio Pakistan to this effect has been brought to our notice.

(c) Under the 1954 Mutual Defence Assistance Agreement the US is required to render military assistance to Pakistan. However, US military supplies to Pakistan have been subject to embargoes imposed from time to time and at present the U.S. is supplying arms to Pakistan mostly on a commercial basis.

(d) & (e). Government of India have from time to time, in discussions with the US Government, emphasised that supply of sophisticated military equipment to Pakistan is not conducive to the progressive normalisation of Indo-Pak relations and in the inflow of arms might inject an element of instability into the sub-continent. The US Government have announced that they will continue to supply defensive arms to both India and Pakistan on a non-discriminatory basis so as not to upset the stability of the Indian sub-continent.

Sovereign status to Tamilian areas in Sri Lanka

7796. SHRI P.M. SAYEED :
SHRI M.V. CHANDRA-
SEKHARA MURTHY :
SHRI R. V. SWAMINATHAN :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is reported in the 'Statesman' dt. the 24th March, 1979 under the heading "Sri Lanka leader seeks Desai's Intervention";

(b) if so whether the Prime Minister had been urged to use his good offices to see that justice is done by the Sri Lanka Government to the Tamil speaking population in Sri Lanka who have been suffering from various forms of discrimination that have led them to demand the restoration of the "Sovereign" status for the Tamil Areas;

(c) if so, the reaction of the Union Government; and

(d) whether this question was gone into by the Prime Minister during his visit ?

THE MINISTER OF STATE IN THE
MINISTRY OF EXTERNAL AFFAIRS
(SHRI SAMARENDRA KUNDU) :

(a) Yes, Sir.

(b) This subject was raised with P.M. in a general way by some Sri Lankan personalities.

(c) & (d). In pursuance of the established policy of the Government the P.M. refrained from taking any public position on the subject. However, it was made known that his help would be available, if required by all concerned for a settlement of this question within the framework of integrity and sovereignty of Sri Lanka.

Goodwill Mission sent to Iran

7797. SHRI D. D. DESAI :

SHRI CHITTA BASU :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether any goodwill mission was sent to meet the Iranian religious leader, Mr. Ayatollah Khomeini;

(b) if so, whether this delegation met the Iranian Leader;

(c) what is the position about the projects in India to which the previous regime had made commitments; and

(d) the outcome of the visit ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SAMARENDRA KUNDU) : (a) to (d). A three-member unofficial goodwill delegation led by Shri Asoka Mehta visited Iran from 13 to 20 March, 1979. The delegation called on various Iranian leaders including the Prime Minister Mr. Mehdi Bazargan, Deputy Prime Minister Mr. Amir Entezam, Foreign Minister Dr. Karim Sanjabi and others. The delegation also called on Aytollah Khomeini and Ayatollah Taleghani. The delegation established contacts with the new Iranian leaders who appreciated the goodwill visit and reciprocated the greetings and good wishes which the delegation brought from the Government and people of India. It is hoped that the ongoing cooperation between India and Iran would continue.

Disbursement of salary in Shipping Corporation of India

7798. SHRI R. K. MHALGI : Will the Minister of SHIPPING & TRANSPORT be pleased to state :

(a) whether it is a practice in Shipping Corporation of India Ltd., to disburse

the salary to its employees in its offices at Bombay/Calcutta on last working day of each calendar month;

(b) whether the salary for the months of December, 1978 and January, 1979, was not disbursed on the last working days of the respective months, if so, when the salary for the said months was disbursed; and

(c) the reasons for the delay in disbursement of salary ?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING & TRANSPORT, (SHRI CHAND RAM) : (a) Yes, Sir.

(b) In the Bombay Office, the salary for the month of December, 1978 was disbursed on 2-1-79 and that for January 1979 was ready for disbursement on 31-1-79 and was disbursed to the officers on the same day. The other employees, however, drew their salary only on 6-2-79. In the Calcutta office, salary for the month of December was disbursed on 27-12-78. Although the salary for January 1979 was ready for disbursement on 31-1-79 and was disbursed to the officers on the same day, the employees drew their salaries only on 18-2-79.

(c) The reasons for delay in disbursement of salary are as follows:—

(a) *Bombay Office*

(1) *Salary for December '78'*

The SCI Staff resorted to work to rule from 16-10-78 and from Mid-December 1978 adopted go-slow tactics, which affected the normal day to day work. As 30-12-78 and 31-12-78 were holidays, salary for December was due for disbursement on 29 December 1978. However, because of these agitations preparation of pay-roll and connected work could not be completed in time. On 29-12-78 and 1-1-79 no work was permitted by the Union. Work was resumed on 2-1-79 and salary was disbursed on the same day.

(2) *January 1979*

On the advice of the Union, the employees did not accept salary on 31-1-79 in protest against withholding payment by the Management of the interim advance of Rs. 50 P.M. This interim advance was being paid pursuant to an agreement between the Management and the Union on condition that the employees would not resort to any agitation till the issues relating to their Charter of Demands were settled. Since the Union confirmed its agitational approach it was

decided by the Management to withhold payment. The Union had moved the Industrial Court in Bombay on 30-1-79 to restrain management from withholding this advance payment. The Industrial Court issued an interim order on 1-2-79 that if the employees stopped agitation, demonstrations etc. and restored normal conditions, the Corporation should not withhold the payment of interim advance. Even after the Court order, the Union/employees continued their agitation. Ultimately, the Union advised the employees to draw their salaries under protest on 6-2-79.

(b) *Calcutta Officer*

(1) *January 1979*

The salary for January 1979 was kept ready for disbursement on 31-1-79, withholding the interim advance of Rs. 50 p.m., as in the case of the employees at Bombay. On 30-1-79, the Calcutta Union informed Management through its lawyer that the Union had obtained on 25-1-79 an ex parte order from City Civil Court prohibiting the management from withholding the interim advance. On the advice of SCI'S Solicitors, the SCI filed an appeal in the Calcutta High Court on 5-2-79 (1, 3 and 4 February were holidays). On 7-2-79, the High Court issued an order that salary for January 1979 be paid without the interim advance and the interim advance of Rs. 50 be deposited in the City Civil Court till further orders. The salary for January 1979, was, therefore, disbursed on 8-2-79.

Non-Payment of Road Tax on Vehicles

7799 SHRI PIUS TIRKEY
Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether the transport authority have issued notices to some of the vehicle owners who have not paid the Road Tax from the last so many years;

(b) whether the checking in this respect will also be continued by the authority staff; and

(c) what action Government is going to take against those vehicle owners who have not paid the Road Tax from the last so many years?

THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM): (a) Yes, Sir. Presumably, the reference is to transport authorities of Delhi.

(b) Yes, Sir

(c) The tax defaulters are prosecuted in the Court

बड़ौदा-भोपाल यात्री गाड़ी

7800. श्री हुकम चन्द कछवाय क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जब पश्चिम रेलवे द्वारा साबरमती एक्सप्रेस चालू की गई थी, तो 111-112 बड़ौदा भोपाल यात्री गाड़ी को रतलाम तक बढ़ा दिया गया था, जिसके परिणामस्वरूप जनना एक्सप्रेस और डीलकम गाड़ी से बम्बई के रास्ते से उज्जैन यात्रा करने वाले यात्री पैसेन्जर गाड़ी से अजमेर होकर यात्रा करने है और दिल्ली मथुरा से आने वाले यात्रियों और फ्रटियर मेल से यात्रा करने वाले यात्रियों को बाग्नि, सर्दी और रात व समय 4 से 6 घंटे तक नागदा अथवा रतलाम स्टेशनों पर अनुविधा का सामना करना पटना है,

(ख) यदि हा, तो यात्रियों की उक्त समस्याओं का समाधान करने के लिए क्या कार्यवाही की गई है, और

(ग) यदि नहीं तो इसके क्या कारण है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) से (ग) . लम्बी दूरी की गाड़ी चलायी जा सके, इस उद्देश्य में लाइन क्षमता की व्यवस्था करने के लिए कम दूरी वाली बहुत सी खडीब मबारी गाडियों के बदले 26-1-78 से साबरमती एक्सप्रेस गाडी चालू की गयी थी । इस परिवर्तन से नागदा स्टेशन पर कुछ गाडियों के बीच मेल लेने के समय में थोडी सी वृद्धि हुई जा कुछ खण्डों पर दैनिक यातायात और लम्बी दूरी के यातायात वृहत्तर िहितों में अतिरिक्त थी ।

12. hrs.

RE QUESTION OF PRIVILEGE

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Mr. Speaker, Sir, I have given a notice for privilege motion against the erstwhile Minister of State for Finance, Shri Pranab Kumar Mukerjee for misleading this House on the basis of the.....

MR. SPEAKER : I have got it just now; you cannot expect me to decide so soon.

SHRI JYOTIRMOY BOSU : You got it before 10.00 O'clock.

MR. SPEAKER : I do not even know what the subject is. I will go through the subject.

SHRI JYOTIRMOY BOSU : The normal practice demands that a communication should come from your end saying that this has been received and it will be dealt with on so and so date.

MR. SPEAKER : All matters are dealt with.

SHRI JYOTIRMOY BOSU : You have a huge waste paper basket; I have seen that.

MR. SPEAKER : Not immediately.

SHRI JOYTIRMOY BOSU : The Government has misled the House on four different occasions. Government stated that declarations had been made in respect of the concealed wealth, aggregate amount being Rs. 812.11 crores, whereas actually it is Rs. 200 crores. The Public Accounts Committee has done a good service by exposing the whole thing. Now the House must take care of itself. We refuse to be bluffed. We are bluffed everyday. Why maintain this circus at a cost of Rs. five crores? It is taken for a ride by the bureaucracy all the time.

MR. SPEAKER : Do not take the case for a ride now.

SHRIMATI PARVATHI KRISHNAN (Coimbatore) : I have a submission to make. The Railway Employees Federation is having a dharna in front of the Railway Minister's House. I would like him to meet them and discuss matters with them.

MR. SPEAKER : You have not given any notice to me.

SHRIMATI PARVATHI KRISHNAN : He is sitting here; why can't he reply ?

MR. SPEAKER : Not without notice to me ?

12. 04. hrs

STATEMENT BY PRIME MINISTER
RE. HIS VISIT TO BANGLADESH

THE PRIME MINISTER (SHRI MORARJI DESAI) : Sir, at the invitation of the President of Bangladesh I visited the People's Republic of Bangladesh from April 16 to April 18. I was accompanied by Shri Atal Bihari Vajpayee, Minister for External Affairs.

A copy of the Joint Communique issued after my visit is placed on the Table of the House. [Placed in Library. See No. LT-432 IA/79].

The Joint Communique speaks for itself and I have only to highlight some some of the important items which we discussed and on which we reached satisfactory agreements and to supplement the communique in regard to certain matters. The House will recall that when President Ziaur Rahman visited Delhi in 1977 we had finalised the agreement with regard to Ganga waters at Farakka and also considered certain trade and other matters of economic interest. I am happy to say that during this visit of mine we were able to carry the matters much further.

On the question of river waters while the process of final solutions to our problems by the Joint River Commission would continue we have agreed that he attempt should be made to secure optimum utilisation of the waters not only of Ganga but also of other waters available in common to both the countries. We have therefore decided that Joint Rivers Commission should set up a local machinery to resolve problems of local nature such as construction of spurs on the rivers leading to erosion of banks. It would also take further steps to reach an agreement on sharing of waters of River Teesta and undertake further studies on the problems arising out of its great river basin of the Ganga-Brahmaputra-Barak. I am confident that in this manner we shall succeed in removing some of the more difficult irritants in the relationship of our two countries.

Since the Janata Government came to power, we have been giving special priority to the building up of better relations with our neighbours. I am happy to say that the response to our efforts has been more encouraging than what we could have envisaged two years ago. My experience of this visit confirms it. We received a warm welcome not only

from the President and the Government but also from the people of Bangladesh as was evident from the large crowd of people which thronged the roads in the capital of Bangladesh. I could not but feel that this was evidence of the wide and growing desire for improving relations based on mutual respect and good neighbourliness between the two countries.

President Ziaur Rahman and I both agreed that such efforts in improving mutual beneficial bilateral relations must continue and in such efforts periodic high-level meetings such as this one could play an important role in resolving difficulties and giving momentum to mutual cooperation that must mark a common effort to promote cordial and mutually helpful relationship between our two countries.

With two countries so closely connected because of geography, language, race and culture, it is essential that the people on both sides must share this feeling of enlightened co-existence. In our conversations, we discussed the concern for damage to the process of building and preserving such relationship on account of the circumstances which lead to trade barriers, a sense of aloofness, economic disparities and illegal migrations across the frontiers. It was recognised that if any group of citizens because of cultural or social status should have a sense of insecurity it cannot only create economic problems but also vitiate the atmosphere of cordiality of our relations. Confidence and trust can be built only on tolerance so that all citizens can feel the glow of national progress of their country. I was assured by the President and the Bangladesh Government that it was the policy to ensure equal rights and opportunities of all communities and that efforts would continue to be made to promote the climate of confidence and security.

The difficulties in implementing the land Boundary Agreement were considered in some depth. It must be recognised that we have been unable to complete the ratification and implementation of this Agreement concluded five years ago. At the same time we felt that in some cases such as Tin Bigha the rights and the access of the people living in the areas had to be preserved. We fully recognised the need to settle the problem quickly.

Turning to economic relations, we found that while trade had been expanding it was resulting in a growing imbalance. Both sides felt that efforts must be made to reduce this imbalance while at the same time increasing overall trade. We have agreed to take a series of steps to

provide greater access for Bangladesh commodities to Indian markets. The existing machinery for discussing trade is being strengthened and will meet whenever required.

It was also recognised that certain facilities such as transport and telecommunications between the two countries should be considerably improved to facilitate trade. We will take necessary steps to build up this infrastructure on our side of the border.

We also briefly discussed various possibilities of providing assured and more efficient transport facilities between various parts of India through Bangladesh. Again we hope these facilities will be expanded and made more effective.

As the communique points out we have identified Cement and Sponge, Iron, Chittagong Urea Plant and the purchase of its output by India as problems which could be given urgent attention. For this purpose it has been agreed that discussions will be held by a delegation to be headed by our Industry Minister, Shri George Fernandes and their counterparts in Bangladesh. The delegation would also consider the question of infrastructure facilities relating to communication, transport, power etc. required for the implementation of these projects.

The question of cooperation for the development of Machine-tools, Agro-based rural industries, Mini-Textile, Agricultural implements, Bio-gas projects and other small scale industries were discussed and it was agreed that in these fields collaboration between the two countries could be forged and we could extend our helping hand to Bangladesh Government for securing the economic development of their country. An important gain is the agreement to promote Joint Ventures and consequently to negotiate expeditiously an agreement for avoidance of double taxation.

In order to meet certain difficulties immediately faced by Bangladesh, in response to their request we have agreed to provide them immediately with 200,000 tons of foodgrains. The details of this transaction are being discussed. It is, however, anticipated that a large proportion of these foodgrains will be returned to us in kind.

Consistent with our policy to improve our relations with the neighbours I am encouraged to think that in Bangladesh not only have we succeeded in extending the range and quality of cooperation but also in giving it more meaning and content. I am also happy to convey to this House the assurance of the President

of Bangladesh that there would be no question of giving any assistance to the Mizo National Front. We both have agreed that local machinery would be set up to ensure that both sides make adequate arrangements to deal with any troublesome elements which may create border problems in that area.

By a happy coincidence I not only visit Bangladesh on the anniversary of the declaration of the Republic of Bangladesh but also as their first official guest after Government responsible to the newly elected Parliament had been sworn in. The House will notice that the visit gave me several opportunities to discuss with the President and Ministers of the Government of Bangladesh a very wide range of bilateral subjects and also to exchange views on the regional and international situation.

Finally I would like to place on record my feeling of gratitude to President Zaur Rahman and the members of his Government for the cordiality, friendship and spirit of understanding which they displayed during the entire visit and the hospitality extended to us. I have also extended an invitation to President Zaur Rahman and Prime Minister Shah Azizur Rahman to visit us and will be looking forward to welcoming them as our guests.

12.10 hrs.

PAPERS LAID ON THE TABLE

DETAILED DEMANDS FOR GRANTS OF MINISTRY OF EDUCATION AND SOCIAL WELFARE FOR, 1979-80 AND OF DEPTT OF CULTURE FOR 1979-80

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION, SOCIAL WELFARE AND CULTURE (SHRI DHANNA SINGH GULSHAN) : On behalf of Dr Pratap Chandra Chunder, I beg to lay on the Table :

- (1) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Education and Social Welfare for 1979-80 [Placed in Library See No LT-4331/79]
- (2) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Department of Culture for 1979-80 [Placed in Library See No LT-4314/79]

DETAILED DEMANDS FOR GRANTS OF MINISTRY OF TOURISM AND CIVIL AVIATION FOR 1979-80

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTAM KAUSHIK) : I beg to lay on the Table a copy of Detailed Demands for Grants (Hindi and English versions) of the Ministry of Tourism and Civil Aviation for 1979-80 [Placed in Library See No LT 4315/79]

DETAILED DEMANDS FOR GRANTS OF MINISTRY OF STEEL AND MINES FOR 1979-80

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK) : I beg to lay on the Table a copy of Detailed Demands for Grants (Hindi and English versions) of the Ministry of Steel and Mines for 1979-80 [Placed in Library See No LT-4316/79]

DETAILED DEMANDS FOR GRANTS OF MINISTRY OF LABOUR FOR 1979-80

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR (SHRI RAVINDRA VARMA) : I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Labour for 1979-80 [Placed in Library See No LT-4317/79]

ANNUAL REPORT ETC OF HINDUSTAN SHIPYARD LTD, VISAKHAPATNAM FOR 1977-78 AND CENTRAL INLAND WATER TRANSPORT CORPORATION LTD FOR 1977-78, ETC.

THE MINISTER OF STATE *in charge* OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI GHAND RAM) : I beg to lay on the Table —

- (i) A copy each of the following papers (Hindi and English versions) under sub-section (1) of Section 619A of the Companies Act 1956 —
 - (i) Review by the Government on the working of the Hindustan Shipyard Limited, Vishakhapatnam for the year 1977-78
 - (ii) Annual Report of the Hindustan Shipyard Limited, Vishakhapatnam, for the year 1977-78 along with the Audited Accounts and comments of the Comptroller and Auditor General thereon [Placed in Library See No LT-4318/79]
 - (iii) Review by the Government on the working of the Central Inland Water Transport Corporation Limited, Calcutta, for the year 1977-78

- (1) Annual Report of the Central Inland Water Transport Corporation Limited, Calcutta, for the year 1977-78 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon
- (2) Statement showing reasons for delay in laying the Report mentioned at (1) (iv) above
[Placed in Library See No LI—4319/79]

DETAILED DEMANDS FOR GRANTS OF MINISTRY OF PETROLEUM, CHEMICALS AND FERTILISERS FOR 1979-80

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILISERS (SHRI NARSINGH YADAV) I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Petroleum, Chemicals and Fertilizers for 1979-80
[Placed in Library See No LI—20/79]

STATEMENTS SHOWING ACTION TAKEN BY GOVT ON VARIOUS ASSURANCES ETC GIVEN BY MINISTERS DURING VARIOUS SESSIONS

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR AND PARLIAMENTARY AFFAIRS (SHRI LARANG SAI) I beg to lay on the Table the following statements (Hindi and English versions) showing action taken by the Governments on various assurances, promises and undertakings given by the Ministers during the various sessions of Lok Sabha—

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|---|-------------------|
| (1) Statement No XI—Seventh Session, 1976 | } Fifth Lok Sabha |
| (2) Statement No XV—Second Session 1977 | |
| (3) Statement No XI—Third Session, 1977 | |
| (4) Statement No XIII—Fourth Session 1978 | |
| (5) Statement No VI—Fifth Session, 1978 | } Sixth Lok Sabha |
| (6) Statement No II—Sixth Session, 1978 | |
| (7) Statement No III—Sixth Session, 1978 | |
| (8) Statement No I—Seventh Session, 1979 | |

[Placed in Library See No LI—4321/79]

12.13 hrs.]

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

SITUATION IN JAMMU AND KASHMIR

SHRI VAYALAR RAVI (Chief Minister) I call the attention of the hon. Minister of Home Affairs to the following matter of urgent public importance and request that he may make a statement thereon

“Situation in Jammu and Kashmir State as a result of recent large scale incidents of violence and arson”

THE MINISTER OF HOME AFFAIRS (SHRI H M PATTI) Sir In the last week of February I had reported to this House about the law and order situation that had developed at Poonch, Jammu and other areas of Jammu & Kashmir and the attempts that were being made by the State Government to restore normalcy. Presumably the present Calling Attention Notice relates to the distressing acts of violence and arson that had taken place especially in Srinagar and Anantnag districts in the course of demonstrations following the execution of Mr ZA Bhutto in Pakistan on the 4th April.

On that day hartal was observed and there were widespread demonstrations throughout the Valley particularly in Srinagar city and Srinagar and Anantnag districts. The main target of mob anger was Jamiat-e-Islami, its workers and establishments. In Srinagar the U.N. Office was attacked by a very big mob. Tragically the All Saints Church was burnt down. The residence of the Director of the Doordarshan Kendra was also damaged. In order to control the situation, the police had to resort to firing and two persons were killed. There was firing at Sopore also and one person was killed.

On the 5th April, the extent and intensity of violence increased in Anantnag district. A violent mob had blocked the Jammu-Srinagar national highway at Malpura Village. The police had to open fire and two persons died. In Anantnag Town and at several places, shops and houses belonging to the supporters of Jamiat-e-Islami were subjected to attack and looting by violent mobs. Especially in the Arwan-Chitlan area many pro-Jamiat-e-Islami villages were ravaged on that day.

by large-scale arson and looting. Arvan Village in particular experienced extensive damage.

There were also incidents and demonstrations in Srinagar and the Jammu region. In Srinagar a sizeable crowd made a persistent effort to destroy a mosque belonging to the Ahmediya community by pelting stones and the police had to fire teargas shells repeatedly to control it. A large crowd had also gathered in the afternoon near the Tourist Reception Centre but it was deterred. In Batamulla there were demonstrations and hartal was observed. Demonstrations were also held at Rajouri Poonch and Doda. At Bhadarwah a mob attacked the offices and residences of the local SDM and SDPO.

As a result of the control measures taken by the State Government, the next day 6th April, was relatively peaceful. In Srinagar mass prayer meetings were held at the Idgah, Shahu Maidan and the Hazratbal Shrine for the late Mr. Bhutto. Prayer meetings and processions were also held at Anantnag, Batamulla, Suroor and Bandipora and in some villages.

Such an outbreak of violence and arson is indeed most regrettable. But prompt and effective action was taken by the State Government to bring the situation under control, and we had also obtained necessary help and assistance by way of additional manpower support from the Border Security Force and the Central Reserve Police Force. The Chief Minister had ensured that appropriate measures were taken in time to restore public peace. He had also visited the affected areas and assured relief to those who had suffered as a result of these incidents.

Nothing untoward has been reported from the 7th April. There is now calm in the State and normalcy prevails. Any suggestions that the law and order situation in the State is still out of control would not be in consonance with the factual position.

SHRI VAYALAR RAVI Sir, as you know, Jammu and Kashmir is a very sensitive area and I am aware of the fact that when we are dealing with the situation there, we should do so with utmost care and responsibility.

MR SPEAKER And with restraint also.

SHRI VAYALAR RAVI Yes. But no one can deny the fact that Jammu and

Kashmir is a part and parcel of our country. Any attempt to preach the other way and create separatist tendencies should be treated as treason and has to be curbed with all the power at the command of the Centre. The Government of India has to keep a very close watch on the situation. What is happening in Jammu and Kashmir is alarming and distressing and evokes the concern of every Indian. The trouble started from Jammu and it has spread to the Valley of Kashmir. I, anyone of us including you, I hope expected when Sheikh Abdullah was released and restored to power in Jammu and Kashmir that he will be one of the exemplary administrators. But what is happening is distressing.

SHRI JYOTIRMOY BOSU (Diamond Harbour) Are we discussing the State Government and the Chief Minister? That has not been the practice.

MR SPEAKER Yesterday we had discussion for four hours on law and order.

SHRI JYOTIRMOY BOSU The State Government is going to be the subject-matter of discussion here?

MR SPEAKER The Government is there to defend itself.

SHRI JYOTIRMOY BOSU This forum cannot be used for that. We have had a lot of experience in this regard.

SHRI SALGATA ROY (Barrackport) We are only raising Jammu and Kashmir, not West Bengal.

MR SPEAKER Yesterday you had one theory, today you have another theory.

SHRI JYOTIRMOY BOSU Why are you mixing up the two issues? That related to the minorities (Interruptions).

SHRI VAYALAR RAVI Unfortunately, the way in which the developments in Jammu and Kashmir are taking place is very painful, rather I should say it is very alarming a stage at which the Centre has to come in and act. The Constitution provides for the protection of life and property of every citizen. It is the duty of the Government of India to protect and uphold the right of the citizens. There is also article 356 of the Constitution. So, if the law and order situation breaks down in a State, it attracts the attention of the Central Government, whose responsibility it is to see that law and order is restored. So, naturally, this Parliament has every right to go into it. I am not saying that the State should be dis-

cussed here, but in order to restore the confidence of the people in this country, this Parliament has to play a role, and that is why we are raising it. I am not making any allegations the State as such

The present trouble started in Poonch and developed into an agitation. After the execution of Bhutto, there was a long procession, which was followed by a demonstration. The real issue was not the execution of Bhutto, it was only a cover to eliminate the political opponents of the ruling party in the State. I believe that the Jamaat-e-Islami is doing more harm to the Muslim minorities in this country. There were random attacks, raids on their houses and razing to ground many villages. Thousands of houses have been demolished and people have been rendered homeless. Such is the situation.

SHRI JYOTIRMOY BOSU The Central Home Minister is not a super Chief Minister. *(Interruptions)*

MR SPEAKER • Mr Basu, you are interrupting the work of this House.

SHRI JYOTIRMOY BOSU • It is a law and order issue, it is not a minority issue.

SHRI VAYALAR RAVI According to the Home Minister, everything has been controlled after the 6th. On the 4th and 5th it went on without any kind of control and the police remained as helpless spectators.

Here I would like to quote what the Coordination Committee has to say:

"The State of Jammu and Kashmir has turned a police camp, the freedom of speech and organising public meetings have been curtailed and section 144 has been imposed in each district and tehsil. The local radio station has become the mouth-piece of Sheikh's Governments and true facts are being camouflaged. The power is shut down during their working hour functioning of PII and *Indian Express* teleprinters quite often. The State CID has been censoring all the despatches sent by the correspondents and manage to delay them. The correspondents, including that of the *Times of India*, *Indian Express*, *Hindustan Times* and *Tribune* have been given open warning by the Chief Minister himself for covering Jammu youth and students movements that he would deal with them."

This is a very serious matter.

Then, a Private Member's Bill is being introduced in the Kashmir Legislative Assembly to have a Prime Minister and President for Jammu and Kashmir. This Bill is not being opposed by the ruling party. So, what is happening in the State is that our Constitution is being challenged through a Private Member's Bill whereby they are wanting to have a Prime Minister and a President in a State. Are you going to allow it?

A more important thing is that the women of Kashmir are going to be deprived of their civil rights. A new order has come that no Kashmiri women shall be allowed to marry a person outside Kashmir. If she marries a non-Kashmiri, she loses her civil rights. What are we coming to? Is Kashmir really a part of India? Even Dr. Karan Singh's daughter cannot marry a boy from Kerala. If Shri Qureshi has a grown up daughter and if she wants to marry somebody from Kerala, this order says that she cannot marry him. *(Interruptions)* This is the concern of the citizens of the country as a whole. This is a very serious matter which should be considered. This is happening.

The Prime Minister himself met Mr. Bhim Singh M.L.A., two days ago. He is still in the Medical Institute, because he has been poisoned. I can produce all the documents. Doctors said on 12th March that he had a heart attack but on the 29th March he was declared fit and arrested again and he is now in the Medical Institute due to poisoning. This has never happened in the country so far. Mr. Jyotirmoy Bosu was agitated about happenings during the emergency, and other Members were agitated because of what happened to J.P. Are you not concerned with the life of an M.L.A., who is being poisoned by the ruling Government there?

The former M.P., and a good friend of mine and Shri Jyotirmoy Bosu, Shri Shamim is now living in Delhi because he cannot go back to Srinagar. He has become a lean person, and he is so afraid that he cannot go back. That is why I am demanding that the life and property of the citizens should be protected by the Central Government. It is the right of every citizen to be protected.

Immediately the freedom of the press and the right of Kashmiri women to marry anybody in India should be restored, and the attempt by the Kashmir Government to institute the offices of Prime Minister and President, which is most

reasonable, should be checked. I wish you assure the House that an enquiry will be conducted as to what happened between the 4th and 6th April, as well as in the Poonch firing which took the lives of six people and the large number of lives lost in Kashmir valley. I wish you enquire into the matter and report to this country.

SHRI H. M. PATEL Much of what the hon. Member said did not arise really from the calling attention notice as such. He allowed his imagination to go far and wide.

SHRI VAYALAR RAVI Am I wrong?

SHRI H. M. PATEL I cannot say about imagination. When imagination runs riot, much can happen.

May be a Private Member has brought some Bill, but does that mean that the Government has accepted it? That is a different matter.

DR. KARAN SINGH (Udhampur) They have not opposed it.

SHRI H. M. PATEL Has it been discussed and settled? I think this is exactly the kind of thing that happens now, that merely anything, the slightest pretext, is enough for blaming the Government. In this case there is really nothing.

The disturbances took place. Why? Because of Mr. Bhutto's death. It is known that it was because of that. Nevertheless, he says it has not been established whether it was because of Bhutto's death or whether it was because the Government wanted to eliminate its political opponents. I am afraid this is certainly allowing the imagination to run riot. At any rate, if he has any special information linking this matter, I shall certainly be very happy to make enquiries, though I think it is important to note that law and order is a State matter. One keeps on repeating it and Mr. Jyotirmoy Bose, in this case at any rate, has been emphasizing that really such matters ought not to be brought in so frequently.

Shri Vayalar Ravi quite rightly said that it is when the law and order breaks down that the Central Government's responsibility is attracted, but it cannot be said that law and order has broken down in Jammu and Kashmir.

He made a reference to Poonch, but that happened several months ago. It had been gone into. The reason for the trouble in Poonch was something totally different, totally unrelated. As a matter of fact, the disturbances in Jammu certainly caused concern to the Government and I did pay a visit to Jammu in order to

see how we can bring about a certain understanding between those parties who were agitated about it.

I think, that is the position. We did succeed in bringing about that understanding with the result that there was peace and normalcy was restored. Here was some totally new development. The hanging of the former Prime Minister of Pakistan was not something that could have been legislated for and certainly could not have been anticipated. Therefore, if trouble arose, it is not something which could have been avoided. What could have been done was, whether, the State acted promptly or not. It seems to me, all evidence shows that they did act promptly.

DR. KARAN SINGH (Udhampur) : Is the Prime Minister going away? Can I have his attention just for five minutes because I am going to raise something very important. I am sorry to disturb his programme.

Mr. Speaker: Sir, the Janata Party claims credit for ending the Emergency. But may I submit with all responsibility that the Emergency is well and flourishing in Jammu and Kashmir today. There is the Public Safety Act which is more drastic than anything that the Government of India had during the Emergency and the authoritarianism also is of a more virulent nature than anything this nation has experienced. I would, therefore, like to ask the consciences of the Janata Party friends who came to power on a great anti-authoritarian and anti-Emergency platform as to why, when it comes to Jammu and Kashmir which is a part of this country, they are strangely silent on this issue.

The Home Minister has said that the Jammu situation, the regional imbalances, is a different problem. I am not going into that now except to say that a committee which was to have been set up has still not been set up although six weeks have elapsed. But this is a problem of civil rights and liberties. In Kashmir, on the 4th, 5th and 6th, April there was large-scale arson. Hundreds of houses of Indian citizens were burnt. In one incident, a whole village was wiped out and only the mosque was left against a Jamiat-e-Islami.

With regard to Mr. Bhutto, speaking in this House, on the eve of the day of Mr. Bhutto's hanging, I appealed against this and my hon. friend, Mr. Shafi Qureshi also appealed. But that does not mean that taking advantage of something that happened in another country, we can go around looting and burning Indian citizens' property. It is not a question

of the Jamiat-e-Islami or any other thing. If you want to take action against them, take action according to the law. But they are Indian citizens. Their children have been rendered homeless, women have been dishonoured and the hundreds of houses have been burned. Nobody turns a hair on what is happening in this country. It is indivisible. The freedom is indivisible.

SHRI JYOTIRMOY BOSU Doctor, heal thyself : (*Interruption*)

DR. KARAN SINGH : I am very sorry to say that the Home Minister has misled the House when he says that prompt and effective action was taken by the State Government to bring the situation under control. He has stated in his statement:

"The Chief Minister had ensured that appropriate measures were taken in time to restore public peace"

Is this a prompt and immediate action when hundreds of houses are burnt? All Saints Church in Srinagar is burnt. The police is standing nearby. The Church is reduced to dust. Nobody does anything. That should be inquired into.

SHRI JYOTIRMOY BOSU : The minorities are being attacked.

DR. KARAN SINGH : Mr. Jyotirmoy Bose talks about minorities. Are the people of Kashmir not members of the minority community? Are the people whose houses are burnt not minorities? Everybody in Kashmir is a minority. Muslims are a minority because of the national scene. Hindus are a minority because they are a minority in the State. Don't try to draw any distinction. An Indian citizen is an Indian citizen. His life and honour must be protected. Journalists are treated in this manner. Mr. Shamim has been reduced to a wreck.

Some point was made with regard to my daughter. My daughter—I am sorry to use my personal example—married somebody from outside the State. According to the present dispensation, it is said that because she has married a non-State subject, she can no longer hold any property in the State. Is this a nation within a nation? If somebody's daughter in India marries an American, she can still retain her property in the rest of India. But if my daughter or Mr. Shafi Qureshi's daughter marries outside Jammu and Kashmir, they cannot hold property in the State. Is this one country or not one country?

THE PRIME MINISTER (SHRI MORARJI DESAI) : Is there a law like that?

DR. KARAN SINGH : Yes, What are you doing about it?

SHRI JYOTIRMOY BOSU : Is it a doing of the present regime?

DR. KARAN SINGH : They can undo it.

I have the following concrete points to be made. Will the Government of India try and ensure that the Public Safety Act which is worse than any MISA that has ever been passed is withdrawn? Will the Government use its political and moral influence? Will the Government on India try and persuade the State Government to set up a judicial inquiry to look into the events of 4th, 5th and 6th where hundreds of citizens were rendered homeless in the arson? Will the Government of India expedite the appointment of the Committee for Regional Imbalances? Fourthly, will the Government of India ensure that the Minorities Commission has jurisdiction in Jammu & Kashmir? Finally, will you please ensure that it is not a question of taking refuge behind technicalities, Mr. Patel? It is not a question of your saying that this has nothing to do with it. Freedom is indivisible. If freedom is threatened in Lakshadweep, if it is threatened in Andaman, if it is threatened in Kashmir, the whole freedom of the Indian people is in danger. What is the Government of India going to do to ensure this freedom?

SHRI H M PAJFL Freedom is indivisible. But the country has also got to be subject to the Constitution that it has given to itself. Subject to that, I will say now.

First of all my hon friend referred to the question of the Committee in regard to Jammu and Kashmir that had been promised. I think the hon Member must be aware of this. The Chairman for that Committee had been thought of and agreed to by everybody, approach was made to him; unfortunately, he was not in this country; even our Prime Minister took the trouble of getting in touch with him and trying to persuade him to accept it, but as he was abroad, that persuasion could not be effective, anyhow, he could not be persuaded. The next person who was acceptable to the Chief Minister, Jammu & Kashmir, and to whom we had no objection, another Chief Justice of the Supreme Court, was also approached; unfortunately he was also out of the country and it took time to get in touch with him, he also, unfortunately, for personal reasons, could not accept it. The third person suggested by the Chief Minister—in fact, we also suggested and it was acceptable to him was also approached, and he, for his own personal reasons, only recently said 'no'. (*Interruptions*). It may be that Mr. Saugata

Roy is very amused. All I wish to assure my hon. friend here is that we have been trying, but sometimes when we run up against this kind of chain of refusals, it takes time. Certainly it is not for want of efforts on the part of the Chief Minister, Jammu & Kashmir, or on our part.

He says that I have misled him. I do not think I have really misled this House in any way when I said that the action was prompt and effective. It was prompt and effective. The hundreds of houses that were burnt were in a village considerably away from Srinagar. (*Interruptions*) Of course, there also we have to try and maintain peace. But in villages, in rural areas, you are not, immediately, be able to act as effectively and as promptly as in a city.

DR. KARAN SINGH : Collusion of the ruling Party not the Janata Party.

SHRI H.M. PATEL : All of you seem to be so fond of the word "collusion". Either it has been misunderstood or some such thing has happened. Unlike the Leader of the Opposition, I have not got the dictionary with me at this moment ; otherwise, I would have read out the meaning of the word "collude" and "collusion".

I think, the other assurance that the hon. Member wants is about the Minorities Commission. That, again, has nothing to do with Call-Attention Notice. We can only act under the Constitution. Under our Constitution and so far as the particular special position which Jammu & Kashmir occupies and agreed to by every body is concerned, naturally it has to be with the consent of Jammu & Kashmir. The Minorities Commission will certainly go there as and when that may be permissible. The State consists of nothing but minorities according to my hon. friend. This is the peculiar situation. He says, even the majority is a minority and the minority, of course, is a minority, and so on. In this situation, I think, the Minorities Commission's task is clear. It has to go into the grievances of everybody in Jammu & Kashmir. But certainly, as and when that may be permissible under the Constitution, the Minorities Commission will proceed there.

I would also like to say—now I was charged of having misled the House. May I suggest that I did not but my hon. friend really did misled the House. He said that emergency still obtains in Jammu & Kashmir. I do not know it what sense. He has forgotten the situation.....

MR. SPEAKER : He refers to the Public Safety Act.

SHRI H.M. PATEL : Yes, I know—the Public Safety Act. What was the situation in the country during the emergency? How many hundreds and thousands were under arrest? There are only two persons detained under the Public Safety Act and also it provides for a judicial review which was never provided under the Emergency Act in this country. 104 persons were arrested during all these incidents for specific offences and only 2 persons were detained under the Public Safety Act. It is a slight exaggeration, if I may say so, to compare it with the days of emergency....

SHRI VAYALAR RAVI : Here I can produce all the documents. There are girls arrested and put in jail and they were released only two days ago. Hon'ble Home Minister said only two people were detained. Please find from your own source as to how many MLAs were harassed and put in jail and how many girls were arrested.

SHRI H.M. PATEL : If my hon. friend has any special information, I will certainly pursue that also and check it.

SHRI MOHD. SHAFI QURESHI (Anantnag) : I see no difference between what Mr. Patel is saying to-day and what his predecessor used to say—that law and order is a State subject. If law and order is a State subject, then why have a Home Ministry here in Delhi? Is he the Home Minister for the Union Territories and areas taken over by the President or the Home Minister for the whole of India? I say that whenever a Law and order situation arises in any State, it becomes the bounden duty of the Central Government to see that the lives and properties of the citizens of that State are protected. That is the job Mr. Patel, you have to do....

SHRI JYOTIRMOY BOSU : Under what authority?

SHRI VAYALAR RAVI : There are more number of people in the jails of West Bengal now.

SHRI MOHD. SHAFI QURESHI : I know the trouble with My. Jyotirmoy Bosu. I am sorry to take a few minutes more.

Mr Jyotirmoy Bosu gets worried because Shri Jyoti Basu and Sheikh Abdullah were toying with the idea of more autonomy for the States.....

SHRI DINEN BHATTACHARYA (Serampore) : What is wrong in it?

SHRI JYOTIRMOY BOSU : My friend, Shri Shafi Qureshi and Dr. Karan Singh were party to the decision to impose emergency and their talking now of freedom and liberty is ridiculous
(Interruptions)

SHRI MOHD SHAFI QURFISHI : That honey-moon lasted only for a week because they broke away on—I do not know—what matter

SHRI VASANT SATHI (Akola) : Honey-moons are always short-lived

SHRI MOHD SHAFI QURFISHI : The trouble can again erupt in the Jammu area because no solution has been found for certain problems. We cannot close our eyes. There are certain legitimate demands of the Jammu people which have to be met. I do not say

MR. SPEAKER : That does not arise here

SHRI MOHD SHAFI QURFISHI : It is covered, Sir, because the whole trouble started from Poonch where an uncomplicated matter was made complicated by the inaction of the State Government and the callous attitude adopted by the State Chief Minister. As you know the trouble in Jammu originated in Poonch over the recruitment procedure but it took five lives, five precious lives of young students when the State Government came to realise that there were certain mistakes committed by the State Government. The Chief Minister of Jammu & Kashmir who unfortunately was a conspiracy under every bush and bred the agitation seemed to be a move to dislodge him from power. He chose the occasion to lead a cultural delegation of artists to various parts of the country to mislead the country that everything was quiet in Jammu. But he did not hear the firing by the Police in Jammu where so many innocent people were killed.

Now, Sir, what is happening? If some legitimate demands of Jammu people come, immediately, the Chief Minister says 'Don't do that because it will create certain conditions in Kashmir which will be favourable to Pakistan. He has been always using this for his own political purposes.

When he comes to Delhi for getting plan allocation, he says that Kashmir is part of India and our accession is irrevocable. When you ask him to account for the money which he got and which he sent, he says that let Rawalpindi Road be opened; Kashmir is disputed territory. This type of brow-beating and blackmailing cannot be tolerated. That is why I say that Mr. Patel, as Home Minister, has to play a very important role in this particular matter.

What happened in Kashmir? Centuries old peace and tranquillity in the villages has been destroyed. What is the fault of the Jamaat-i-Islami people? They had been contesting elections against me. Last time the Jamaat-i-Islami candidate got about 60,000 votes when he contested the election against me. Earlier to that he got 20,000 votes. They are free citizens of India. They have got the right to live in this country with dignity and honour. Mr. Patel in his statement stated that the State Government took very effective steps. When Kashmir was burning, Sheikh Abdullah was receiving Sarupia in Ludhiana. He was more interested in laying a foundation stone of some building. He was not bothered about what happened in Kashmir. He thinks that this is his personal property. He thinks that he is a Sultan of Kashmir. You should get rid of this feeling. Otherwise, if something happens to Kashmir, it can destroy the integrity of the country.

What happened on the 4th of April, Mob came up to the UN Observers place they destroyed the Church. Why? What was because Iqbal Masih was the person who was the executioner of Mr. Bhutto. He being a Christian the wrath on the Christians was exhibited in this manner by destroying the church. What is the fault of the Jamaat-i-Islami people? In Pakistan Jamaat is a partner in Gen. Zia's Government, they are part of the PNA. Strangely, enough many pro-Jamaat-i-Islami villages were destroyed and more than 3,000 houses had been destroyed in Kashmir. People had been taken out from the houses and their women had been dragged on the streets and thrown in the burning fire. You say that this is a state matter. Sir, nobody is a cure in Kashmir, I do not know what has happened to that State. If this state of affairs continues, I am sure, no tourists will go to Kashmir because nobody would like to go to the troubled State.

I have got here a press cutting which says:

Though the Valley of Kashmir presents a quiet picture of the violence touched off by Mr. Z.A. Bhutto's execution has left a trail of destruction especially in the southern part.

Over 90 villages in South Kashmir present a picture of utter desolation with over 800 houses and over 500 shops and cow sheds and kothars in ruins. The pro-Bhutto demonstrators armed with lathis, axes, iron rods and stones, pillaged and burnt houses of the poor as well as the rich people in villages considered to be the stronghold of the Jamaat-i-Islami.

The wrath of the pro-Bhutto demonstrators was centred round the villages inhabited by the supporters of the Jamaat-ul-Islami and Ahmadiya sects whose counterparts in Pakistan were alleged to have sided with Gen Zia-ul-Haq in the execution of Mr. Bhutto. The subdivision of Shopian in South Kashmir along with parts of Kulgam and Pulwama tehsils are the worst affected parts of the valley.

In a number of villages visited by this correspondent, people, who week ago were used to a comfortable living, had been rendered homeless and like Nomads were waiting for some help to get on their feet again. Men, women, and children appeared to be dazed because of the unprecedented situation of violence and agony in the living memory".

The destruction caused in Reshmagu village in Shopian sub-division is enormous as in Arwan village. The people claimed that even women were not spared and were abused and beaten up. Parveen and Haja, whose heads were bandaged, said when their houses were attacked and set on fire 'We tried to salvage some ornaments and valuables.' On horse, a cow, two oxen and several hundred poultry birds were roasted alive in this village.

75-year-old teacher Noor Ahmad was done to death in Aurel village. When a big crowd attacked the village Noor Ahmad's two sons opened fire in which one person was killed and six others were injured. In Chitragam village an attempt was made to burn Mohammed Gannu alive. He was dragged by the demonstrators and after hard beating was thrown in flames of the burning houses."

This is what happened in Kashmir. Then, Sir, in Moolu village, I again quote

" 60 houses, 50 cow sheds and 60 kotahs were burnt by the pro-Bhutto demonstrators "

Mr. Patel says these are far flung areas. This village is only six miles from District Headquarters. You said that the State Government made necessary arrangements to protect the lives of the people.

Here is another statement which says :

"An official spokesman explained that violence was so much widespread in Shopian tehsil on April 5, that it could be controlled by the limited police force

available at the Shopian police station or small police posts in various areas of the sub-division."

"We only had 11 constables at the Shopian police station. When we tried to stop violence in the town, pro Bhutto fans not only attacked constables but also gheraoed the police station."

This is what you call ample and sufficient steps taken by the government.

Sir I have got a number of telegrams here. You have been to Jammu. Why don't you go to Kashmir. Thousands of people are living homeless. They have lost their hearts and homes. They are destitute now. I am sure you are scared of the Chief Minister there but you must learn one thing that though he is roaring yet his roars have become ineffective. You should show some respect to the people J & K. You are insulting them and are ignoring them by ascending to the autocratic ways of the Chief Minister. I am sorry to use these words but hundreds of people Jamat-ul-Islami people have come here. Jamat-ul-Islami candidate fought against me in the elections. I do not agree with some of their policies but those people want to live with dignity and honour. They are not sick. Nobody can go back. Mr. Shammun Ahmad Shammun cannot go back. One of the MLAs was poisoned. These are the things which are happening in the State and the Home Minister says that this is a State matter.

MR SPI AKER Please now put your question.

SHRI MOHD SHAI KURESHI My first question is: Would you kindly appoint a judicial committee to go into the hole holo just which caused loss of hundreds of houses and lives in Kashmir? Sir, how many people have been arrested? Only 50 people have been arrested. The official reasons given is that the official are reluctant to arrest people because most of those who were leading these hooligans belonged to the ruling party. So, would you appoint a judicial committee and since you have been to Jammu would you take the trouble of going to Kashmir at least to show your face that we have a Home Minister of the Government of India who can take care of the pitiable faces there. CPI members have been arrested. It is all political. As the Chief Minister wants to take advantage of the situation he is not worried of the plight of the people there. You should pay a visit and take the people of Jammu and Kashmir into confidence otherwise you will be giving a feeling to the people there that they are orphans and nobody is going to look after their interests.

SHRI H M PATEL Sir, I have listened to the hon'ble Member. He has asked the particular question whether I would appoint a judicial committee to go into this. That is not in my hands. As regards the other point about my visiting Kashmir I will certainly go when I consider it will help. (interruptions)

The hon'ble Member, of course, has chosen to suggest that yesterday I was incompetent and today I am scared I am really scared.

AN HON'BLE MEMBER Why are you scared?

SHRI H M PATEL I am connected with Project Tiger which concerns itself with protection of tigers. The hon'ble Member said that I ought not to have said that law and order is a State subject. I do not understand this. He, perhaps, does not know but law and order is a State subject. For instance Karnataka Government is in a position to say that we will not allow CRP to come in. Perfectly right. It is so. The State Governments have certain powers in so far as the maintenance of law and order is concerned. (interruptions).

Sir, he read out an interesting statement saying that violence was wide spread and there was not enough police. My hon'ble friend must be well aware that we cannot possibly dream of having police force in every village. Therefore, such situations will develop when it takes time before you can proceed to take action.

DR KARAN SINGH Why are you trying to defend the State Government? It is very unfortunate.

SHRI H M PATEL The hon Member is wrong. It is not my business to defend anybody, it is my business to put before the House the facts as they are.

DR KARAN SINGH You are giving them a clean chit.

SHRI H M PATEL Dr Karan Singh would like me to say things which he would approve of. (interruptions). It is my business to place before this House the facts as they have come to us. In fact, Dr Karan Singh complaint even of laws with which he acquired when he was Sarpanch Rayasat.

MR SPEAKER What could he do? He was only a constitutional head.

DR KARAN SINGH Yes, I was functioning as a constitutional head only.

SHRI JYOTIRMOY BOSU: What was your age at that time?

SHRI VASANT SATHE He was doing that without following the Constitution.

MR SPEAKER Mr Patel he asked if you would visit the place. That is very important.

SHRI H M PATEL I have never any hesitation in visiting that place. I have already said that so far as visiting Kashmir is concerned, I shall be very happy to do so.

SHRI VASANT SATHE Why don't you go and have a holiday?

SHRI H M PATEL That is what he desires that I should do.

SHRI JYOTIRMOY BOSU He is welcome as a visitor but should not super impose himself.

SHRI K GOPAI (Karui) The hon Member has completely forgotten when he talked in the last Lok Sabha and Congress Government was there in West Bengal.

MR SPEAKER Short memory is very advantageous to Members of Parliament.

SHRI H M PATEL The hon Member has raised two points and I have already explained the position.

12.54 hrs.

COMMITTEE ON PAPERS LAID ON THE TABLE THIRTEENTH REPORT

SHRI KANWAR LAL GUPTA (Dilli Sadar) I beg to present the Thirteenth Report (Hindi and English versions) of the Committee on Papers Laid on the Table.

PUBLIC ACCOUNTS COMMITTEE HUNDRED AND TWENTY-SIXTH REPORT

SHRI P V NARASIMHA RAO (Hanamkonda) I beg to present the hundred and twenty-sixth report of the Public Accounts Committee on Action Taken by Government on the recommendations of the Committee contained in their Eighteenth Report on Union Excise Duties.

COMMITTEE ON PUBLIC UNDERTAKINGS

THIRTY FIRST REPORT

SHRI JYOTIRMOY BOSU (Diamond Harbour) : I beg to present the Thirty-first Report of the Committee on Public Undertakings on Action Taken by Government on the recommendations contained in the Eighty-ninth Report of the Committee (Fifth Lok Sabha) on Foreign Collaboration in Public Undertakings.

MR. SPEAKER : Now, statements under Rule 377.

SHRI VAYALAR RAVI (Chirayinkil) : Sir, what happened to my request for making a statement under Rule 377 regarding harassment of Delhi teachers?

MR. SPEAKER : The older ones I had to dispose of first. I will look into the matter for tomorrow or day after tomorrow.

SHRI VASANT SATHE (Akola) : Sir, our Minister for External Affairs is visiting Washington. Today in the newspapers there is a report that Pakistan is again getting nuclear devices and arms.

MR. SPEAKER : Kindly do not explode it here.

SHRI VASANT SATHE : I would like to know the Government's categorical policy what they are going to discuss in America, because America now says : "If you accept certain conditions, we will allow that." We would like to know India's policy. On the eve of his visit, we must know the policy; later on, he will only come and report to us. I will request you to allow me to make a statement under Rule 377.

MR. SPEAKER : Not today.

SHRI VAYALAR RAVI : Sir, on a point of order. Statements under Rule 377 are made on the floor of the House and the Minister may not be able to reply immediately here itself. You may at least kindly direct them to write us back.

MR. SPEAKER : One of the rules that we are making is that we are making it compulsory.

13 hrs.

SHRI VASANT SATHE : What about my request, Sir?

MR. SPEAKER : Not to-day.

SHRI VASANT SATHE : Please permit it tomorrow. Otherwise it is unfair.

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MR. SPEAKER : I may be unfair to you but fair to others. No please.

SHRI VASANT SATHE : I am not doing it today. Allow me tomorrow.

SHRI JYOTIRMOY BOSU : What about the strike in the Garden Reach workshops, where the strike by 10,000 employees is going to be 3 months old? Government is losing crores of rupees. I have given notice under rule 377.

MR. SPEAKER : I understand you have given notice to-day.

SHRI JYOTIRMOY BOSU : I am glad you understand, Sir.

SHRI KRISHNA CHANDRA HALDER (Durgapur) : What about my 377?

13.01 hrs.

MATTERS UNDER RULE 377

(4) Reported unauthorised constructions in Delhi

श्री कचरू लाल हेमराज जैन (बालाघाट) : अध्यक्ष महोदय, मैं आपकी अनुमति से नियम 377 के अधीन निर्माण, आवास, पूति तथा पुनर्वास मंत्री का ध्यान अबिलम्बनीय लोक-महत्व के निम्न विषय की ओर दिलाना चाहता हूँ :—

आजकल प्रायः समाचार-पत्रों में पढ़ने को मिलता है कि दिल्ली में अवैध निर्माण की संख्या दिन-अति-दिन बढ़ती जा रही है। यहाँ तक समाचार पत्रों में पढ़ने को मिलता है कि दिल्ली में काफी पुराने मकान हैं, उनमें आजकल किरायेदार एवं मकान मालिक मनमाने ढंग से अवैध निर्माण कर रहे हैं, जिसके कारण पुराने मकान उसका वजन सहन नहीं कर पाते, परिणाम यह होता है कि किसी भी समय पूरे मकान को लेकर बैठ जाते हैं, जिसमें काफी संख्या में व्यक्तियों को मौत के मुह में सोना पड़ता है। समाचार-पत्रों में पढ़ने को मिलता है कि मकान पुराने होने के कारण गिर रहे हैं।

अभी 24 मार्च, 1979 को हीज काशी, दिल्ली क्षेत्र में एक मकान गिरा था और उसमें

[श्री कचर मल हेमराज जैन]

सरकारी सूचना के अनुसार 9 व्यक्तियों की मृत्यु हुई थी तथा कुछ अन्य घायल हुए थे।

दिल्ली के अन्दर, विशेषकर पुरानी दिल्ली क्षेत्र में अश्वैध निर्माण बहुत हो रहा है। पुराने मकानों में मकान मालिक और किरायेदार मनमाना निर्माण कर रहे हैं जबकि उनकी आयु समाप्त होने जा रही है। इस सम्बन्ध में कई मसद् सदस्य भी आवास मंत्री महोदय की शिकायत लिखकर भेजते हैं। इतना होने के पश्चात् भी सरकार अश्वैध निर्माण के सम्बन्ध में बिल्कुल शांत है। अश्वैध निर्माण के सम्बन्ध में मैंने स्वयं दिनांक 25 मार्च को मकान न० 2738, वार्ड न० 4, छत्ता प्रताप सिंह, किनारी बाजार दिल्ली-6 जो कि आन्तरीय मंत्री जी के ही निर्वाचन-क्षेत्र में आता है में किरायेदार द्वारा अश्वैध निर्माण के सम्बन्ध में आन्तरीय मंत्री महोदय को तत्काल संबंधित अधिकारियों को लिखा था। मेरे उस पत्र पर विभाग द्वारा अश्वैध-निर्माण गिराना तो दूर रहा बल्कि उस मकान का हाउस-टेन्डर बढ़ा दिया गया। मकान की हालत खस्ता है और किसी भी समय वह गिर सकता है।

अधिकारी घटना-स्थल पर जाकर स्थिति का जायजा नहीं लेते और बड़ी शिकायतों पर कोई कार्यवाही करते हैं। यह है इस विभाग की स्थिति। एक व्यक्ति के स्वार्थ के लिए अनेकों व्यक्तियों के जीवन को जोए पर लगा देना कहां तक उचित है? सरकार इस सम्बन्ध में क्या ठोस कार्यवाही कर रही है इससे सदन को अवगत कराया जाये।

मैं तो यहाँ तक कहूँगा कि दिल्ली नगर निगम एक भ्रष्टाचार का झूठा बन गया है, यहाँ पर भ्रष्टाचार ने इतना व्यापक रूप धारण कर लिया है, जिसका जल्लेख करना भी कठिन है। इतना होने पर भी अधिकारी चुप्पी साधे बैठे हैं। दिल्ली में हो रहे अश्वैध-निर्माण उसी का परिणाम हैं।

मैं तो यह भी अनुरोध करूँगा कि न केवल मसद्-सदस्यों के पत्रों पर अपितु जन-साधारण के पत्रों पर भी अविलम्ब कार्यवाही होनी चाहिए और उसकी प्रगत से संबंधित व्यक्तियों को एक सप्ताह के अन्दर ही अवगत कराया जाना चाहिए। यदि तत्काल कार्यवाही न की गई तो हीज काजों की तरह ही अन्य स्थानों पर भी बड़ी तादाद में लोगों की जाने जाने की आशंका हो सकती है।

मैं आन्तरीय मंत्री जी से आग्रह करूँगा कि उपरोक्त अश्वैध-निर्माण को गिराने के सम्बन्ध में शीघ्र कार्यवाही करे।

(B) Policy of distribution of imported Cashewnuts.

PROF. DILIP CHAKRAVARTY (Calcutta South) Sir, with your kind permission, I would like to raise a matter of very urgent public importance. I am happy to note that the Minister of Commerce is present here. The present policy of imported cashewnut distribution is a bar to enable the Eastern Region to get any quota. It is expected that the Minister in-charge of Commerce changes the policy or with his discretionary power he should allot quota to the industries functioning in West Bengal and Maharashtra on the basis covered in the I.T.C. Policy as a special case on the line of Manifesto of Janata Government.

To cite a specific instance there is one such small unit only in West Bengal which is registered under Small Scale Industries, and promoted by technical entrepreneur. The industry in question is situated in a declared backward area of the District of Midnapore. Further, the industry in question offers employment to 1000 workers of tribal and adivasi communities. The industry, the only one of its kind in Eastern India, is export-oriented. It had earned foreign exchange to the tune of Rs. 5 lakhs in 1977-78 and Rs. 27 lakhs in 1978.

In case it is not possible for the Minister to change the policy or to use his discretionary power to help as suggested, the few languishing firms in the Eastern Region and in the Maharashtra Region, the cashewnut exporters who came into existence after 1970, may be offered a subsidy on the value of the export. It is hoped that the Minister for Commerce will look to the problem of the small production units sympathetically and do something expeditiously for their survival.

(III) Reported shortage of Coal in Punjab

SHRI BALWANT SINGH RAMOO-WALLA (Faridkot) : Sir, with your kind permission, I would like to raise a matter of very urgent public importance. The coal shortage in Punjab is so grave that several industries in the State have already closed down and others have reduced their production causing distress among workers and employees. The production of electricity has gone down by 35 per cent to 50 per cent in Gurunanak Thermal Plant, Bhatinda, due to uncertain and defective supply of coal.

The brick kilns are facing closure and they could supply only 3 crores of bricks against the target of 80 crores to the State Government for the construction of link roads, grain markets, schools, hospitals, focal points lining of canals and water courses as the sponsored coal quota was virtually out of stock. According to Daily Tribune dt. 15-4-79, there are complaints that the good quality of coal whose price is Rs. 5000/- per wagon is being sold at Rs. 17000 in blackmarket. The price of bricks has risen upto Rs. 250/- to Rs. 260/- per thousand against the control price of Rs. 140/-.

The private building activity is almost stopped. Under such a serious situation, will the Minister of Energy take immediate steps to help the State and assure full supply of coal to Punjab at the earliest.

(iv) Financial assistance for rehabilitation of agricultural and landless labourers in Morena and Gwalior divisions of Madhya Pradesh.

श्री अचिराम चव्वाल (मुरैना) : अध्यक्ष महोदय मैं नियम 377 के तहत एक महत्वपूर्ण विषय की ओर ध्यान मंत्री जी तथा इस पब्लिक सदन का ध्यान आकर्षित करना चाहता हूँ।

मध्य प्रदेश के चंबल संभाग मुरैना व ग्वालियर संभाग के भिड़, मुरैना, ग्वालियर, दतिया, शिवपुरी और गुना जिलों में करीब डेढ़ लाख लोग जो खेतिहर मजदूर व भूमिहीन बंधक श्रमिक हैं बेचरबार हैं। जिन्हें बसाने का काम नहीं किया जा रहा है। राज्य सरकार के पास इतना धन नहीं है कि वह इन बेचरबार बंधक लोगों को बसा सके। अतः मैं केन्द्र सरकार व अम मंत्री जी से

प्रार्थना करता हूँ कि इन बेचरबार लोगों को बसाने हेतु मदद दी जाये। बहुत से बेचरबार लोग बंगलादेश से आये हुए शरणार्थी हैं, जिन्हें तुरन्त बसाया जाना आवश्यक है। उनमें से अधिकांश लोग अनुसूचित जाति तथा तथा जनजाति के हैं।

भिड़-मुरैना में कई लाख एकड़ भूमि बीहड़ की है। हर साल बरसात में खेतिहर भूमि कटती जा रही है। मध्य प्रदेश सरकार के पास इतना धन नहीं है कि वह इस भूमि को समतल कराके भूमिहीनों में बाँट सके। इसलिए यह आवश्यक है कि फ्लड कंट्रोल स्कीम के तहत मुरैना व ग्वालियर संभाग की भूमि का कटाव रोका जाये और इस भूमि का समतलीकरण 100 प्रतिशत केन्द्रीय सहायता से फ्लड कंट्रोल स्कीम के सहित कराया जाये। इस भूमि पर बेचरबार लोगों को बसा कर उन्हें आर्थिक मदद दी जाये। अनुसूचित जाति, जनजाति के लोगों, शरणार्थियों और बेचरबार लोगों को निशुल्क भूमि दी जाए।

अगर यह कार्य नहीं किया गया, तो श्रमिकों और बेचरबार लोगों में कभी भी भयंकर विस्फोटक स्थिति पैदा हो सकती है। इसलिए शासन से मेरी यह मांग है कि बिच, मुरैना, ग्वालियर, शिवपुरी और दतिया जिलों के बेचरबार भूमिहीन खेतिहर श्रमिकों को शत-प्रतिशत केन्द्रीय सहायता से बसाया जाये। रोजगार के अभाव में कई लोगों की मृत्यु भी हुई है। अतः मैं शासन से मांग करता हूँ कि बंगला देश से आये हुए शरणार्थियों, सिंधी भाषी, अनुसूचित जाति तथा जनजाति के बंधक बेचरबार लोगों को तुरन्त बसाने की कार्यवाही की जाये। बंधक मजदूरों को मुक्ति दिला कर उन्हें आर्थिक सहायता दी जाये।

MR. SPEAKER : You are going very much out of the statement.

श्री कृष्णराव धर्मा : संपूर्ण मध्य प्रदेश में कई लाख लोग कुछ समय पूर्व बंधक मजदूर थे। हाल ही में उनमें से कुछ मुक्त हो गये हैं तथा कुछ को श्रमो मुक्त कराना है। जो लोग मुक्त कराये गये हैं, उन्हें बसाया नहीं गया है और उन्हें न रोजगार और न आर्थिक सहायता उपलब्ध कराई गई है। अतः मैं आपके माध्यम से केन्द्रीय सरकार से मांग करता हूँ कि वह सभी प्रकार के बेरखार बंधक श्रमिकों और भूमिहीन श्रमिकों को बसाने के लिये आर्थिक मदद करे।

(v) Short Supply of diesel and kerosene oil to West Bengal

SHRI SOMNATH CHATTERJEE (Jadavpur) : I wish to draw the attention of the Government to the serious situation that has developed in the eastern region and particularly in West Bengal due to the shortage in the supply of diesel oil and kerosene oil. In view of the curtailment in the quota for West Bengal, there has been substantial reduction of supply of these essential oils to West Bengal and other north-eastern states. For lack of adequate supply of kerosene, the people in rural areas as also in urban areas which are having inadequate supply of electric power, are suffering great distress. As it is well known that due to mishandling of different power stations in West Bengal and delay in the implementation of different power projects by the previous government of West Bengal and the Government of India, regular and adequate supply of kerosene has assumed great importance. Further, due to irregular and inadequate supply of diesel oil, the rural irrigation system has received a serious set-back which has affected supply of water for homo cultivation. Further to meet the powersituation in West Bengal, various industrial units have set up generating sets, but they cannot be run properly due to lack of regular supply of diesel oil. Even government undertakings are not getting due supply of diesel oil to carry on their activities. Calcutta Metropolitan Development Authority require diesel oil to run trucks in connection with the execution of development works in the suburbs of Calcutta, but the same has come almost to a halt because of non-availability of diesel oil. Further unscrupulous traders and dealers are charging higher price taking advantage of the shortage. I urge the government to take

speedy measures to assure supply of adequate quantity of diesel oil and kerosene to West Bengal so that the situation does not aggravate further.

(vi) Reported attack on the residence of leader of the opposition in Karnataka Legislative Council

MR. SPEAKER : Shri S. Nanjasha Gowda.

SHRI K. LAKKAPPA (Tumkur) : I rise on a point of order. Shri Nanjasha has brought in a state subject, wants to castigate the state government under the guise of rule 377. The present government there is duly elected, legally constituted government; he has taken a matter which had been discussed in the Council and in the Assembly; the matter was raised there. It is against the rules of procedure and conventions and therefore such a discussion should not be allowed. It is a state matter; he has stated that '.....has made his personal explanation in the legislative council.' Can a discussion of that matter take place in this House.

(Interruptions)

MR. SPEAKER : It is not a point of order at all.

(Interruptions)

SHRI K. LAKKAPPA : It is a violation of the Constitution, and the rules and conventions.

(Interruptions)

MR. SPEAKER : Order, order. I am on my legs.

(Interruptions)

I would have been extremely happy had law and order question, a State subject, not been discussed in the House. In fact I had called a meeting of the leaders and I discussed, and I tried to exclude it. But it is said that when important matters come in, I must allow even a discussion. That was the advice that I had been given. That is one matter. Secondly, in this case the particular allegation is that the official machinery is used to destroy the opposition leader physically. That is there. It may be right or may be wrong, I do not know anything about it.

(Interruptions)

SHRI K. LAKKAPPA : This was discussed on the floor or the House.

(Interruptions)

He has given personal explanation.

MR. SPEAKER : The Kashmir subject was discussed on the floor of the House.

(Interruptions)

SHRI K. LAKKAPPA: He is demanding the dismissal of the State Government—legally elected Government—under Rule 377.

MR. SPEAKER: He can demand.

(Interruptions)

SHRI K. LAKKAPPA: I want that you kindly go through the entire.....

MR. SPEAKER: I have gone through it. I have deleted some portions.

SHRI K. LAKKAPPA; (Interruptions) Legislative functioning in the State. He has no authority to cast reflection. (Interruptions) How can he choose to do so? I have no objection if you allow under Rule 377 because of a particular incident.

(Interruptions)

MR. SPEAKER: When their own party is concerned, they want to discuss. In the case of the other party, they would not discuss.

(Interruptions)

MR. SPEAKER: On matters discussed, you raise it again here.

SHRI K. LAKKAPPA: There are conventions.....

(Interruptions)

SHRI KANWAR LAL GUPTA (Delhi Sadar): We have given all honour to the leader of the Opposition. Under the law he is given all facilities and you want to physically annihilate him there.

(Interruptions)

SHRI VASANT SATHE (Akola): It is a false allegation.

SHRI KANWAR LAL GUPTA: This is a warning to you.

(Interruptions)**

MR. SPEAKER: Order, Order. Do not record.

I have considered and allowed it. There is no point of order.

SHRI K. LAKKAPPA: You are creating a bad precedent. That is why you kindly review the decision given under Rule 377.

MR. SPEAKER: I cannot review it one sided. I must adopt a uniform course.

SHRI VASANT SATHE: Rule 352 (iii), (iv).

(Interruptions)

I am on a point of order.

(Interruptions)

MR. SPEAKER: Please.

First of all I am to deal with the point of order.

(Interruptions)

SHRI K. LAKKAPPA: Can you choose to discuss the antecedents and the character of the Chief Minister of West Bengal? Can you allow it?

MR. SPEAKER: There is no such thing at all.

SHRI K. LAKKAPPA: You are doing it.

MR. SPEAKER: No, no.

(Interruptions)

MR. SPEAKER: Just now we have talked all things about a Chief Minister.

(Interruptions)

MR. SPEAKER: Mr. Lakhya, I have heard your point of order.

SHRI K. LAKKAPPA: They have no right to raise it.

MR. SPEAKER: I have allowed it. There is nothing wrong.

(Interruptions)

SHRI VASANT SATHE: The point of order is under Rule 352.

Mr. SPEAKER: Which rule is violated?

SHRI VASANT SATHE: Two aspects are there. One.....

(Interruptions)

MR. SPEAKER: I am hearing the point of order.

SHRI KRISHNA CHANDRA HALDER (Durgapur): How did Mr. Lakkappa get the copy?

SHRI KANWAR LAL GUPTA: How did he get the statement?

**Not recorded.

SHRI K. LAKKAPPA : It is a public document.

MR. SPEAKER : This is a matter relating to my office. I would like to know how he got it.

SHRI VASANT SATHE : The member himself gave a copy.

SHRI K. LAKKAPPA : The copy has been handed over by the hon. member *(Interruptions)*.

MR. SPEAKER : Not until it is made. *(Interruptions)*. I will look into the matter. Mr. Sathe, none of the rules is violated. Day after day we are having it. I will be glad if all the leaders come to the conclusion that we do not go into such things.

SHRI VASANT SATHE : Kindly read rule 352 (ii):

"A member while speaking shall not—

(ii) use offensive expressions about the conduct or proceedings of Parliament or any State Legislature"

If there is mention of any matter which was discussed in the State Legislature, the reply given by the Chief Minister there, the allegations made by the opposition leader in the State Legislature ...

MR. SPEAKER : If there is any offensive expression about the conduct or proceedings of Parliament or any State Legislature, I must exclude it.

SHRI VASANT SATHE : See sub-rule (v) :

"(v) reflect upon the conduct of persons in high authority" It is well established that a Chief Minister is a person in high authority.

MR. SPEAKER : There were certain portions which I have excluded.

SHRI VASANT SATHE : If there is any reflection on the Chief Minister, it will violate our rule.

MR. SPEAKER : Official, not personal.

SHRI VASANT SATHE : It does not say 'official'. You cannot draw a distinction like that. There can be no reflection upon the conduct of a person in high authority "unless the discussion is based on a substantive motion drawn in proper terms".

MR. SPEAKER : There is no such observation. Whatever was objectionable I have excluded. There is no point of order.

SHRI VASANT SATHE : Even if there is a single reflection, it will be covered by rule 353 which says:

"No allegation of a defamatory or innuenduous nature shall be made..."

MR. SPEAKER : I have gone through it. There is nothing like that.

SHRI VASANT SATHE : The moment there is any reflection, I will draw your attention to it.

MR. SPEAKER : Even if he says "he is a good man" it is a reflection !

SHRI VASANT SATHE : To say that he is a good man is not a reflection. We call you a good man every day.

MR. SPEAKER : So far as the Chief Minister is concerned, probably you have not read the statement.

SHRI VASANT SATHE : I have not.

MR. SPEAKER : All that he has said is, "Devraj Urs Zmdabad; Subbiah Murdabad". *(Interruption)*. If there anything else, I will see to it Don't touchy unnecessarily. *(Interruptions)* Kindly come to the statement.

SHRI S. NANJESHA GOWDA (Hassan) : On 11th April a 150 strong mob attacked the official residence of Mr. A. K. Subbiah, Leader of the Opposition Legislative Council when only his two children and brother-in-law were in the house. As reported in the newspaper—*Daceon Herald*—dated 12th the incident took place around 10 a.m. A procession shouting anti-Subbiah slogans and pro-Indira Gandhi slogans went to the residence of Mr. Subbiah which is sandwiched between the houses of Municipal Administration Minister and the Prisons Minister. Police van was following the procession. The processionists stopped before the house of Mr. Subbiah and five processionists entered the house of Mr. Subbiah and ransacked the front room despite the pleas of Mr. Deviah, brother-in-law of the Leader of the Opposition who was there. After ransacking the room, the processionists continued to raise pro-Urs and pro-Shivanna (Congress-I MLC) slogans and anti-Subbiah slogans. Mr. Subbiah's wife, who was not present in the house when the house was ransacked, was not allowed inside by the mob when she came in an auto-rickshaw after doing some shopping. She was also surrounded by the mob and she was abused with all filthy languages. With the tact of auto-rickshaw driver, she left that place safely to some of her relative's house. Then the processionists entered the house of the Municipal Administration Minister (Mr.

Srikantiah), who is the neighbour of Mr. Subbiah and raised pro-Urs slogans again. They were given drinking water etc. in the house of the Municipal Administration Minister. At that time, the Minister for Municipal Administration was in his residence and he was a silent spectator and also entertained the processionists. Being a Minister and a responsible man in the Government, he did not come out nor instructed the police to stop the attack on the house of the Opposition leader. The police were silent spectators. After that, the mob had lunch at Jayamahall Palace Hotel and there again they shouted 'Shivanna Zindabad and Subbiah Murdabad'. Mr. Subbiah has made his personal explanation in the Legislative Council also. This is not the only incident. There are thousands of such cases happening all over the State. Opposition Party leaders and workers are being harassed under the guidance of present Ministers in Karnataka Government. Murders have also taken place. Police are not taking immediate action...

SHRI VASANT SATHU : He says that murders have taken place. (*Interruptions*)

MR. SPEAKER : I do not know what is all this. He said: "Murders have taken place. Police are not taking immediate action." Every day we are hearing all this. (*Interruptions*) Please go on (*Interruptions*)

SHRI S. NANJESHA GOWDA : So, Sir, there exists a condition of insecurity of life and property of political workers and leaders of opposition parties in Karnataka on account of threats and organised attacks on them by the goondas and failure of Government of Karnataka to stop it. A mini emergency exists in Karnataka. Karnataka people are not free under their rule, under their culture.

MR. SPEAKER : You please read it.

SHRI S. NAJESHA GOWDA : I appeal to the Home Minister, through you, Sir, to call for a report from the Governor of Karnataka; when such mischievous goonda elements are being encouraged to attack opposition party leaders and workers, how can we say there is free and fair democracy in the country. It is high time that such Ministers must be dismissed from the Government, and if the present Government cannot give sufficient protection to the life and property of all the political party leaders and their workers, I demand such a Government must be dismissed. I appeal once again that a report may be called for from the Governor and I urge the hon. Home Minister to make a statement.

SHRIMATI PARVATHI KRISHNAN (Coimbatore) : I want to make a submission.

MR. SPEAKER : Submission on this ?

SHRIMATI PARVATHI KRISHNAN : Yes.

MR. SPEAKER : No, please. In fact, I want you to come here now.

SHRIMATI PARVATHI KRISHNAN : A Member of Parliament cannot attack the conduct of a Minister of a State Government here. It is one thing to say that the State Government has failed. But you cannot attribute motives like this.

MR. SPEAKER : No motives.

SHRIMATI PARVATHI KRISHNAN : Tomorrow it can be said by a Member of Parliament about the conduct of a State Minister..... (*Interruptions*) Here it is said that murder is taking place with the connivance of the Minister..... (*Interruptions*)

MR. SPEAKER : He said that the Government have not taken any action. I have got the statement here. He says "The opposition party leaders and workers are being harassed under the guidance of present Ministers of Karnataka Government. Murders have also taken place. Police are not taking immediate action." I have read the whole thing and whatever is objectionable I have deleted.

SHRI VIJAYAKUMAR N. PATIL (Dhulia) : Sir, I rise on a point of order. Rule 377 says :

"A member who wishes to bring to the notice of the House any matter which is not a point of order shall give notice to the Secretary in writing, stating briefly the point which he wishes to raise in the House....."

I would like to know what is meant by "briefly" in this rule.

MR. SPEAKER : It is not a point of order. It is a waste of time. A statement of fact can be longer.

DEMANDS FOR GRANTS, 1979-80 MINISTRY OF INDUSTRY—contd.

MR. SPEAKER : We will not take up further discussion and voting on the Demands for Grants under the control of the Ministry of Industry.

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES) : Sir, I am very happy indeed that the debate

[Shri George Fernandes]

on the Demands for Grants of the Industries Ministry has produced a kind of consensus in support of the industrial policy of the Government. When this policy was presented in December 1977, there was general acceptance of this policy, both by the House and by the country.

SHRI DINEN BHATTACHARYA (Serampore) : If implemented.

SHRI GEORGE FERNANDES : When a policy is presented, it is meant for implementation. I hope you have understood that. There was, of course, cynicism expressed in certain quarters, and there was also hostility by those who understood that this policy was going to hurt some of them. There has always been this feeling that industrial policy means policy for big industrialists, and the Minister of Industry means the Minister for industrialists. And these men, when they realise that there was an industrial policy by the new Government which was to bring about a radical change, they were concerned and their spokesmen were very articulate, very vocal in their opposition or in the expression of their cynicism. It is very interesting. Sir, to see some of the newspaper headlines of that time when the industrial policy was presented, and the comments of the spokesmen of big industry in this country. One of the newspapers said: "FICCI not happy with new Industrial Policy." FICCI is FICCI. FICCI was not happy with the new Industrial Policy. Another one said: "The Industrial Policy will not help to achieve the desired objectives nor even correct the imbalance of the past." The third one said: "Industrial Policy not conducive to growth." These were the headlines.

SHRIMATI PARVATHI KRISHNAN (Coimbatore) : You have forgotten the FICCI Chairman's comment.

SHRI GEORGE FERNANDES : And then, of course, there were the paid commentators of Big Business in this country. There was an archdeacon who was to say: "The Industrial Policy statement has completely evaded the general problem of industrial stagnation." Another paper was to editorially comment that this was a risky policy. A third one said: "Hotch-potch policy". A fourth one said "Damp Squib". And finally, a very large chain was to say: "This is old wine in old bottle." It is obviously some one who has been accustomed to a lot of wine. I do not know how exactly they would now want to react a little over a year after this policy has been in implementation.

Early last year, Sir, we started planning for industrial growth for the year and we fixed a target. We said, 7 to 8 per cent shall be the industrial growth for

the current year. Again, we ran into the same kind of cynicism—interesting comments in keeping with the earlier comments that had been expressed. Again, the archdeacon wrote: "Mr. Fernandes is whistling in the dark" the man who was supposed to show us the light. He thought that I was whistling in the dark. And after a while when things really proved that he was in the dark, he started going back on his earlier position and said: "Things seem to be looking up." But, for the last 4-5 months he has been very quiet and I think it is good for him to stay quiet for a while. Another journal was to say that there is actually a decline in industrial output in the year 1978. Month-wise statistics started coming out that we are increasing industrial output and that a rate of growth is being maintained. (Interruptions) Yes, it is very important, my dear friend, because ultimately public opinion does matter. The Government needs the support of the people. And if those who are controlling the media go on distorting the picture and creating phantoms where they do not exist, it creates problems, and it is necessary to deal with it—I am sure my hon. friend will understand that—because even when official figures started coming out every month, some people started quoting private figures. I do not know since when private figures are to be quoted for deciding the rate of industrial growth. When this attempt is made to run down the work of the Janata Government, to run down the efforts of those who were concerned with production—Government, of course, formulates the policy—but it is the workers, the managers, the people who work out there who implement it—when the establishment, which is controlled by big business, goes on to say that there is no increase, that things are going downwards, obviously, they are trying to run down those people who are really producing wealth in the factories and mines and elsewhere, and that is why it is important to put this on record.

My very old and hon. friend, Shri Venkataraman was very articulate in quoting figures and pooh-poohing the rate of growth that has been achieved. Of course, he was being very clever. He started comparing 1976-77 and 1977-78, while we are discussing 1978-79—always behind time ! He came out with some logic, very interesting logic indeed, and said :

"Now, the Industry Minister, in reply to this point said last year that the average growth over the last 30 years has been 4 per cent. I think, it is an illogical answer because, when certain assets are handed over to a new management and, if the same assets achieved a 10 per cent growth in the previous year and under

the new management, it achieved only 6 per cent growth, the relative efficiency of management is obvious."

In other words, we were very inefficient after his party handed over the assets to us in the last week of March, 1977. Mrs. Parvathi Krishnan, in keeping with her style, said we should not speak of 30 years, and she quoted, I think, John Morley that the proper memory for a politician is one that knows what to remember and what to forget.' I will come to Mrs. Parvathi Krishnan later, but it is necessary for me to make this point, because if we inherited in 1976-77 a certain situation and we were trying to build on that an edifice, we were bound to run into certain problems. So, the growth rate in 1977-78 was only 3.9 per cent. And if Mr. Venkataraman thereby concludes that we are very inefficient in managing, I say firstly there was no inefficiency. We inherited a certain situation and were trying to set right all that was wrong. Secondly, applying his own logic, I would like to ask him: what was the efficiency with which your government managed the economy or the efficiency with which your government managed industry ?

If one looks at the industrial growth of the country, it has varied from 2.2 to 9.5 per cent. I will not go into the growth figures for the last two or three decades, but let us take the position from 1970. In 1970-71, the industrial growth rate was 4 per cent; in 1971-72 it was 5.5. So, obviously there was a lot of efficiency. In 1972-73 it came down to 4 per cent and according to the logic of Mr. Venkataraman, they became very inefficient. In 1973-74 it dropped to 2.2. Obviously, there was nothing left in terms of efficiency. In 1974-75, it was 2.6% not much improvement. It is only in 1975-76 and 1976-77, with the Emergency—that Emergency which some of my hon. friends on the Opposition are now trying to decry, to which they were a party at one time—that you succeeded in maintaining an industrial growth rate of 6% in 1975-76 and 9.5% in 1977-78. There were no strikes, no workers' rights, no trade union rights, no demonstrations, no processions not even to the houses of the Leaders of the Opposition, nothing at all. Today everybody talks of the industrial unrest in the country, the kind of industrial climate that has been created. In fact, even my friend, Comrade Halder was to refer to the sudden deterioration in industrial relations. Of course, he was referring only to one plant, which has become a kind of whipping boy for everybody now. Nevertheless everybody speaks of industrial unrest and we do have industrial unrest

but with all that we have achieved a growth rate of 8% in industrial production. People want me to quote the figures of 1975-77 and believe that this was a great achievement and the 3.5% or almost 4% growth rate of 1977-78 was something that is to be decried. I am mentioning this because there is an effort made to suggest that there is no achievement...

PROF. P. G. MAVALANKAR (Gaudhinagar) : Have you verified whether the figures which were given during Emergency were all genuine figures ?

SHRI GEORGE FERNANDES : They were genuine figures because 1% growth came from alcohol, another per cent came from private cars and another one per cent of the growth came from tobacco. They were genuine figures. They were also genuine to the effect that a large number of inventories were built up—steel was produced but not sold, coal was mined but stayed at the pit heads, a large number of inventories were built up. With Emergency and all that it implied, the growth rate was 9.5%. As against that, let us have a look at the growth rate of last year.

After all that criticism again my friend Mr Venkataraman, with his very strange logic, goes on to a very strange arithmetic an arithmetic that is not understood by me in any case—because he says: "This Ministry has claimed a growth of 8% over the year—of course, grudgingly—but if you scrutinise the figure a little more closely, you will find that a greater part of 8% growth is attributable to 13% growth in power generation". I would like to be educated in Arithmetic. What is the greater part of 8% ? I presume 4.1% at least. Is that what is supposed to be conveyed ? Then, Mr. Venkataraman had not done his homework because in 1978-79, an 8% growth rate was achieved and power generation *did* go up by 13%. We are very happy that it went up by 13%, not only would we like to retain it, but we would like to improve upon it. It is necessary to improve it.

SHRI R. VENKATARAMAN (Madras South) : That was a sentence quoted from an Economic Survey presented by your Government.

SHRI GEORGE FERNANDES: What is the total contribution from power generation to the total increase of 8%—1.2. Otherwise the growth in industrial output, which really had a substantial growth in the last year, was for the first time in my view a very balanced growth—balanced in the sense that it encompassed all major sectors of our industry *minus* steel,

[Shri, George Fernandes]

where we had set-backs, coal where the increase was very marginal and cement, where also the increase was marginal. Otherwise, all the major sectors of industry showed a remarkable growth. Power generation went up by about 13%, phosphatic fertiliser went up by 24.8%, commercial vehicles went up by a record 38.1%, sugar—26.9%, aluminium—19.9%, tractors—again a record, 30.8%. As regards bicycles—someone referred to bicycles not being produced adequately saying that the Janata Government failed even to produce bicycles—it is 12.7 per cent; dry batteries—a record of 28.3 per cent; cotton cloth in the mill sector went up by 2.6 per cent and in the handloom and decentralised sector, it went up by an all-time record of 11.1 per cent; production of tyres went up by 12.9 per cent; vanaspathi by 18.7 per cent.

All the major sectors of the economy showed a tremendous growth rate all of which escaped the eye of Mr. Venkataraman. All that he could see was the growth in power generation, quoting a sentence from the Economic Review that a major part of 8 per cent, in other words 4.7 per cent at least, came from the power generation.

There is an attempt that has been made by interested people to run down the achievement in the industrial sector during the last year. Even in those sectors where for a variety of reasons there were difficulties—take, for example, cement, shortage of power, transportation bottlenecks, etc. created problems and where the growth rate was marginal, the availability went up by 19 per cent because we imported cement and we saw to it that cement was not available. Again, take for example steel. There was a slight decline in production for a variety of reasons but the availability of steel went up by 10 per cent because we imported steel and we saw to it that industry did not suffer.

I am indeed happy, therefore, that despite all that our critics, particularly the critics and the spokesmen of big business and their media trying to decry, trying to run down the achievements in the industrial sector, we have achieved a growth rate of about 8 per cent which I consider is something that the Government need be proud of, and for which I would certainly like to thank the workers and the managers in the factories and elsewhere for the contribution that they have made in spite of all the problems that they faced.

I had said last year, while submitting the Industrial Policy and, later, while

speaking during the Demands, that the new thrust of our Industrial Policy will take us from the urban to the rural, from the large to the small, from the capital-intensive to the labour-intensive, from the machine to the hand. We have discussed the District Industries Centres and almost every member referred to this programme during the debate. It is true that the statistics that have been given in the papers that have been circulated before the Budget do speak of 246 DICs having been set up. When I presented the Industrial Policy, the Industrial Policy said that the 400 districts in the country would be covered by DICs over a period of four years. In other words, an average of 100 DICs per year were contemplated. Earlier, while we were having a debate on it, it was suggested that we should take at least five years to have all the DICs set-up. I am indeed happy to say that against an average of 100 DICs that were contemplated, that were planned, in less than a year—because the DICs were sanctioned from the 1st of May—against a target of 100 being set up in the first year, we have set up not 246 but 346 DICs. There are hardly 50 or 60 districts that are to be covered and it will be a matter of months now before every district in the country will be covered by a DIC. Now, how does the performance of the DICs look? There may be a number of questions. Members were, a little concerned and very genuinely. Some gave their own experiences, and the instance of Kerala was particularly cited here. Some Members shared their experience in terms of the kind of contacts they have had with the DIC Managers. I am not saying that all is well. In fact, only two months ago I had to write to the Chief Ministers and the Industries Ministers and say that a little more effort needs to be put into the DIC operation, and I was to mention that the DICs are not meant as promotion pastures for officials or bureaucrats or technocrats who have been stagnating at a certain level in Government or in other Departments. The DICs have a major purpose. They are to be decentralised administrative units and, at the same time, they are to be units which are meant to promote industries in rural areas, utilising local raw materials, harnessing local talent, creating talent where it does not exist, and catering to the local market. They have a tremendous job to do.

We started with the DICs in May last year and it took us a little time—it took us four months—to identify the people. In the first lot we sanctioned about 100 DICs which meant 100 General Managers and 700 Functional Managers. It took us a little time to get the right type of people after interviews etc. Then, training was provided. We have 13 training

units in the country and in these 13 training units spread over as many States, specialised training was given to the General Managers and the Functional Managers. By the time these men became functional, going to the districts and taking charge of the DICs, it took about four months. So the action reports that we have in regard to the performance of the DICs is, say, from August last year and while I admit that there are problems, we are doing everything to set right whatever is identified to be wrong. One kind of problem is the Kerala problem, where employees of the Government went to the High Court and filed a writ saying that not 'they' but 'we' shall be appointed—that these posts shall be reserved for employees of a certain Department and there shall be no outside recruitment. We had these problems not only in Kerala but elsewhere also. We are dealing with these problems. Despite all these problems, out of the 346 DICs that have been set up 164 DICs have submitted their detailed reports and they have been preparing their plans of action. Fifty two thousand entrepreneurs have been identified by these reporting DICs, the 164 DICs that have reported have identified 52,000 entrepreneurs, they have prepared 13400 project profiles they have been instrumental in establishing 37660 units, they have created employment for 1,16,465 persons they have made Rs 472 crores of financial assistance available to the small entrepreneurs in the districts and the rural areas, they have provided Rs 146 crores seed money or margin money to 1686 units. This is the work they have already done in the brief period they have been in existence and for which they have been able to submit their reports. For 1979-80 their action plans—because they are at work—which only 164 DICs have submitted to us visualise the establishment of 90,814 units. I hope the Hon. Members will remember this and particularly I hope comrade Dmen Bhattacharya will remember it, so that he can put us to the test thereof one year from today. On the basis of the action plans the DICs have already prepared, there is an anticipated investment of Rs 181 crores planned by these 164 reporting DICs, and the estimate that they will be able to provide employment to almost four lakhs of people.

AN HON. MEMBER: How much is it now?

SHRI GEORGE FERNANDES: You were not here when I started speaking. We can have a private discussion and then I can explain to you.

So this, Sir, is the action plan of 164 of the 346 DICs that they have started reporting and their reports are coming in constantly and regularly. This is, I

believe, evidence of the fact that the DICs are fulfilling the role which we had assigned to them.

SHRI SOMNATH CHATTERJEE (Jadavpur): Can you give us a state-wise break up?

SHRI GEORGE FERNANDES: We will certainly submit state-wise figures because we are producing statistics every month and I will be most happy to give them to you.

SHRI SOMNATH CHATTERJEE: Only for very big districts, if there are more than one. If there is only one, it may not be possible.

SHRI GEORGE FERNANDES: Certainly. And I would like to assure Somnath Babu that among the better operated DICs are the units in West Bengal, and when the 24 Parganas DIC—which was the first to do so—produced its action plan, I was to hold it up as a model for other DICs to follow. Since, then, others have produced equally good, perhaps even better action plans. But the point is that the idea has been understood, the idea has been grasped and the idea is currently being implemented, in my view, to the satisfaction of those who are charged with the implementation of this idea.

Then, the other Sector is the decentralised sector. It is our belief that the creation of new jobs is not going to be through capital intensive large sized industries whether domestic or multi national, whether in the private sector or public sector. The immediate creation of jobs is going to be through the decentralised sector, and I am sure that everyone, irrespective of one's ideological predilections—if you want to put it that way—has accepted this proposition. There are, of course, people who are very scientifically minded who believe that this is certainly not the policy, who believe that this is very unscientific, but it works. Scientific or unscientific, it works, and in terms of creation of jobs, in terms of production, it has worked in each of the sectors.

14 hrs.

Let us take the Khadi and Village Industries Commission. I remember my days in the Opposition, and I remember them in the context of the Khadi & Village Industries Commission because in those days the Khadi and Village Industries Commission was a sinecure for retired politicians or for patronage. Now a days it is not. Today the Khadi and Village Industries Commission is one of the most important instruments for the furtherance or implementation of one industrial policy.

[Shri George Fernandes]

Here are figures, here is evidence that when you give responsibility to the KVIC, when you tell them they have a job to do, that they are not sinecures, they can live up to your expectations. In the last two years we have had no discussion in this House on this. People made to raise questions on how monies are swallowed in the KVIC, how institutions are going bankrupt, how societies are being liquidated. We have not had these questions which we used to have because today the KVIC is doing a good job.

SHRIMATI V JEYALAKSHMI : (Sivakasi) · How many bogus units are functioning in the KVIC ?

SHRI GEORGE FERNANDES : The ones you had set up which we are now trying to liquidate.

In 1976-77 khadi production was Rs 56 crores. Twenty years after the KVIC came into existence, in 1976-77, khadi production was of the order of Rs 56 crores but in 1978-79, that is, in two years, it has gone up to Rs 76 crores, an increase of Rs 20 crores. Employment in the khadi and village industries sector was, in 1976-77, 20.25 lakhs and it has gone up to 26.64 lakhs, an increase of Rs 4.6 lakhs over a period of 24 months. The total output of khadi and village industries has gone up from Rs 227 crores in 1976-77 to Rs 289 crores in 1978-79. I believe that this is a very creditable performance by the decentralised sector. Earlier the institutions were not attuned for this kind of work. These are the statistics which the public Accounts Committee can verify.

SHRI DAJIBA DESAI (Kolhapur) Can you give the khadi production in metres ?

SHRI GEORGE FERNANDES : I can give the production in metres also to prove that it has gone up. Employment has gone up and when employment has gone up, invariably the output has also gone up. I am sure, my friend, Mr. Dajiba Desai is able to understand this. Six lakhs of people have got additional employment in the khadi and village industries sector. They have been producing, they have not been wasting their time.

Yesterday, and earlier, we have had discussions about matches. I think it was my friend, Mrs. Jeyalakshmi, who was particularly concerned about WIMCO and the Sivakasi match manufacturers who have been creating a lot of trouble.

SHRIMATI V JEYALAKSHMI : Not only Sivakasi but other areas also.

SHRI GEORGE FERNANDES : Sivakasi and the rest. Our effort has been, as

I have repeatedly said inside the House and outside also, to see that the match industry goes into the real, decentralised village industries sector. How have we performed in the last two years? I think, it was Mrs. Parvathi Krishnan who had this to say. 'The Minister speaks and speaks and speaks'. Of course, one has to speak. How else is one going to educate?

SHRI KRISHNA CHANDRA HALDER (Durgapur) · Please do not throw the WIMCO workers in the streets.

SHRI GEORGE FERNANDES · I will not. I am concerned about them. You know that.

It is necessary to speak. I am sure, Comrade Parvathi Krishnan will understand this. After all, she is also a trade unionist, as I have been, and I may say that if the total output of words is to be compared between two of us, if not for any other reason at least because she has been in this game for a longer time than I have hers should be a little more than mine. (Interruptions) If her only grouse is that I am a Minister and she is not, that I cannot help.

MR SPEAKER We are not discussing that.

SHRI GEORGE FERNANDES : The point is about the total output of words. She mentioned 'that the Ministers keeps on speaking'. The Minister has to speak. The point has to be drive home. I am fighting against vested interests in this country, we are fighting against very powerful vested interests. I am sure, Comrade Parvathi Krishnan, in spite of all her differences with me, would appreciate that the fight is against very powerful vested interests. When we talk about matches.

AN HON MEMBER : What about West Germans ?

SHRI GEORGE FERNANDES : I will come to the West Germans. I have got the West German figures also and I shall give them to you—West German, American, British and French—all over the world. Do not get obsessed by any country. (Interruptions).

In 1978-79, when this Government decided that matches were one of those areas which should, invariably, be in the cottage and decentralised sector, we made a budget provision of Rs 6.88 crores. We were able to produce matches worth about Rs 11.5 crores, and we were able to create employment for 27,000 people. Nothing much really. But in 1979-80, in the current year, the provision made is Rs 14.6 crores. Our production will double at Rs 21.64 crores and the employment will

double to 54,000 peoples, half a lakh. Our projections for the next three years, as we move the match industry from the organized, multinational sector to cottage industry, to the decentralised sector, is to have an investment of Rs. 14.45 crores in 1982-83. This will take us to a production cost of Rs. 76.9 crores and provide employment to almost two lakhs of people. I am concerned with the jobs of the 8,000 also. Comrade Halder, but while we are doing everything possible to see that those jobs are protected, we are also, by moving away from the organised sector, from the multinationals creating two lakhs of additional jobs.

SHRI SOMNATH GHATTERJEE : You can peg the production level of the mechanized sector..... (Interruptions).

SHRI GEORGE FERNANDES : That was pegged by the Congress Government. I do not want to merely peg it.

SHRI SOMNATH GHATTERJEE : Let it not be near Sivakasi... (Interruptions)

SHRI GEORGE FERNANDES : They want to keep the multinationals in the country. Sir, I seek your protection..

MR. SPEAKER : I do not think you need anybody's protection.

SHRI A.G. GEORGE (Mukandapuram) : The Minister is giving an erroneous impression to the House..... (Interruptions)

SHRI GEORGE FERNANDES : Wimco is very much a multi-national. If my friend has forgotten what Wimco is, I can only say that I am indeed sorry. Wimco has Swedish capital to the tune of 40 per cent and Wimco takes out of the country every year several hundred thousands of rupees.....

AN HON. MEMBER : 39 per cent.

SHRI GEORGE FERNANDES : All right 39 per cent. 39 per cent equity by a foreign company in India ceases to make it a multi-national ! I am glad we are getting a new definition of multi-national. (Interruptions)

MR. SPEAKER : Do not record. I am not allowing. Once in a way I can understand, but it cannot be a running commentary like this. Do not record. (Interruptions)**

SHRI GEORGE FERNANDES : You can see the kind of thrust that we have brought in the khadi and village industries. Against a total outlay of Rs. 83.98 crore for the entire last Five-year Plan. in the khadi sector, the Janata Government in the very first two years of its term, has already put in Rs. 102 crores.....

SHRI SOMNATH GHATTERJEE : Where are they located?

SHRI GEORGE FERNANDES : All over the country.

So far as village industries are concerned, as against a total outlay of Rs. 34.28 crores during the five years which the predecessor Government provided, in the first two years of our term we have already put in Rs. 49.52 crores in the village industries sector. This, Sir, is proof that we are moving from the large to the small, from the machine to the hand and further.... (Interruptions)

MR. SPEAKER : This is an important debate. Don't interrupt him in the middle. If you are dissatisfied, you have other remedies.

SHRI GEORGE FERNANDES : There were points made about the textile policy I will come to the basic textile policy. Now the thrust is from the urban to the rural and from the machine to the hand. One of the areas where we decided that firstly money should go, secondly, power, chasing power should be created and thirdly employment should be generated was the handloom sector. Here again I am indeed happy at the results that are available before us.... (Interruptions) Yes West Bengal is again doing very well. It is doing very well indeed. In every area you are doing very well including the multi-nationals.... (Interruptions)**

MR. SPEAKER : Don't record anything.

SHRI GEORGE FERNANDES : As against a Central Budget provision for handloom development of only Rs. 10 crores in 1976-77 in the very first year of our governments we doubled it to Rs. 20 crores. Last year it was Rs. 27.5 crores and this year we have estimated a grant of Rs. 28.3 crores.]

SHRI R. VENKATARAMAN : The Plan has been doubled, therefore, the amount will be doubled. But you must say what percentage of the total plan does it form. Then only it will be comparable.

SHRI GEORGE FERNANDES : I am sure the hon Minister will understand that the Plan was doubled, and if the Plan was doubled and if in the very first year of our being in the government we increased the handloom allocation from Rs 10 crores to Rs 20 crores and in the second year we took it to Rs 27.50 crores this Sir, shows clearly that there has been a tremendous increase which I am sure my hon. friend with his penchant for arithmetic will be able to understand

The NCDC loan assistance to the handloom sector against Rs 2.67 crores in June 1978 it has already gone upto Rs 6 crores in March, 1979. The co-operative coverage of looms has increased from 6.7 lakhs looms in 1976-77 to 14 lakhs in the course of last year—more than double. The credit sanctioned under the RBI scheme of finance for handlooms has gone up from Rs 20 crores in 1975-76 to Rs. 60 crores in 1978-79. Production of cotton fabrics and blended fabrics in the handloom sector has gone up from 2.46 million metres to 2.72 million metres within two years of 1976-78. The Janata cloth production in 1976 was negligible. There was hardly anything in 1977-78 we produced 82 million metres, and in 1979-80 we have targetted for 200 million metres against a performance of 125 million metres last year.

Employment in the handloom sector has also gone up. In 1976 the employment was 57 lakhs. In 1978 employment has increased to 67 lakhs—an increase of 10 lakhs in employment in two years time in the handloom sector. It is not merely employment. It is also wages. The wages of the handloom weavers have gone up because they have started moving into the area of blended fabrics in a very big way. The wages of handloom weavers.... I have made a selective study of five States — are in Karnataka against the 1976 level of Rs. 4 to 5 per day today it is Rs. 7 to 8 per day. In Orissa it has gone up from Rs 130 to Rs. 180 per month. Tamil Nadu—from Rs. 200 it has gone up to Rs 250. In Bihar from Rs. 4 it has gone up to Rs 7. In Gujarat from Rs. 4 to 6 it has gone upto Rs 8-12 a day. While we have been increasing production, in the field of marketing which has been the bane and which has been the main problem for the handloom sector it is in this area also where we have achieved significant results in the last two years. Here again, the States have been doing extra-ordinarily good work. For instance, take West Bengal, I am sure it will gladden Somnath Babu's heart to know that against a sales turnover of Rs. 196 lakhs in 1976-77 in the very first year, the sales turn-over went upto Rs. 439 lakhs and they have

targeted a sales turn-over of Rs 6 crores for the current year through their Apex Handloom Weaver's Cooperative Societies.

Similarly, take Maharashtra. As against a sales turnover of the State Handloom Development Corporation of Rs 28 lakhs in 1976-77, we went up to 2.50 crores in 1977-78. And, in the current year, it is Rs 2.15 crores. In U.P. as against a turnover of Rs 1 crore in 1976-77, the Handloom Development Corporation had a turnover of Rs 7.28 crores in the very first year of this Government. It was Rs 10 crores last year. We are marching forward very vigorously in the course of the current year.

Coming to Orissa, a very backward State otherwise. As against a turnover of Rs 1.50 crores in 1976-77, they have had sales of Rs 3.45 crores in 1978-79 and Rs 5 crores in the current year. This is an achievement.

I can give more figures but, this would not perhaps be necessary. The point is that handlooms is another one of the decentralised sectors where they have been doing extraordinarily well.

A more significant and even more dramatic aspect has been the development in the handicrafts sector. This has been one of the most neglected aspects of our economy. This is where both the State Governments and the Centre are interacting closely and so far they have been able to take some very significant strides forward. In 1976-77, the last year of the dynamic decade, the total plan investment in handicrafts was Rs 2.8 crores (*Interruptions*) during the Congress Ministry's time. From Rs. 2.8 crores in 1976-77 it went up to Rs. 12.4 crores last year. This is what we did—six times greater. I am sure Mr Venkataraman will be able to understand the arithmetic of this (*Interruptions*) in one year this is the position. Whereas there was no training programme for craftsmen in the last year of the dynamic decade (*Interruptions*) if there was, then there were no people trained and, in which case, it was not implemented. (*Interruptions*).

In 1977-78 we trained 11,000 craftsmen, particularly, to produce carpets. We conducted a massive training programme. We set up 6090 and odd training centres and conducted a massive training programme in very many parts of the country in the Eastern Districts of U.P., in Jammu and Kashmir, in Madhya Pradesh, in Rajasthan, in Maharashtra and in Karnataka. We had carpet training centres set up and were able to train 11,000 people. In 1978-79, we trained 47,000 people to weave

carpets and in other key areas of handicrafts. In 1979-80 our target is to train 70,000 persons. We have created additional employment in 1978-79 in the handicrafts sector, additional employment for 3 lakhs of people. In the current year we are creating employment to 4.25 lakhs of people. Sir, the production of handicrafts has increased from Rs 500 crores in 1976-77 to Rs 800 crores in 1978-79. These are the achievements which have been possible because of the kind of training programme that we conducted and the service centres that we opened and the kind of integrated development that we had.

Similarly, with regard to coir with which Mr Ravi is particularly concerned. (Interruptions)

SHRI A C GEORGE: Sir, he has taken us for a ride. There are well organised programmes. You ask the Commerce Minister, Sir.

MR SPEAKER: I am not questioning anybody.

SHRI GEORGE FERNANDES: As far as coir is concerned, our effort is to see that the problems are resolved. Mr. Ravi particularly spoke about this yesterday and Mr Ravi is also aware of the fact that these are problems which have not been created by us from here but they are problems which had been created from outside. We are trying to resolve these problems. Despite the problems, I am sure it will gladden Mr Ravi to know that production has gone up from 1,55,000 tonnes in 1975-76 to 1,65,000 tonnes in 1977-78. Our exports have also gone up from 37,000 tonnes in 1975-76 to 42,000 tonnes in 1977-78. Indeed there are problems, and we are dealing with those problems.

For the coir industry, there was to be a meeting which was convened for the 12th. That had been postponed but we are meeting soon. We shall forward with a package which will take care of the coir industry, not only in Kerala but also other parts of the country.

Therefore, Sir, these are the decentralised areas where there is job generation, where we are providing the people with all kinds of assistance for marketing and for management and we are making funds available to them. We are reorienting the entire banking system in order to see that the money goes to the people who really need it. Sir, I believe, we have, during the last two years, succeeded in all these decentralised sectors through which we are going to create jobs which is the most important thing which the Ministry of Industry and Government have to do. I believe, we have done well.

Sir, Mr Venkatarama and a few others said that because of the utterances of the Industry Minister and because of the confusing statements coming from various Ministers of the government, the investment climate has not been very good. Now, what is this investment climate? It is a kind of jargon developed over a period of time and it is either Mr Billa or some spokesman of Mr Lata who talk about it. Firstly I would like the hon ble Members to understand that the total investment in the economy which the large corporate private sector in the country is concerned with is only between 10 to 12 per cent. Yet they go on raising these danger signals. (Interruptions)

The first thing when one speaks about the investment climate is to remember that the large corporate private sector's total investment is 10 to 12 per cent in this country. The bulk of the investment, namely 50 per cent of the investment comes from the household or the non-corporate sector—individuals, small people, cottage units, moccas, cobblers etc. 50 per cent of the investment in this country is in this small scale sector. But their investment climate nobody discusses. They have got jobs through the KVIG or in the handloom sector, but nobody talks about it because those poor people do not control newspapers or the economic journals. It is the spokesmen of these financial papers which say that the investment climate is bleak or FICCI says that the investment climate is bleak. They must remember that they are concerned with only 10 per cent of the total investment. Forty per cent of the investment is in the public sector in this country. Let there be no fooling about with figures. I see no danger signals being raised—as Mr Venkatarama was trying to do it the day before yesterday that I am trying to create confusion. Have I? Has investment gone down during the last two years? Why don't you open the financial columns of any newspaper and look at the figures in respect of the Stock Exchange, the temple where big business worships morning, noon and night. The Stock Exchange which is the barometer of their success as well as their failure. The position of stock exchange was never good as it is today. This only means that the policies on Industry which my government is pursuing are the right policies and they are stimulating growth. But the Industry has a tendency to raise danger signals merely to ask for more concessions. I have yet to see an industrialist who says that we never had it so good or who even says that we are doing well, I have yet to see an industrialist who does not ask for more concessions in excise and taxes. As a trade unionist I have not seen him and as a Minister also I have not seen him.

[Shri George Fernandes]

Sir, here we have some spokesmen and the newspapers also sometimes talk about the investment climate getting bleaker and bleaker. What are the facts? The year before when I was appointed Minister of Industry the stock exchange zoomed down but a fortnight later it started picking up. The moment I cleared the Tata Thermal Power Station they thought that things are all right, but the moment I talk of a certain unit of Tatas to be taken over then I am a dishonourable man. Sir, last year I cleared Rs 200 crores worth of licences of the Birlas, then I am an honourable man but if I say that in Gwalior Rayons in Nagda, Birlas have a capacity of 38,000 tonnes which is unlicensed then I am a dishonourable man. If I say that a Birla factory exists in Kerala which is unauthorised and where governments has been treated with contempt over a period of twelve years and in which the government colluded from the then Prime Minister downwards, then, it is said, Mr Fernandes must be having motives. This is how things have been said. Let us not, therefore, fool ourselves.

Ultimately how does one assess the investment climate. It is from the moneys that are spent. In the very first year of my taking over cement consumption went up by 7 per cent. In the second year it went up by another 10 per cent. This has been a compound rate of growth of demand.

Sir, in the very first year of the Janata government taking over, steel consumption went up by 14 per cent and in the second year it went up by 10 per cent. This is again a compound rate of growth. If you want to see how the capital market has operated capital raised in the market in the financial year 1974-75 was Rs 61 crores, in 1975-76 it was Rs 93 crores, in 1976-77 it was Rs 82 crores and in 1977-78 it was an all time record of 135 crores of rupees. Who says that the investment climate is bad? In 1978-79—Asil to Deenab—private capital raised in the market is Rs 92 crores and when the statistics of the remaining three months come in it will be another record year.

Sir, the number of industrial licences applications that we received in 1976—the last year of the dynamic decade was 903 whereas in 1978-79 it is 1,992. The disbursements made by the financial institutions in 1976-77 were to the tune of Rs 590 crores whereas in 1977-78 the figure is Rs 694 crores. This is an increase of 16.2 per cent. The import licences given by CCIE for capital goods in 1976-77 were for Rs 510 crores, in 1977-78 it came to Rs 521 crores and upto February, 1979 the figure is Rs 495 crores. The capital good imports that were approved in 1976 were worth Rs 158 crores, in 1977 it was Rs. 473 crores and in 1978 it is Rs 195 crores.

Import of capital goods is an indication of the investment taking place as well as the health of the market. The actual imports of capital goods in 1974-75 was of the order of Rs 723 crores whereas in 1977-78 it increased to Rs 1,158 crores. And yet everybody speaks of sluggishness in the market. (Interruptions)

Sir, industry is making an effort to suggest that the policies that we are pursuing are not conducive to growth. The statistics and figures are all there, but again they twist them and say that production has actually not gone up even while it has gone up by about 8 per cent during the last year.

MR SPEAKER: How much more time will you take? The House is to take up the Demands for Grants of the Ministry of Commerce.

SHRI GEORGE FERNANDES: Sir, I will be concluding shortly. I will now deal with some of the more important points raised by the honourable members.

Now, Sir, Mr Venkataraman in the course of his speech referred to 'appropriate technology'. He made a number of points. I have already dealt with some of them but about appropriate technology. I was really hurt. I must express my tremendous disappointment at the way he dealt with the question of 'appropriate technology'. While dealing with this subject he was to say that 'appropriate technology' was a form of neo-imperialism. He said "In fact, it is neo-imperialism and on this they are spending a lot of money". He further went on to quote from an article in the 'Hindu' about something or the other. Then, he said "I know the gusto with which the new theory of 'appropriate technology' is being spread. In fact one of the things which they do is that they brainwash some of our civil servants, they brainwash our technologists and see to it that the developing countries are kept at a backward level". Sir, "appropriate technology" is not the invention of neo-imperialism. Mahatma Gandhi was called the running dog of imperialism. That is what I was reminded of when Mr Venkataraman made that point. I am not saying that this is what he was trying to convey. But I was reminded of that piece of Slander. That was the chord that was suddenly struck in me for the reason that the appropriate technology is what Gandhiji taught. The 'Charkha' is the most appropriate technology. The bullock cart is the most appropriate technology. There are as large number of bullock-carts than railway and roadways in the country. There is more power generated by the bullocks than by all your power stations in the country. Which is the appropriate technology?

And for Mr. Venkataraman to make a sweeping statement like this. I cannot understand. I can understand if he says that we should have discussion on appropriate technology. I am prepared to deal with this point, but Mr. Venkataraman made such a sweeping statement which was least expected of him. I want to mention this because I was terribly upset and I was terribly hurt when he made this statement.

Now, Sir, hon. members have raised a lot of points. I would like quickly to run through the various questions raised by them.

I have already dealt with the points made by Mr. Kulandaivelu.

Mrs. Parvathi Devi referred to Ladakh's development problems. I have already dealt with that yesterday during the course of Question Hour, and I would like to assure the hon. Member that when we take up in the course of this year, the industrial development of our more backward regions, Ladakh will certainly be on the agenda of the Ministry.

Mr. Kacharulal Hemraj Jain referred to Ferro Manganese plants and also talked of the kind of working conditions in which workers work there. My views on take over are very well-known. If it were a simple issue, it would indeed have been a different matter. But it is not that simple a matter to take over. I am sure the hon. Member will understand. What are the sectors? What are the key-sectors? What are the priorities? The questions need consideration before we think of nationalisation. I am sure the hon. Member will understand that what is now necessary to do is to see that the exploitation of labour by the owners of the ferro manganese plants is stopped. He also referred to a paper mill in Balaghat. We are presently discussing the paper industry, the kind of people for the industry that we should have in the next five years and I hope Balaghat is one of the projects which we shall deal with.

Mrs. Jayalakshmi referred to WIMCO. I have touched upon that point already. She wanted a categorical answer whether I have already ordered an investigation into the Sivakasi situation. As soon as I read the report in the 'Business Standards' a few days ago, and it also referred to the Industrial Development and Regulations Act, I did ask for an investigation into the whole structure of the Sivakasi industry. The moment I get any report on the Sivakasi situation, I shall certainly act on that.

Sir, she also referred to soft loans for handlooms. I have already explained the kind of thrust that we have given to handlooms and I would like to assure the hon. Member that money is not the constraint. We shall ensure that money is not the constraint where the decentralised sector is concerned, whether it is handlooms, handicrafts, or whether it is anything that is rural or cottage, money shall not be a consideration. All monies will be made available and all their problems will be resolved.

Mr. Bega Ram Chauhan spoke about the 'kapas' prices. I would like to inform him and other hon. Members who raised the cotton price question that, for the first time, this year we have targeted to procure 15 lakh bales of cotton. For the first time this year, the Cotton Corporation of India is building a buffer stock of cotton. We have also allowed the export of some cotton. With all the measures we have taken I am happy to say that the prices of cotton have stabilised. There is a discussion currently going on, in the context of the Maharashtra monopoly cotton procurement scheme, as to what kind of future procurement policy we should adopt. I would like to assure the House that my Ministry, which is concerned with the cotton grower more than it is concerned with the mill-owner, because the cotton growers are larger in number and are the weaker ones and they need protection, will on the basis of the experience that we have gained during the course of this current year see that the problems of the cotton growers are tackled. We are on this job.

Shri Sunna Sahib was to raise the question of backwardness and a number of other hon. Members from other States also suggested that their districts must be declared as backward. Hon. Members from Karnataka, Kerala, Madhya Pradesh, Rajasthan, etc. were all clamouring for various districts to be declared backward. The hon. Member from Karnataka referred to the Karnataka Government having sent certain proposals to me to declare forty-one areas as backward. This matter also came up in the meeting of the Members of Parliament from Karnataka that I had where the Industry Minister of Karnataka was also present. I pointed out that firstly, I had no authority to declare those areas as backward which they wanted me to declare. Secondly, how did the whole concept of backwardness come about? The Planning Commission made a proposal to the Central Government. Then, the Central Government asked the States to tell them which were the districts to be declared as backward. Consequently, 6 districts in

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each State were declared backward on the recommendations of the State Governments. This was done five or six years ago. Today, if it is necessary to change it, it will have to be discussed with the State Chief Ministers. I had a discussion about this with the Planning Commission recently and the next meeting of the National Development Council, I hope, it will be possible to put this item on the agenda so that we decide once and for all as to what are the parameters within which we decide who is backward and who is not backward. What are the subsidies that should be given for the backward districts? What happens to those districts which have so far got the subsidies as backward districts? Why not go into those districts which have not been declared so far?

So far as Karnataka is concerned, I would like to tell the hon. Members, and I made this point when I met the Members of Parliament from Karnataka also, that they have indicated forty-one areas. Each area revolves round a big city like Mangalore, Udipi, Mysore, Devangere, Hubli, Dharwar and they demanded that taluks surrounding these towns must be declared backward. This is a proposition which is not conducive to the development of backward regions. However, as I said, we shall have this matter examined in consultation with the Planning Commission and later on in consultation with the Chief Minister and then see if we need to take a new decision on this. My own view is that a new decision needs to be taken.

The hon. Member also mentioned about the commissioning of the newsprint unit in Kerala. We are hoping to commission that unit by the end of this year. There are problems and these problems are primarily between the workers and workers. Every worker or every party wants to set up a cooperative society of its own to take the labour contract. This is a very unfortunate situation. The State Government has given us tremendous cooperation in this and I hope that by the end of this year, we shall be able to commission that unit. He also made a point that there is no public sector unit at all in Kerala.

SHRI VAYALAR RAVI : Who said that?

SHRI GEORGE FERNANDES : Shri Sunna Sahib.

SHRI VAYALAR RAVI : In his own constituency, there are two or three.

SHRI GEORGE FERNANDES : Yes. Apart from the cement unit that is coming up, there is the instrumentation unit, ITI, there is the HMT unit at Kalamassery, an HMT Watch unit is coming up in

Cannanore, a new Ship Building Yard is coming up, the HPC mammoth newsprint plant is going to be there. The hon. Member will understand that we are doing all that we need to.

Shri Manohar Lal talked of TAFCO, Jaipur Udyog and Kailash Mills. TAFCO is a beautiful unit, but it is in a very bad state. We need the cooperation of everybody, particularly of the trade unions there. We are doing all that is necessary to see that it is set right. About the take-over of Jaipur Udyog and Kailash Mills, the matter is currently under consideration of the Government and I hope, it will be possible to take a positive decision in this regard.

Shri Rachaiah referred to the import of watches. We need to import watches, because there is smuggling of watches. And we import watches only to prevent the smuggling in watches. I am sure, he will understand this.

SHRI VAYALAR RAVI : Your HMT is producing watches.

SHRI GEORGE FERNANDES : It is they who are importing and marketing the watches.

Then, there are two or three more points which have been raised particularly by Com. Halder.

Mr. Halder's point was that we are going in for multi-nationals, particularly, West German multi-nationals. He cited certain statistics of how, last year, out of 273 collaborations, only 70 were for industrial machinery, and the rest, of course by implication, were for the non-essentials. Every year, in this country, on an average about 250 to 300 foreign collaboration have been entered into—not by Mr. Fernandes. The total foreign collaborations before Mr. Fernandes entered the Ministry of Industry was 5440 including Siemens. And to day, as before, we get about 300 foreign collaboration applications that are cleared annually. Last year, we cleared, 307; the year before, we cleared 267; and in the last year of their Government, they cleared 277; and in the penultimate year of their Government they cleared 359.

There is a constant point being made about West Germany. I do not know what is wrong with West Germany or with West German technology. I would like to know what it is, to am

there is a constant refrain about West German technology. We are building a bridge over the Hooghly. (Interruptions). The consultancy to build this bridge over the Hooghly was given to a British firm. Last year, the Chief Minister of West Bengal came and met me, and said: 'We want a West German firm'. He had negotiated with the West German firm; and today, the West German firm has been hired, by the West Bengal Government to supervise not only the work of the British consultants, but also to supervise the work of every Indian supplier of material and men to build the bridge over the Hooghly. Am I to presume that Mr. Jyoti Basu is a West German agent? Am I to presume that because there is a limit to everything I would like to know.

SHRI DINEN BHATTACHARYA : We have no complaint about the technical aspect. About technology, we have no complaint.

SHRI GEORGE FERNANDES : If the Marxist Government goes for West German technology, that is in the national interest, but if the Janata Government wants West German technology, it is not in the national interest? What is this logic?

SHRI VAYALAR RAVI : They give more money to Socialist International.

SHRI GEORGE FERNANDES : I do not know what the hon. Member is trying to imply. The hon. Member has a tremendous capacity to be highly irresponsible. I am proud of the Socialist International. The Socialist International fought for the restoration of freedom in my country. I am proud of my life long association with the Socialist International. And I would like him to know that when his leader was the Prime Minister she tried her best to become a part of the Socialist International. It was another matter that the Socialist International discarded her.

I will give another illustration, about this whole sniping that goes on. Once and for all one must know who is who, and who is where. The West Bengal Government today has ordered gas turbines from English Electric.

SRI B. SHANKARANAND (Chik-ko-di) : Why should he bring in that here?

MR. SPEAKER : You have criticized him.

SHRI GEORGE FERNANDES : You have made an attack. I need to reply. (Interruptions).....

SHRI VAYALAR RAVI : (Chiriyimkil) : On a point of order, Sir.

MR. SPEAKER : Whenever, you want to speak, you say on a point of order.

SHRI VAYALAR RAVI : He is presenting and defending his Demand. He has to speak with reference to Indian conditions.

MR. SPEAKER : It is a not point of order Mr Ravi. You know that it is not a point of order.

(Interruptions).

SHRI GEORGE FERNANDES : The West Bengal Government had placed an order to the tune of Rs. 19 crores on an English firm and the contract includes British engineers coming not only for erecting the plant but also for maintaining it.

(Interruptions)

SHRI SOMENATH CHATTERJEE : He is making a charge against my Government.

MR. SPEAKER : No charge he had made. Now I am on my legs. He did not make any charge.

(Interruptions)

MR. SPEAKER : He was merely citing an example.

(Interruptions)

SHRI GEORGE FERNANDES : I am making no allegation.

MR. SPEAKER : No. allegation has been made.

(Interruptions)

SHRI DINEN BHATTACHARYA : BHEL supplied turbines for which we are suffering.

(Interruptions)

SHRI GEORGE FERNANDES : I am prepared to debate BHEL separately with the hon. Member. Firstly, it is not BHEL which supplied all the turbines; and secondly, if the hon. Member's point always has been that BHEL is indeed super, that it is capable of putting up everything, that it does not need any foreign collaboration, why is he now complaining about BHEL? They complain, each one of them complains, that it is inefficient, ineffective and that it is not able to do the job; and yet all of them fell me that there should be no collaboration. You are contradicting your self moment to moment. There is a limit to this contradiction.

(Interruptions)

MR SPEAKER · He is not making a charge at all

(Interruptions)

SHRI SOMNATH GHATIRJEF
The hon. Minister is aware as to how the West Bengal and the entire north east region has suffered due to improper planning and mismanagement of the power project during the dynamic decade. We had faced such a situation and we had to increase production

MR SPEAKER He does not complain. He is merely saying this thing

SHRI SOMNATH CHATTERJEE
Therefore, we had to go and purchase the generator

SHRI GEORGE FERNANDES I am justifying it

MR SPEAKER He is justifying what you are doing

SHRI SOMNATH CHATTERJEE
We have already made our position very clear

(Interruptions)

SHRI GEORGE FERNANDES
I am justifying it. I am not calling Comrade Jyoti Basu a West German agent. I am not calling him a British agent. I believe that he is a nationalist who is doing a good job for West Bengal and for the country.

(Interruptions)

MR SPEAKER Order order no

SHRI GEORGE FERNANDES
He is doing a good job. I believe that comrade Jyotirmov Basu is doing a magnificent job that he needs to import these turbines that he needs to import these from Britain that he needs to have West German collaboration to supervise the Hooghly bridge. I believe that comrade Jyoti Basu is acting in the best interest of the northeast region and of West Bengal. I am only saying that just like comrade Jyoti Basu is acting in the national interest, I am also acting in the best interest of the country. Do not have a double standard. (Interruptions) Now I have to deal with comrade Halder's other point. He said that out of 273 only 73 were for industrial machinery. May I point out to Comrade Halder may I request comrade Halder to study the list of the industry wise breakdown of foreign collaborations where he will find that every collaboration that has been granted—I have statistics of 1969 when I was in Parliament of 1971 onwards, when I was in the opposition, of 1975-76 when I was in prison and for

the last two years when I have been in this Government—the collaborators we have cleared have been in the area of meteorological industry, boiler, cement plants, electric equipment, transportation, industrial machines, machine tools, chemicals and fertiliser. These are the areas where collaboration has been secured and not in consumer industry nor to produce icecream, nor to produce brassiere.

AN HON. MEMBER What about hotel industry?

SHRI GEORGE FERNANDES
I am sure, the hon. Member is aware of the fact that there have been collaborations in the field of hotel for the last 15 years or 20 years. All that I have done is that to pursue a certain policy in which I do not discriminate. I do not have a discriminatory mind. If there are already collaborations and if later feel the need for a collaboration, if Oberoi feel the need for a collaboration, and then if there is a new chain that is coming up and if it feels the need for a collaboration, then I shall not say Tatas will have it. Oberois will have it and some one will not have it. I shall not discriminate in this way.

There is one point which has been thrown at me repeatedly in this House and outside and that relates to BHEL's former chairman Mr. Raghavan. I am supposed to have removed Mr. Raghavan for various reasons and a lot of people have been talking about this. I shall deal with it at the appropriate time but because comrade Halder touched this other point once for all I should like to clarify it. Everyone knows that I never gave a good cut to Mr. Raghavan and I did not also throw him out after fifteen days. (Interruptions) Please bear with me, this capacity is immense, the capacity of people to distort and to use a certain statement in this way.

(Interruptions)

During the debate on the demand for grants of my Ministry last year around this time when there was a lot of hue and cry in the country that the salaries of top managers in the private sector should not be reduced because that was the only incentive available to them, I made this point during the course of my reply to the debate last year and I said

The only point is what are the incentives? Without incentives, it seems that they are unable to do anything. We have been discussing whether there should be some kind of ceiling on the salaries of directors and top executives of the companies, etc. This has been discussed. Government is formulating some policy on this. It will take some

time. It is about the wages incomes and price policy. But there is consideration all around the corporate circles in this country. Incentives are not given to the public sector. We have certain ceilings on salaries—Rs. 3,500. I always raise this question with the people in the private sector. BHEL's production this year is 550 crores and the profit is about Rs. 75 crores. That is BHEL's performance, no matter what complaints people have. You have BHEL's Chief Executive being paid Rs. 3,500 or 4,000 a month and he does a good job and here I am told that the private sector companies which are taking every kind of incentive, export incentives, import incentives and what not, which are living on incentives will tell us that its managing director, its chairman, cannot function, cannot work his best unless he is given Rs. 15,000 or Rs. 20,000. This whole system is not acceptable to me."

SHRI VAYALAR RAVI : If you want that I have got the speech with me.

SHRI GOERGE FERNANDES : You produce the chit. I have been quoted in season and out of season that I gave Mr. Raghavan a good chit and threw him out. Produce that good chit.

I have one last point which I have to deal with (Interruptions)

MR. SPEAKER : I am not allowing anybody; this is not the way.

He has already taken one and half hours.

SHRI GEORGE FERNANDES : Two points were made by Mrs. Parvathi Krishnan and Shri Bedabrata Barua; I do not find Mr. Barua here. Mrs. Parvathi Krishnan talked about John Morley; she is from Cambridge and she quoted John Morley: 'the proper memory for a politician is the one that knows what to remember and what to forget.' This is an advice which Mrs. Parvathi Krishnan should not give to me; it should be followed by her. You need to remember certain things; you need to forget your support to the dictator; you need to forget the statement by my friend, very dear friend Comrade S. A. Dange: 'Emergency is more important; bonus is not.' It is politicians who make these statements—they need to remember certain things and they need to forget certain things. I have no reason to forget anything. I have stood for certain values and a certain economic, political and social philosophy and I continue to believe in it and I shall continue to believe in it. I may have problems in

the party, in the government, in the country, but I assure the hon. member that I shall not forget what I have learnt over the years of how best to serve the interests of the people of my country. She also referred to many other things—about energy, how in West Bengal while things were really going from bad to worse, the Minister of Industry was not concerned—how in Tamilnadu the Minister of Industry was not concerned. A little while ago there was a question which my friend Shri Nanjetha Gowda raised about something that had happened in Karnataka. Earlier in the morning there was a discussion here on a Calling Attention about Jammu and Kashmir and one had to see the way members raised their voices and the way they said: 'you have no business to interfere.'

15 hrs.

There are State Electricity Boards. I can give them support. Every kind of support that the State Governments have asked me for I have provided them. The kind of interaction my Ministry is having in the case of West Bengal, I had talked not once, but half a dozen times to the Chief Minister and the Finance Minister and others concerned here. I sent the best available men from BHEL. I sent the Secretary, Heavy Industry. He went and met the Chief Minister and we have been able to provide every kind of assistance that they sought for.

Comrade Halder said that the jute strike took place and I did not intervene. Comrade Jyoti Bosa told me that if he needed my help, he would ask for it. I offered not once, but three times—orally, in person and in writing, and yet if it is held against me... (Interruptions)

Comrade you were not here when Comrade Halder made speech yesterday. He had criticised me yesterday on that.

(Interruptions)

Then you must correct your Member, you must educate your Member.

(Interruptions)

My friend Shri Bedabrata Barua had, of course, very interesting points to make. He spoke about every Ministry excepting the Ministry of Industry. He made a point that we are importing foodgrains, that we are importing salt, that we are importing cement that we are importing everything. I would like the hon. member to know that we are not importing salt. We are looking for export markets for salt. We have had an excellent production of salt. We are

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finding export markets for this. We are exporting, not importing foodgrains. We are buying oil from the Soviet Union and selling them rice. For the first time there has been an enquiry from Europe for wheat and we are considering whether we should sell wheat. We are selling food in the market today and not buying food.

Shri Barua is always confused, always wrong in his information, always just not there. Even now he is not there.

He spoke about Phillips producing 300% above the capacity. Yes, when you were in Government, this is what happened. Shall I tell you what I have done—apart from asking Phillips for a show cause, H.M.T. has entered into a collaboration with Tungfram of Hungary. Very soon HMT Tungfram will be the India's largest manufacturer of bulbs. We shall eliminate step by step the foreign monopolies that have been operating in the country. When you were in Government, you allowed them to grow.

There has been a lot of uninformed criticism. There has been a lot of political criticism, particularly from my friend comrade Halder. I do not know..

SHRI SOMNATH CHATTERJEE:
What about my constructive point?

SHRI GEORGE FERNANDES:
All your constructive points I have accepted, and even of comrade Halder's.

Outside, this House, all the problems that he has and all the problems where he needs any assistance from me, there has been no problem to solve. But I do not know what happened with comrade Halder yesterday. He went at a tangent. He even said that I have written on some Balmer Lawrie's file that the workers shall not be paid and that the officers had complained about it and the Unions have made public statements. I have nothing to do with Balmer Lawrie. Balmer Lawrie is under the administrative control of the Minister for Petroleum and Chemicals and not under the control of Minister of Industry. Somehow, yesterday, he was obsessed with me and he attacked me—left, right and centre without any concern for the fact.

Sir, I think I have dealt with all the points.

I shall make one final observation and I then conclude. I believe that the Industry Ministry has done magnificent job during this last year. I am very proud of the men in the Ministry in

the various public sector undertakings and in the field. I am also proud of the workers and indeed of the entire industrial world which made it possible to produce and to attain a growth rate of 8%. Our effort in the current year, through the various mechanisms that we have set up and through the new mechanisms that we shall now set up is to monitor industrial growth, to do away with all the bottlenecks and to see that industrial production in the current year is not only maintained at last year's level but is even improved upon. In this task, I seek the support of the House and of all those who are concerned with the growth of industry in this country. Thank you, Sir, and I hope all the hon. members who have submitted their cut motions will withdraw them and support the Demands of my Ministry.

SOME HON. MEMBERS *rose*—

MR. SPEAKER : Already we have taken nearly two hours. I am sorry; I cannot allow any questions. Before I put the cut motions....*(Interruptions)*. We have taken nearly 1 hour and 45 minutes. There is an important Ministry—Ministry of Commerce, Civil Supplies and Cooperation—whose Demands are coming up for discussion. *(Interruptions)*.

SHRIMATI PARVATHI KRISHNAN : He has not answered the points I raised.

MR. SPEAKER : He cannot answer every point. I am sorry. *(Interruptions)* All right. I will give one minute to each.

SHRI R. VENKATARAMAN : In respect of appropriate technology, the Minister quoted only part of my speech and created a wrong impression. The full text is this :

“Therefore, we must be very chary about it and in the choice of technology, we should be our own masters and we should be able to decide what is right for us and we should not be led by these people.”

This is what I said.

SHRI GEORGE FERNANDES:
Read what you have said on page 25579-*(Interruptions)*.

SHRI R. VENKATARAMAN:
Read the entire speech.

MR. SPEAKER : I cannot allow the reading of the entire speech.

SHRI R. VENKATARAMAN:
Having said that western countries are trying to propagate a philosophy which will injure our interests, therefore, I said we must be our masters. That is exactly what I said.

SHRI A. C. GEORGE : He made a categorical statement that there was no training programme at all. The Minister of Commerce is very much present here. All India Handicrafts Board is under the purview of his Ministry. There is in existence for the past 16 years 23 training centres and 11 sub-centres for training handicrafts men. Will the Minister stand by his statement or correct it ?

SHRI GEORGE FERNANDES :
Wherever it is necessary for me to stand corrected, I shall stand corrected.

SHRIMATI PARAVATHI KRISHNAN : The Minister claimed that he was replying to me. I only told him to desist from sub-thumping, of which, of course, he has made sufficient exhibition today. But the point is while he had been tub-thumping about small-scale industries, he has chosen not to reply to the issues I raised. Of course, he made enough of an exhibition of himself and proved that I was right, the shoe pinched so he went on. But what about small-scale industries ? What about the protections that are necessary for it ? What about the raw materials ? What about marketing facilities ? What about the various financial stringencies that are there ? He read out a wealth of figures with all the eclat, but I raised the point that there are no figures about small-scale industries. Where are the production figures ? Therefore, I would request him not to go in for sub-thumping screaming and yelling, but to give us the figures that we asked for.

SHRIMATI V. JEYALAKSHMI:
I had raised three points. Would the Minister come forward to fix the production limit of the match factory in the 'B' sector ? Would he come forward to recommend to the Railway Ministry to upgrade wagon allotment from 'E' to 'C' ?

MR. SPEAKER : That is not his duty.

SHRIMATI V. JEYALAKSHMI:
It is under his Ministry.

SHRI GEORGE FERNANDES[†]
The hon. Members are right that they have raised a number of questions. I have not been able to deal with all of them because of the constraint of time.

So far as the supply of raw materials to the small scale sector is concerned, we have taken certain positive steps. I have got the figures here and I can prove from the figures how in the last two years, the availability of steel to the small scale sector has gone up by 200 per cent. We have done it and wherever there are problems, we are dealing with them. About fixing of certain ceilings on the production of matches in the organised sector, wagon availability and any other problem that crops up in the decentralised sector, all these are being dealt with by us and we shall continue to deal with them properly.

If I could not cover any of the points of the hon. Members, I shall send them written replies.

MR. SPEAKER : Before I put the cut motions to vote I would like to know if any hon. Member wants to withdraw his cut motions. I will call Members one by one. Now, I put cut motions numbers 4 to 10, 46 to 48, 64 to 67, 69 to 73 and 80 to 83 of Mr. Dhirendranath Basu to vote.

Cut Motions Nos. 4 to 10, 46 to 48, 64 to 67 69 to 73 and 80 to 83 were put and negatived.

MR. SPEAKER : Mr. Rajagopal Naidu, are you withdrawing your cut motions ?

SHRI P. RAJAGOPAL NAIDU:
Except cut motion number 56, others I am withdrawing.

I seek leave of the House to withdraw Cut Motions Numbers 49 to 55, 57 to 59, 74 to 78 and 85 ?

Cut Motions Nos. 49 to 55, 57 to 59, 74 to 78 and 85 were by leave, withdrawn.

MR. SPEAKER : Now I put Cut Motion No. 56 of Mr. P. Rajagopal Naidu to vote.

Cut Motion No. 56 was put and negatived.

MR. SPEAKER : Now, I put Cut Motions Nos. 60 to 62, 86, 92 and 93 of Mr. Robin Sen to vote.

Cut Motions Nos. 60 to 62, 86, 92 and 93 were put and negatived.

MR. SPEAKER : Now, I put Cut Motions Nos. 87 to 91 of Mr. Bhagat Ram to vote.

Cut Motions Nos 87 to 91 were put and negatived

MR SPEAKER Now, I put Cut Motions Nos. 169, 179, 183 and 184 of Mr A K Saha to vote

Cut Motions Nos 169, 179, 183 and 184 were put and negatived

MR SPEAKER Now, I put Cut Motions Nos 170 to 178, 180 to 182, 185 to 188 to vote

Cut Motions Nos 170 to 178, 180 to 182, 185 to 188 were put and negatived

MR SPEAKER Now, I put Cut Motions Nos 189 to 217 of Mr P K Koliyan to vote

Cut Motions Nos 189 to 217 were put and negatived

MR SPEAKER The question is .

“That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1980, in respect of the heads of demands entered in the second column thereof against Demand Nos 58 to 61 relating to the Ministry of Industry”

The motion was adopted

Demands for Grants 1979-80 in respect of the Ministry of Industry voted by Lok Sabha

No of Demand	Name of Demand	Amount of Demand for Grant on account voted by the House on 16-3-1979		Amount of Demand for Grant voted by the House	
		Revenue Rs	Capital Rs	Revenue Rs	Capital Rs
1	2	3	4		
MINISTRY OF INDUSTRY					
58	Ministry of Industry	68,17,000		3,40,87,000	
59	Industries	3,54,33,000	42,42,80,000	17,71,67,000	212,14,00,000
60	Village and Small Industries	15,06,18,000	17,38,99,000	75,30,91,000	£6,04,95,000
61	Textiles, Handloom and Handicrafts	20,93,02,000	9,31,57,000	104,65,12,000	46,57,83,000

15.17 hrs.

DEMANDS* FOR GRANTS, 1979-80
—Contd

MINISTRY OF COMMERCE, CIVIL SUPPLIES
AND CO-OPERATION

MR SPEAKER The House will now take up discussion and voting on the Demands for Grants under the control of

the Ministry of Commerce, Civil Supplies and Co-operation for which 6 hours have been allotted

Hon Members, whose cut motions to the Demands for Grants have been circulated may if they desire to move their cut motions send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move

*Moved with the recommendation of the President

Motion moved

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth columns of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to

defray the charges that will come in the course of payment during the year ending the 31st day of March, 1980, in respect of the heads of demands entered in the second column thereof against Demands Nos 11 to 13 relating to the Ministry of Commerce, Civil Supplies and Co-operation"

Demands for Grants 1979-80 in respect of the Ministry of Commerce, Civil Supplies and Cooperation submitted to the vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant on account voted by the House on 16-3-1979		Amount of Demand for Grant submitted to the vote of the House	
		Revenue Rs.	Capital Rs.	Revenue Rs.	Capital Rs.
MINISTRY OF COMMERCE, CIVIL SUPPLIES AND COOPERATION					
11.	Ministry of Commerce, Civil Supplies and Co-operation	33,66,000		1,53,31,000	
12.	Foreign Trade and Export Production	62,12,04,000	56,00,10,000	310,60,23,000	280,02,00,000
13.	Civil Supplies and Co-operation	3,53,14,000	4,47,83,000	17,65,72,000	22,39,17,000

SHRI JANARDHANA POOJARY (Mangalore) : Mr Speaker, Sir, it is a very important Ministry which deals with the daily necessities of the people of this country. If this Ministry fails, the Government fails. If any other Ministry fails, except the Home Ministry, the Government will survive for some time.

15.20 hrs.

[**SHRI M. SATTANARAYAN RAO** in the Chair]

This Ministry deals with three important subjects, namely, Commerce, Civil Supplies and Co-operation. We are having a very efficient, unassuming and dynamic Minister in Shri Mohan Daaria. Even though he has shown dynamism so far as the performance of this Ministry is concerned and he has excelled in certain spheres, in certain other spheres he has failed.

Before I go to the other aspects of this Ministry, I may refer to certain things which may sound like a political speech. They are relevant so far as my point is concerned, while they may sound irrelevant to the Treasury Benches.

While problems like starvation, unemployment, public distribution of essential commodities, family planning and economic development have become secondary issues, trade union rivalries, armed robberies, student troubles, scandals and firing have become the order of the day, the fashion of the day.

Today we are hearing from every quarters, from the Janata Party, that they have given democracy to the country, they have given freedom to the country. In that case, I think "democracy" needs to be re-defined in this country. Because, today it is no longer the government of the people, for the people and by the people it is government for the Janata Party and by the Janata Party. I am not saying this in a sense of confrontation but with a sense of pain and sorrow. I am saying all these things because the people are concerned with what is happening in this country. What is reported in today's morning papers?

[Shri J. Pujari]

As in Bihar during the preceding 24 hours, the Janata Party in Himachal Pradesh was plunged into a serious crisis on Wednesday night. Three ministers opposed to the Jana Sangh Chief Minister, Mr. Shanta Kumar, tendered their resignations.

In Panna itself the overnight crisis deepened. For no sooner had the acting Governor accepted the resignations of 13 ministers and three parliamentary secretaries than three other parliamentary secretaries also resigned, thus further undermining Mr. Karpoori Thakur's position."

SHRI SURENDRA BIKRAM (Shahjahanpur): This is a discussion on the Commerce Ministry's Demands for Grants.

SHRI JANARDHANA POOJARY: I am coming to that.

"Mr. Thakur, like Mr. Shanta Kumar in Simla, is scheduled to seek a vote of confidence from the Janata Legislative party on Thursday.

But ironically intense political manoeuvring was not confined to these two States alone. There were rumblings in other Janata-ruled States in which no trial of strength is in the offing."

MR. CHAIRMAN : What do you do with all these things ? Why do you waste time like this ?

SHRI JANARDHANA POOJARY : Why I am submitting this is because today... (Interruptions). I know we are speaking on these Demands. Don't you feel that there is a crisis in the country? The question is whether the Government of India including this Ministry could function without any distraction and without any hurdles, and whether it has got any time to give efficient administration to the country. That is why, I would submit, Sir, that every day we are hearing about the crisis in the Janata Party. That crisis leads to... (Interruption). Why I am submitting this is because there is no....

SHRI PABITRA MOHAN PRADHAN (Deogarh) : It is not relevant.

SHRI JANARDHANA POOJARY: There is no sense of direction to the country. In this context, whether it is relevant or not, it is for you to consider. But I may submit that if this is the attitude taken by the Janata Government, where will be the people lead to and whether they are getting the efficient administration at the hands of the Janata Government ? That is my point.

Now, Sir, I may submit that so far as the public distribution is concerned, the paramount importance of public distribution in bringing about social reform cannot be under-estimated for a country like India. Ours is a poor country with growing population of 62 to 65 crores, with people struggling against exploitation, unemployment and growing social insecurity. Now, the question is whether the public distribution or private distribution could be a solution. I may submit that only the public distribution could be the solution, only the public distribution could bring benefits to the masses of this country. Now, shall I submit and shall I suggest one thing? The entry of public sector in consumer goods distribution is essential to keep up the prices of essential commodities balanced. Otherwise, the private trade, the private monopoly trade, will create imbalances, I may say, to the detriment of the common people of the country. They may create chaos. In the initial stages they may give some tempting benefits, but at the end they will destroy the entire distribution system. Therefore, I would suggest that in all respects, so far as the essential commodities are concerned, there must be public distribution system. It must be streamlined and further, it must be canalised in order to help the poor people, particularly the common people of this country.

We have been given the price index, statistics are furnished, but are the people concerned with statistics ? You have stated that the wholesale price has been stable and that there has been no increase, but what would be the reaction of the people, of the housewife ? The statistics that have been furnished are distorted. The correct statistics are available today in the market. If we go to the market, we will find out the rate prevailing there, whether it has gone up, whether there is stability in the prices. The other day housewives demonstrated angrily before Parliament stating that the prices had gone up, and that they could not manage. So, people have no faith in the statistics furnished by the departments of the Government.

What is the position prevailing in the country today ? Hoarders are active. After the advent of the Janata Government they have become free. I can understand the philosophy of people living without fear, but I cannot understand hoarders, smugglers and black-marketeers living without any fear. Giving freedom to them is a sure method of damaging not only the economy, but also the democracy of this country.

This Ministry deals with commerce, civil supplies and co-operation.—subjects

which are concerned with the socio-economic transformation of the country. So, I have to submit with sorrow that today hoarders are exploiting the common people of the country, they are sucking the blood of the poor people of the country. What steps are Government taking against these people? I know there is the Essential Commodities Act, but what action has been taken so far against these hoarders under that Act? Unless some stringent action is taken against these hoarders, the economy of the country will be definitely ruined, the essential commodities will not reach the common people, their availability will be jeopardised.

The Minister may be complacent because of increase in agricultural production, but I have to warn him. We should be very careful, because, as we have learnt in the past, if there is a fall in agricultural production due to bad monsoon it will overshadow the other sectors of the economy, and there will be a downward trend so far as industrial production is concerned. We also know there is large-scale deficit financing. In the latest Budget it is to the extent of Rs. 1355 crores. The argument advanced earlier in favour of the Sixth rolling plan was that it would wipe out deficit planning.

So far as the price situation is concerned, the Minister is facing a serious situation in view of this huge deficit financing. He must be very careful and cautious in his approach. Otherwise, the situation will become worse in the near future.

Coming to imports and exports, what is the position at present? I quote from the Economic Survey of 1978-79:

"The worsening in the balance of trade noticed last year has continued in the current year. Imports which rose sharply last year have increased further in the current year and are 21 per cent higher in April—November 1978 than the level in the corresponding period in 1977. Exports whose growth had sharply decelerated last year show a slight decline in April—November 1978 as compared to 1977. The growth in imports was due to increased imports of items like edible oils, artificial fibres, iron and steel, fertilizers and higher costs of petroleum and its products."

I quote further :

"Non-utilisation of the country's growing foreign exchange reserves for development had been a point of criticism earlier. This situation

has changed considerably since then. Imports last year were 19.5 per cent higher than in 1976-77 and currently they are 21 per cent higher than in the corresponding period last year. Apart from edible oils, the increase is due to the import of raw materials, intermediate goods, and capital goods e.g., cotton, artificial fibres, fertilizers, steel, cement, non-ferrous metals and machinery. The rate of growth in the reserves has also slackened because of the levelling of non-export receipts which have been a major factor in their growth."

"The export situation has changed somewhat dramatically. While the rate of growth of exports had come down to 4.5% in 1977-78, during the current year it seems doubtful if they will cross last year's level. It is therefore necessary that efforts are concentrated on a strategy which will promote the continued growth of manufactured items and not rely on a boom in commodities like sugar, tea, and coffee. It is important that the regime of export assistance evolved in the past is continued with modifications only where excessive assistance has been granted."

You have banned the export of vegetables. Vegetables are highly perishable items. What is the percentage of export of vegetables? It is only one per cent, of the total production of vegetables. Banning the export of vegetables is not the solution. It will only hamper the increase in production of vegetables. It will also reduce the employment opportunities.

"Although the overall performance of the economy can be regarded as satisfactory, its impact on the basic problem of unemployment is not perceptible. As pointed out earlier, employment in the organised sector does not show much improvement and employment exchange data, with all their limitations, definitely point to the fact that employment opportunities are not increasing as fast as the labour force."

I have quoted this also from the Economic Survey. My submission is, if we want to achieve self-reliance, we must increase our exports and reduce our imports. The main task of the Janata Government, is to give food and medicine to the people of this country. Because of the internal crisis in the ruling party, they do not find any time to look after the welfare of the people of this country.

You may go on saying that for the last 30 years, nothing was done. But you must remember one thing. If you keep on saying that, people will not hear your That argument has become stale. If you

[Shri J P Vajrati]

continue to show this attitude, one day, you will come to this side and then only you will realise your mistakes

With these words, I conclude

SHRI DHIRLINDRANATH BASU
(Katwa) I beg to move

“That the demand under the head ‘Foreign Trade and Export Production’ be reduced by Rs 100

[Failure to maintain foreign exchange as in pre 1977-78 level (1)]

“That the demand under the head ‘Foreign Trade and Export Production’ be reduced by Rs 100”

[Failure to boost export of raw products (2)]

“That the demand under the head ‘Foreign Trade and Export Production’ be reduced by Rs 100”

[Failure to import raw materials for growth of electronics component industry at competitive or reasonable rates (3)]

“That the demand under the head ‘Foreign Trade and Export Production’ be reduced by Rs 100”

[Failure to stop import of electronic component finished products at much higher rates (4)]

“That the demand under the head ‘Civil Supplies and Cooperation’ be reduced by Rs 100”

[Failure to supply essential commodities to consumers particularly in rural areas (5)]

“That the demand under the head ‘Civil Supplies and Cooperation’ be reduced by Rs 100”

[Need for extending distribution system through the length and breadth of the country particularly through consumer cooperatives to rural areas (6)]

“That the demand under the head ‘Civil Supplies and Cooperation’ be reduced by Rs 100”

[Failure of the National Council for Cooperative Training for extending education, research and training centre in each district of the country (7)]

“That the demand under the head ‘Civil Supplies and Cooperation’ be reduced by Rs 100”

[Failure of National Cooperative Consumer Federation to extend their branch units in all the Districts of the country (8)]

“That the demand under the head ‘Civil Supplies and Cooperation’ be reduced by Rs 100”

[Failure of development of Super Bazars in various cities (9)]

“That the demand under the head ‘Civil Supplies and Cooperation’ be reduced by Rs 100”

[Failure of National Cooperative Development Federation to extend their services to each city of the country (10)]

SHRI P RAJAGOPAL NAIDU (Chittoor) I beg to move

“That the demand under the head ‘Ministry of Commerce, Civil Supplies and Cooperation’ be reduced by Rs 100”

[Defective Organisation of Civil Supplies (31)]

“That the demand under the head ‘Foreign Trade and Export Production’ be reduced by Rs 100”

[For having *ad hoc* arrangements in the export of agricultural commodities (32)]

“That the demand under the head ‘Foreign Trade and Export Production’ be reduced by Rs 100”

[Abruptly stopping the export of agricultural commodities (33)]

“That the demand under the head ‘Foreign Trade and Export Production’ be reduced by Rs 100”

[Need for exporting more than a million tonnes of sugar in view of better prices in foreign markets in order to save sugarcane producers (34)]

“That the demand under the head ‘Foreign Trade and Export Production’ be reduced by Rs 100”

[Need to give assistance to certain agricultural commodities under export promotion (35)]

“That the demand under the head ‘Foreign Trade and Export Production’ be reduced by Rs 100”

[Need to appoint special trade representatives in our Liaisons in other countries (36)]

“That the demand under the head ‘Civil Supplies and Cooperation’ be reduced by Rs 100”

CS., &

Cooperation

[Defective public distribution system in villages. (37)]

SHRI MUKUNDA MANDAL (Ma-
thurapur) : I beg to move :

"That the demand under the head
'Ministry of Commerce, Civil Supplies and
Cooperation' be reduced by Rs. 100."

[Need for organising fairs of handi-
crafts at different important places. (39)]

"That the demand under the head
'Ministry of Commerce, Civil Supplies
and Cooperation' be reduced by Rs.
100."

[Failure to maintain fair price of tea in
the internal market (40)]

"That the demand under the head
'Ministry of Commerce, Civil Supplies
and Cooperation' be reduced by Rs.
100."

[Failure to supply edible oils at fair
prices throughout the country particularly
in the Eastern Zone (41)]

"That the demand under the head
'Ministry of Commerce, Civil Supplies
and Cooperation' be reduced by
Rs. 100."

[Failure to check the rise in prices of
all essential commodities (42)]

"That the demand under the head
Foreign Trade and Export Production
be reduced by Rs. 100."

[Need to stop the export of raw leather
outside the country to flourish the home
market (43)]

"That the demand under the head
'Foreign Trade and Export Production'
be reduced by Rs. 100."

[Need to export finished leather in-
stead of raw leather (44)]

"That the demand under the head
'Foreign Trade and Export Production'
be reduced by Rs. 100."

[Need to check import of rubber and
cashewnut (45)]

"That the demand under the head
'Foreign Trade and Export Production'
be reduced by Rs. 100."

[Need to find out adequate market ab-
road for handicrafts and products of
handloom, small and cottage indus-
tries (46)]

"That the demand under the head
'Foreign Trade and Export Production'
be reduced by Rs. 100."

[Need to explore new markets abroad
for jute products on the basis of market
survey and intelligence reports (47)]

"That the demand under the head
'Foreign Trade and Export Production'
be reduced by Rs. 100."

[Need for emphasising export of coir
products (48)]

"That the demand under the head
'Foreign Trade and Export Production'
be reduced by Rs. 100."

[Failure to improve the foreign trade
policy resulting in unfavourable balance
of payment (49)]

"That the demand under the head
'Foreign Trade and Export Production'
be reduced by Rs. 100."

[Need for imposing certain restrictions
on import (50)]

"That the demand under the head
'Foreign Trade and Export Production'
be reduced by Rs. 100."

[Need for enthrusing export of finished
products instead of raw materials (51)].

"That the demand under the head
'Foreign Trade and Export Production'
be reduced by Rs. 100."

[Need for exploring new silk market out-
side the country (52)]

"That the demand under the head
'Foreign Trade and Export Production'
be reduced by Rs. 100."

[Need for organising salesmanship for
seeking a broader foreign market for the
jute products (53)]

"That the demand under the head
'Foreign Trade and Export Production'
be reduced by Rs. 100."

[Need for exploring tobacco market
outside the country (54)]

"That the demand under the head
'Foreign Trade and Export Production'
be reduced by Rs. 100."

[Failure to earn much foreign money
through the export of finished diamonds
(55)]

"That the demand under the head
'Civil Supplies and Cooperation'
be reduced by Rs. 100."

[Failure to open fair price shops
throughout the country resulting in
hardship to the people (57)]

[Shri M. Mandal]

"That the demand under the head 'Civil Supplies and Cooperation' be reduced by Rs. 100."

[Need for supplying all essential commodities at equal rates to all the States (58)]

SHRI K.A. RAJAN (Trichur) : I beg to move :

"That the demand under the head 'Ministry of Commerce, Civil Supplies and Cooperation' be reduced by Rs. 100."

[Failure to control prices of essential commodities (62)]

"That the demand under the head 'Ministry of Commerce, Civil Supplies and Cooperation' be reduced by Rs. 100."

[Failure to introduce a public distribution system to bring down prices of essential articles (63)]

"That the demand under the head 'Ministry of Commerce, Civil Supplies and Cooperation' be reduced by Rs. 100."

[Failure to bring down the prices of yarn used by the handloom weavers (64)]

"That the demand under the head 'Ministry of Commerce, Civil Supplies and Cooperation' be reduced by Rs. 100."

[Failure to find out adequate foreign markets for handloom fabrics (65)]

"That the demand under the head 'Ministry of Commerce, Civil Supplies and Cooperation' be reduced by Rs. 100."

[Failure to protect the public sector cashew Corporation of India, Kerala (66)]

MR. CHAIRMAN : The cut motions are also before the House.

श्री धर्मासिंह भाई पटेल (पोरबंदर) : सभापति महोदय, मैं वाणिज्य, नागरिक पूर्ति और सहकारिता मंत्रालय की मांगों का समर्थन करने के लिये खड़ा हुआ हूँ।

(1) मूंगफली की खतो-डो-ग्रायल्ड केस-हुछ मात्रा में एच० पी० एम० और मूंगफली, प्याज, जोरा, गुड़, आलू, अरंडो तेल, चाय, काफी वगैरह कृषि जिनसां के निर्यात करने की जो प्रक्रिया सरकार ने चालू की है, वह अच्छी है।

(2) खाद्य तेलों, वाजरो, गेहूँ, चन्ना, ज्वार, जैसे अनाज, वनस्पति, गुड़, चाओ, प्याज, आलू वगैरह चीजें लोगों को सरलता से और योग्य दाम में मिल रही हैं।

(3) नाफेड के जरिये कुछ मात्रा में एच०पी०एम० के लिये मूंगफली, प्याज, आलू, सोयाबीन वगैरह कृषि जिनसां को खरीद कर के किसानों को लाभ दिया है।

इसलिये मैं वाणिज्य मंत्री जो को धन्यवाद देता हूँ। और कुछ अन्य विषयों पर उनका ध्यान खींचना चाहता हूँ। खाद्य तेलों के बारे में मैं कुछ कहना चाहता हूँ। 1976-77 में विदेशों से 9.48 लाख टन खाद्य तेलों का आयात किया गया था जिसकी कीमत विदेशी मुद्रा में 530 करोड़ रु० थी। 1977-78 में 13 लाख टन खाद्य तेलों का आयात किया गया जिसकी कीमत विदेशी मुद्रा में 800 करोड़ रु० थी, और 1978-79 में 10 लाख टन आयात हुआ जिसकी विदेशी मुद्रा करोड़ 700 करोड़ रु० थी। इस प्रकार तीन साल में हमने 2000 करोड़ रु० की विदेशी मुद्रा खर्च की। तो इस प्रकार खाद्य तेलों के आयात करने का तरीका अच्छा नहीं है। इसको बदलना चाहिये। खाद्य तेलों के बारे में हम कब आत्म निर्भर होंगे ! इसलिये वाणिज्य और कृषि मंत्रालयों को मिल कर योजना बनानी चाहिये। तिलहनों की पैदावार बढ़ाने की योजना होनी चाहिये।

आयातित खाद्यान्न तेलों के बारे में मैं कुछ कहना चाहता हूँ।

I am stating here below some items for the consideration of the hon. Commerce Minister :

1. At present, no stock of imported edible oils with traders.

2. At present, no balance contracts, sailed vessel and no vessel on ports for edible oils.

3. It is announced that 18 lakh tonnes rapeseeds will be produced but due to bad atmosphere, the same crop decreased upto 11 to 12 lakh tonnes only.

4. The Sumner groundnut seeds will be produced 5 to 6 lakh tonnes only in South and same goods will be utilised in South only and they will also come from other States

5. The price of coconut oil is also high (Rs. 14 to Rs. 15 per kg).

Thus, due to above position, it may be possible that STC will be failing to supply the edible oils to people, duly imported oils. So, the import licence of edible oils should be granted to Refinery holders in the country.

मै सुझाव देना चाहता हूँ कि करीब 9 लाख टन तेल का आयात होता है। इससे वे वनस्पति उद्योग के लिये करीब 6 लाख टन होता है। तो इसी तो आप एम० टी० सी० के जरिये आयात कीजिये। लेकिन जो खाने के लिये आयात किया जा रहा है तो देश में जितनी रिफाइनरीज है उनके जरिये आयात होना चाहिये, एम० टी० सी० के जरिये नहीं होना चाहिये। अगर एम० टी० सी० के जरिये तेल आयात किया जायगा तो 4, 5 मास में तेल का दाम 10 रु० प्रति किलो हो जायगा। इसलिए आयात दो तरह का होना चाहिये। जो वनस्पति उद्योग के लिये तेल चाहिये वह एम० टी० सी० के जरिये आयात होना चाहिये, और जो खाद्यान्न तेलों का आयात होता है वह रिफाइनरीज के जरिये होना चाहिये।

सभापति महाशय, एक बात और कहना चाहता हूँ कि हमारी सरकार ने डी-आयल्ड केक के एक्सपोर्ट का निर्णय लिया है। गत साल 8 लाख टन डी-आयल्ड केक का निर्यात किया था, और अभी जनवरी में अप्रैल तक का 3 लाख टन डी-आयल्ड केक का निर्यात करने का कोटा दिया गया है। डी-आयल्ड केक मूगफली की खली का निर्यात करने का मई में अगस्त तक का 3 लाख टन का कोटा जाहिर नहीं किया है जो कि तुरन्त जाहिर किया जाना चाहिये। मूगफली की खली का 1978 में 8 लाख टन का निर्यात किया गया था जो कि 1979 में 9 लाख टन निर्यात होना जरूरी है। अभी

जनवरी-अप्रैल का 3 लाख टन का कोटा तो जाहिर कर दिया गया है लेकिन मई से अगस्त तक का 3 लाख टन का कोटा अभी जाहिर नहीं किया गया है जो कि तुरन्त जाहिर किया जाना चाहिये। सितम्बर से दिसम्बर तक का बाकी का 3 लाख टन का कोटा अगस्त में ही जाहिर करना चाहिये। सौराष्ट्र में इसका हाल का भाव 1100 रुपये एक टन का है। एम० टी० सी० ने अपनी ओर से 40 हजार टन का कोटा दिया है लेकिन अभी तक उन्होंने एक्सपोर्ट नहीं किया है जो कि अच्छी बात नहीं है। अगर एम० टी० सी० एक्सपोर्ट नहीं कर सकती है तो इनका कोटा रद्द कर के अगले चार माही हाल में मिलाकर सब को फिर से बाट दिया जाये।

एच० पी० एम० का निर्यात नाफेड के द्वारा करने का निर्णय किया गया है जो कि बहुत अच्छा बात है। 1 लाख टन एच० पी० एफ० का निर्यात होना जरूरी है। हमारे सौराष्ट्र में बाजार में मूगफली का 20 किलो का भाव 45 रुपये चल रहा था लेकिन नाफेड ने 20 किलो का दाम 50 रुपये देकर खरीद की है, यह अच्छी बात है। इसमें किसानों को 50 करांड का फायदा हुआ है। इसको और ज्यादा बढ़ाने की मैं मांग करना हूँ।

सभापति महाशय, प्याज का भी नाफेड के द्वारा खरीदी की गई है जो कि अच्छी चीज है। बाजार में 20 किलो प्याज का दाम 4, 5 रुपये था, लेकिन नाफेड ने 7 रुपये के भाव से खरीदी की है। यह अच्छा किया, लेकिन नाफेड ने प्याज खरीदने में काफी देरी की है। हमारे मोंगार में धाराजी, भायाबदर उपलेटा जाम, जात्रगुर, पाननी मोटी, कोलकी, जामवाली, माणाबदर, मागरोल, कशोद, चोगवाड, वैरावन पाटण वगैरह विस्तारों में प्याज की फसल जनवरी के शुरू में आने लगती है, लेकिन नाफेड ने इसकी खरीदी 15 मार्च में शुरू की है। इस तरह से आधी-पौनी फसल तो ऐसे ही चली गई।

[श्री धर्म सिंह भाई पटेल]

अगर नाफेड को प्याज की खरीदी करनी है तो इसकी योजना बनानी चाहिये और जनवरी के शुरू से ही इसकी खरीदी की जानी चाहिये। गुजरात स्टेट को-ऑपरेटिव मार्केटिंग फंड-रेशन बैंक साथ मिलकर नाफेड ने प्याज की खरीदी की है, लेकिन उनको वैगन नहीं मिलता है। वाणिज्य मंत्रालय को रेलवे मंत्रालय से मिलकर इनको तुरन्त वैगन दिलवाना का प्रबन्ध करना चाहिये।

हमारे सौराष्ट्र के कई एम० एल० ए० श्री बल्लभ भाई पटेल, विट्ठल भाई कालरिया, मनुभाई कोटडिया, रमणीक भाई पटेल और जोरुम ग हिल ने रेलवे मंत्रालय और वाणिज्य मंत्रालय को तार दिया 17 मार्च का कि धाराजी, मायाबदर और ग्राम जोधपुर के रेलवे स्टेशन पर पूरे इंगना का प्रबन्ध किया जाये। मेरा निवेदन है कि यह काम प्रायर्टी पर किया जाना चाहिये।

मोलासिस के निर्यात के सम्बन्ध में कोई समय मर्यादा नहीं होनी चाहिये मालभर तक निर्यात होना जरूरी है हमारे सौराष्ट्र में 30 हजार टन मोलासिस निर्यात करे का लाइसेंस दिया है। कृषि मंत्रालय ने 1978-83 में 3125 कराड रुपये की कृषि जिनमी का निर्यात करे का लक्ष्य तय किया है, अगर यही स्थिति रही तो यह कैसे होगा? क्या वि. एच० पी० एम० का प्रतिटन निर्यात शुल्क 1500 रुपये लिया जाता है, मूगफली पर निर्यात शुल्क 1125 रुपये और डी-आयल्ड केवस का निर्यात शुल्क 125 रुपये है। इसको रद्द करना बहुत जरूरी है।

हमारे मंत्री जी ने कुछ मांगे रखी है, मैं भी अपनी कुछ मांगे उनके नामों रखना चाहता हूँ —

- 1 डी-आयल्ड केक्स (ग्राउन्डनट सोल्बैंट एकमटेडकमन्स) मूग-फली की खली के 3 लाख टन

के निर्यात का मई से अगस्त 79 तक का कोटा तुरन्त जाहिर करे।

- 2 जिनके पास ग्राइल रिफाइन-रीख हैं, इन्हें खाद्य तेलों के आयात करने की मजूरी देना जरूरी है।
- 3 एच० पी० एम० का नाफेड के द्वारा 1 लाख टन का निर्यात होना जरूरी है।
- 4 नाफेड और गुजरात स्टेट को-ऑपरेटिव मार्केटिंग फंडरेशन से प्याज की खरीदी जनवरी के शुरू से हो। चाहिये और इन्हें पूरा वैगनों के मिलने का प्रबन्ध होना चाहिये।
- 5 मोलासीम की निर्यात बारह माह करे की मजूरी दी जाये।
- 6 एच० पी० एम०, मूगफली, की खली की मजूरी निर्यात शुल्क रद्द करे, केलिये वित्त मंत्रालय से मिलकर प्रबन्ध करे।
- 7 तिलहना को पैदावार बढ़ाकर चार माला में खाद्य तेलों की आयात क्रमश कम करके अन्त में बन्द की जाये।
- 8 मूगफली विक्रम बोर्ड की रचना करे।

अगर मंत्री महादय इन सुझावों को अमल में लायेंगे, तो देश के लिए अच्छा होगा।

बाजार कहा जाता है कि महंगाई बढ़ रही है। किस चीज की महंगाई बढ़ रही है? आज सभी चीजें बाजार में मिल रही हैं, अच्छी तरह से मिल रही हैं। मैं मंत्री महादय से प्रार्थना करूंगा कि वह

उपभोक्ताओं के हितों के साथ साथ किसानों के हितों को भी ध्यान में रखे ।

SHRI A. C. GEORGE (Mukandapuram) We are discussing a most vital Ministry of the Government of India. As my friend pointed out earlier, this Ministry, comprising of three well-defined Departments—Foreign Trade, Civil Supplies and Co-operation—in a way decides the existing and future economic situation of the citizens of the country. It is dealing with exports and earning of foreign exchange, it is dealing with price stabilisation and availability of essential commodities for the people of this country and in a way, this is a Ministry which is a fulcrum, this is a Ministry which is a barometer, which indicates the entire economic situation of our country. As a very good personal friend of the Minister of Commerce and Civil Supplies in the past two years I was trying my level best to see signs and an indication of his Ministry making progress. But Sir, good will alone will not create results. I must confess that, today after the lapse of two years of the Ministry's functioning the only understatement that I can make is that the Ministry's functioning is a dismal failure. In fact, the dark clouds were seen even earlier. I do not want to repeat the favourite words of I told you so, but even in 1977, when my great friend Shri Mohan Dharia took over the Commerce Ministry, while wishing him well and all success, with the indication that was available, I had an opportunity to tell him, in this very House, that his sense of direction was not entirely correct.

When I speak on this subject, I cannot entirely bifurcate the Minister from the Department because, for quite a few years, Mr. Mohan Dharia was part of the Government, and holding a key portfolio of Planning, he was instrumental for planning the progress of the country, particularly the exports of the country, and he did, at that time, show results. That is how, in 1976-77, when the new Government came into existence, in spite of the huge bill for oil payments, in spite of the crisis that was brewing around, at the end of March 31, 1976, the country's export figure was 5,145 crores and the import figure was 5074 crores and we had a surplus of 71 crores. In a developing country like India, even a surplus of 71 crores is a substantial achievement because the import bill was basically directed at building an industrial base and we were trying our level best to see that exports did pay for our imports. There was a time or decade or even more time than that

when the philosophy of the Government, the philosophy of the Ministry of Foreign Trade and Commerce—in fact, it was even in the lips of the common man—was the expression, which has now-a-days been forgotten 'valuable foreign exchange'. One important mistake which the Ministry of Commerce has committed and which I would point out is that, as soon as they had taken over, the words 'valuable foreign exchange' lost all their significance and meaning, the words 'valuable foreign exchange' were allowed to go down the drain, the philosophy of foreign exchange was no more valuable. There was a time when we were making hectic efforts, when we were tightening our belts, to see that maximum exports were achieved, the optimum import were maintained, the industrial base was sustained, the people's necessities were met and the valuable foreign exchange was earned. But in the past two years, because of another development that took place in this country, there has been this tendency among many—and I have a suspicion that this tendency has percolated even to my friend Mr. Mohan Dharia, and others in the Ministry of Commerce—and the words 'valuable foreign exchange' have lost all their meaning and significance. I remember, one and a half years ago he was trying to explain this by saying 'Our primary responsibility is to see that the needs of the people are met so I am going to curtail exports'. I concede that we have reached a stage when we could curtail exports or we could think of curtailment exports. That fallacy has come into our mind because lakhs and lakhs of people working abroad, the overseas Indians,— I will be failing in my duty if I do not mention here the sizable contribution of the Kerites started sending valuable foreign exchange and today in spite of the colossal bungling of the Ministry of Commerce and this Government, we are still having surplus foreign exchange to the tune of nearly Rs. 4,300 crores. That is why, an indifference was shown towards export efforts. I remember Mr. Mohan Dharia explaining, "We need not export onions, we need not export potatoes, we need not export sugar, we need not export anything" and the populist slogan was, 'My intention is to see that the people's needs are met.' Now, many of the enlightened journals are coming forward to admit that, during the past two years, the philosophy was wrong, they were indifferent and their complacency is now showing the results. Even in the Economic Survey a publication of the Government of India it is said:

“ the rapid deterioration in exports ” The Economic Survey

[Shri A C George]

a publication of the Government of India, has used a rather superlative word, saying, 'the rapid deterioration in exports'.] It is said further .

" It may not show an improvement over 1977-78 " During the past decade, even when we had deficit balance of payment situation, the exports were growing. Only in 1975-76 the exports were less in number than the imports. Otherwise, all through these years, this country was showing a steady increase in exports, every year it was going up even when we had an adverse balance of payment. In one year the export was less because the import was also going up. Our export graph was always looking up. In 1976-77 when the Department was handed over to the new Government the rate of growth in exports was 27 per cent. In 1977-78 the last financial year the first year of the Janata Government, from 27 per cent it came down to 4.5 per cent. This year—I would like to be corrected. I wish I am corrected—our rate of growth is not only 'nil' but it may be negative.

THE MINISTER OF COMMERCE,
CIVIL SUPPLIES AND COOPERA-
TION (SHRI MOHAN DHARIA) It
is wrong

SHRI A C GEORGE I am glad if you tell me so. But I know what will be coming now. For 3 1/2 years I happened to sit in this Ministry. Upto January, our rate of growth was 'nil'. That is why, I was cautiously saying. I would be glad if in January, February and March, it had picked up. But the indication is this. I can categorically say that the rate of growth will not be even 4.5 per cent. According to the latest report I was reading, even the best optimists are forecasting a growth of only 2 per cent or so. I think it will be a jugglery of figures. Of course, Mr Fernandes specialises in that, I do not expect that from Mr Mohan Dharia.

MR CHAIRMAN Mr George, from our Party six members are to speak.

SHRI A C GEORGE The most important point is this. Now after they had taken over you see a steady decline in exports. Simply because lakhs and lakhs of people are working in the desert of Arabia or the neo-rich Gulf countries and they are sending money out of their sweat and brow, simply because their coffers are now full with nearly Rs 4,000 crores, callous indifference is shown towards exports. That is why they are thinking of any sort of imports, even power-tillers, electronic equipment, even the sophisticated goods

which our country is producing. In the new budget they are thinking of importing so many things, thus killing the indigenous industries. I will never blame the Government for the import bill going up because the import bill going up can very well be an indication of the economic growth if it based more on raw materials and important components for the industries. But here we see that the exports are going down. I am not asking you to maintain a steady growth of 27 per cent. When the point about banning exports was raised, he said that they could just do it. But now the farmer in Punjab is clamouring because he is not getting his full value for his potatoes. Now, they think of exporting. The policy of exports cannot be decided by fits and starts. It has to be a steady policy. That is where I accuse the present Commerce Minister. He has been following a policy of adhocism. Now we have got surplus but we do not find the market for onion. Our market has been lost. We do not find the market for potatoes. Our market has been lost. In the international market a vacuum will not exist. Because of the valuable foreign exchange reserves we have the Ministry is taking this attitude of indifference towards exports. Already two years have gone. The indication is that there is going to be a deficit of at least Rs 1200 crores. May be because of the high foreign exchange reserves and the foreign remittances, they may be able to foot the import bill. But it is an unhealthy trend, a trend which has to be reversed in time. We have to build up our international market in a steady manner. People will not wait for the decisions of the Government of India. The foreign market will find out their own customers and sellers.

MR CHAIRMAN Please try to conclude.

SHRI A C GEORGE I know, my time is limited. I am discussing only the philosophy behind Government's functioning, the attitude taken by the Government that the valuable foreign exchange is something which they can get by a few thousands of Indian's working abroad. This philosophy is wrong. Exports are indicative of the growth of the economy. At least now, let us think of building up a stabilised export policy. Let us give our buyers abroad an assurance that we will not be going by quixotic methods, we will not be guided by adhocism, we will have a steady policy where they can be assured of supply. Especially in the Gulf countries, many of them are accustomed to condiments and other food items, since they are basically Indians, and if we ban the export of those, we are cutting at the very root of the foreign exchange resources. May, I, therefore, request the Commerce Minister to r v se

this policy. This populist slogan of 'meeting the indigenous demand' is only an alibi. This bad and unhealthy trend has to be reversed. I hope, the Commerce Minister will need the signs on the wall, correct the policy and bring forward a surplus balance of payments situation next year.

डा० लक्ष्मी नारायण पांडेय (मद-सौर) . सभापति महोदय, हम वाणिज्य मंत्रालय की मांगों के सम्बन्ध में विचार करने जा रहे हैं। वाणिज्य मंत्रालय का कार्य अत्यन्त महत्वपूर्ण है जोकि भारत की अर्थ-व्यवस्था को सुदृढ़ करने व सुनिश्चित दिशा में चलाने के लिए प्रभाव रखता है। इसी कारण उमकी एक विशेष स्थिति है। मैं निवेदन करना चाहूंगा कि पिछले वर्षों की अपेक्षा आयात निर्यात सतुलन में हमारी स्थिति में जो जो सुधार होना चाहिए था वह नहीं हुआ है यद्यपि मैं इस बात में सहमत हूँ और मुझे इस बात का विश्वास है कि माननीय मंत्री जी ने उसके लिए सम्पूर्ण प्रयास भी किया परन्तु जमी स्थिति निर्मित होनी चाहिए थी उम प्रकार की स्थिति निर्मित नहीं हो पाई है। उम के कई कारण हो सकते हैं। मैं उन के विस्तार में जाना नहीं चाहता किन्तु इतना अवश्य है कि हम आयात और निर्यात में सतुलन बनाये रख कर जिन प्रकार से अपनी आर्थिक स्थिति को सुदृढ़ करना चाहते थे और अपनी विदेशी मुद्रा के कोष में अभिवृद्धि करना चाहते थे—उम में हम सक्षम नहीं हो सके हैं। लेकिन फिर भी हमारे जो भी प्रयत्न रहे हैं, उन में किसी प्रकार की कोई कमी है, ऐसा हम महसूस नहीं करते हैं। मैं चाहता हूँ कि हमारे इन प्रयत्नों को बढ़ाया जाना चाहिये और जहाँ कमी हो उस को दूर करने का प्रयत्न करना चाहिये। हमारी विदेशी मुद्रा की बचत में जो बिराबट आई है उसे प्रयत्न-

पूर्वक ठीक करना होगा। आज हमारी यह बचत घट कर केवल 4500 करोड़ रह गई है।

16 00 hrs.

अब मैं माननीय मंत्री जी का ध्यान वाणिज्य विभाग के कुछ महत्वपूर्ण अंगों की ओर आकर्षित करना चाहता हूँ, जैसे एस० टी० सी० है, एम० एम० टी० सी० है, तथा अन्य अण्डरटैकिंग है। सब से पहले एस० टी० सी० को लेता हूँ। मैं इस के कार्यकलापों में विस्तार से नहीं जाऊंगा, लेकिन यह स्पष्ट है कि इस का कार्य सतोषप्रद नहीं है। एस० टी० सी० द्वारा बाजार की मांग के अनुरूप विभिन्न वस्तुओं की मांग के आधार पर जो पूर्ति की जानी चाहिये थी, वह नहीं हो रही है और इस के कारण कई क्षेत्रों में विपरीत आधार पड़ रहा है। मैं तम्बाकू का उदाहरण देना चाहता हूँ। इस के सम्बन्ध में निर्णय किया गया था कि तम्बाकू उत्पादकों को ठीक दाम मिले यह काम एम० टी० सी० की मार्फत किया जायगा, वह बाजार में तम्बाकू खरीदेगी, लेकिन भरे पास जो नोट हैं, मैं उसे यहाँ पर उद्धृत करना चाहता हूँ—

"In spite of the Government's decision to purchase 15,000 mts of tobacco in 1979, SIC failed to make arrangements even by middle of March. The entry of SIC is delayed by three months. This was only to help the vested interests to plunder the growers. The average price given to growers by the merchant is about Rs 3/- per kg. Growers are helpless. The crop in 1979 is expected to be only 80 ml kilos (80,000 tonnes). Still there is no demand. Tobacco Board managed very well to keep the prices at low level for the benefit of the big trade. The impact of proposed purchase of 15,000 tonnes by SIC on the market is nothing"

मैंने केवल एक उदाहरण-मात्र इसे आप के सामने रखा है।

इसी प्रकार से कई अन्य वस्तुएँ हैं जिन के बारे में यह कहा जा सकता है कि जो कार्य उस को करना चाहिये

[डा० लक्ष्मी नारायण पाडेय]
था वह उस ने नहीं किया है। खाद्य तेल की भी यही स्थिति है जब विश्व बाजार में भाव कम थे नहीं खरीदा और बाद में ऊंचे दाम पर खरीदा। हमारे व्यापार में इस के माध्यम से जो एक सन्तुलित व्यवस्था आती चाहिए थी वह नहीं आई है। अभी कुछ दिन पहले मैंने मंत्री महोदय का ध्यान आकर्षित किया—एम० टी० सी० की मारफत कुछ चादी के निर्यात किये जाने का सौदा किया गया था, लेकिन जिस प्रकार से चादी का निर्यात किया जाना चाहिये था, वह नहीं किया गया क्योंकि यह अनुबन्ध एम० टी० सी० की मारफत हुआ था और उस अनुबन्ध की समय पर पूर्ण न होने के कारण एम० टी० सी० का भारी घाटा होने की सम्भावना है। मैं मंत्री महोदय में जानना चाहता हूँ—मेरी जानकारी के अनुसार कुछ पाबन्दियों के साथ आप निर्यात की अनुमति देने जा रहे हैं, लेकिन जब सौदा हुआ था उस समय क्या स्थिति थी और आज क्या स्थिति है, उस समय विश्व में चादी का बाजार भाव क्या था और आज का क्या भाव है और यदि इन के अन्तर की लिया जाय तो एम० टी० सी० को कितनी हानि अथवा लाभ होगा? यह सब विचार योग्य विषय या बाते हैं। दूसरी बात में रेडो भैंड गार्मेंट्स, मिले-मिलाये वस्त्रों, के सम्बन्ध में कहना चाहता हूँ। यह बात बहुत कही जाती रही है कि हम मिले-सिलाये वस्त्रों के लिये नये बाजार बूढ रहे हैं और इस में काफी मफलता भी मिली है किन्तु आज गारमेंट एक्सपोर्ट्स के सामने सकट है यह 11 अप्रैल के इकनामिक टाइम्स में विस्तार से दिया है। इसमें काफी विदेशी मुद्रा भी हम ने अर्जित की है, प्रसिद्धि भी ही रही है। इस के बारे में पहले सरकार से एक 'कैश-एसिस्टेंस'

की स्कीम जारी की थी। अब मैंने मंत्री महोदय का वक्तव्य जो 12 अप्रैल के इकनामिक टाइम्स में छपा देखा है—जिम में उन्होंने कहा है कि व्यापारी इस बात को प्रव करने कि कोई कैश-एस्मिंटेंस की स्कीम 31 मार्च 1979 तक लागू थी। मैं एक पत्र आप के सामने उद्धृत करना चाहता हूँ—इस पर 'मिडकटली-वान्कीडेन्गल' लिख हुआ है—

This is the Handloom Export Promotion Council's letter No Hecp/1/32/Pol/Vol dated 24.4.1978

इस में आगे चल कर स्पष्ट किया गया है कि कैश एस्मिंटेंस स्कीम 31 मार्च 1979 तक लागू रहेगी। जैसा रिमेन अभी कहा है कि मंत्री महोदय व द्वारा दिया गया एक स्पष्टीकरण जो इकनामिक टाइम्स में प्रकाशित हुआ है जिस में लिखा है कि उस समय 31 मार्च की बॉर्डर समय अवधि निर्धारित नहीं हुई थी जब कि हैण्डलूम एक्सपोर्ट प्रमाणन काउन्सिल के मापनीय पत्र में माफ-माफ लिखा है। मैं उद्धृत करता हूँ —

It has been decided to grant export assistance at the following rates for exports of cotton handloom/khadi fabrics made ups and readymade garments effected from 1st April 1978 to 31st March, 1979.

इसी प्रकार दूसरा पत्र जो काउन्सिल टैक्सटाइल एक्सपोर्ट प्रमोशन काउन्सिल का 22 अप्रैल 1978 का है उस में भी यही बात कही गई है कि कैश एस्मिंटेंस स्कीम 31 मार्च 1979 तक जारी रहेगी।

पहला पत्र श्री एम० मधुराय नायगम सेक्रेटरी, एक्सपोर्ट प्रमोशन काउन्सिल के द्वारा एक रेकुलर के रूप में प्रकाशित किया गया तथा दूसरा एम० बैंकेटेशवरन के नाम से है इसी सदर्भ में कुछ और भी पत्र हैं जो इस बात की पुष्टि करते हैं कि इस प्रकार के आदेश दिये

गये। इस प्रकार के आदेश देने के बाद फिर इकार करने से उनके मामले काफी कठिनाई पैदा हो गयी है। रेडी-मेड गारमेट वालों को जिस प्रकार में कोटा उपलब्ध कराने की बात कही गयी थी और आज हम उनको कोटा नहीं दे सके हैं इसमें उनके मामले कठिनाई है। अगर ये कठिनाई उनके सामने बनी रही तो हम निरन्तर बाजार खोते चले जायेंगे और हमारे मामले भ्रष्टपूर्ण स्थिति बन जायेंगी। मैं जानना चाहूंगा कि इस प्रकार का हम में विरोधाभास क्यों है ?

मैं इजीनियरिंग गडम के बारे में भी कहना चाहूंगा कि उसका निर्यात भी लगातार कम हुआ है। यद्यपि हम के बारे में भी असिस्टेंस की बात कही गयी है लेकिन इजीनियरिंग गडम के निर्यात का कहना है कि यह असिस्टेंस उस से बहुत कम है जितनी की बात आपने कही थी। इस में उनको लाभ होने वाला नहीं है। क्योंकि बाजार में स्टील के और दूसरी चीजों के दाम बढ़े हैं। हम ने इजीनियरिंग गडम का मार्केट प्राप्त किया है। आप उन्हें पूरी सहायता दीजिए, तभी हम उसके निर्यात से सफल हो सकेंगे अन्यथा सफल नहीं हो सकेंगे। मंत्री जी इसको देखने का प्रयत्न करेंगे, ऐसी मुझे आशा है।

आज आलू उत्पादक, खाण्डसारी बनाने वाले परेशान हैं। इनके निर्यात पर विशेष ध्यान देना है। इसी प्रकार से अन्य और चीजें भी हम यहाँ से निर्यात करना चाहते हैं। हम ने नये बाजार ढूँढे हैं। हम ने आयरन और के लिए और क्रोम के लिए चीन का बाजार ढूँढा है। अगर आयरन और की स्वदेश के अन्दर आवश्यकता है और हम अपने देश में इस्पात की कमी अनुभव कर

रहे हैं तो फिर आयरन और को एक्सपोर्ट करने की क्या आवश्यकता है। बाहर से हम स्टील मगाएँ और अपने यहाँ से आयरन और भेजे यह कहा तक ठीक है। हमें अपने देश में ही इतनी तकनीकी उपलब्धता प्राप्त करनी चाहिए जिससे कि हमें बाहर न भेजना पड़े। लेकिन फिर भी अगर ऐसी स्थिति आती है कि हम इसकी खपत नहीं कर सके और हमें इस विदेश को भेजना पड़े तो हमें इसके लिए नये बाजार तलाश करने की आवश्यकता है। पहले जापान हमारा हमका सब में बड़ा खरीदार था लेकिन आज वह हम स्थिति में नहीं है कि वह इसको ले सके। हमारे देश में बहुत सी ऐसी उपलब्ध चीजें हैं जिनको भेज कर हम वहाँ से दूसरी चीजें प्राप्त कर सकते हैं।

हम मंत्रालय के अधीन एम० टी० सी० में कुछ सुधार हो रहा है लेकिन एम० एम० टी० सी० में आज भी काफी सुधार की आवश्यकता है। यद्यपि मंत्री महाशय ने उस बारे में प्रयत्न भी किए हैं एम० एम० टी० सी० के कार्यक्रम में सुधार भी हुए हैं फिर भी खनिजों के उत्पादन में खनिजों की उत्पत्ति में जो हमारे खनिज बाहर भी जा सकत हैं और जिनको हम एम० एम० टी० सी० के जरिये बाहर से मगाने भी है उस में कोई सन्तुलन नहीं है। मैं उदाहरण देना चाहता हूँ। हमारे देश में अन्नक बहुत बड़ी मात्रा में पैदा होता है इस का अलग निर्यात भी बना हुआ है जिस की बाहर मार्केट भी है उस में निरन्तर गिरावट आई है। यह बात आपने जो 1978-79 की रिपोर्ट में उपलब्ध की है उसको देखने में पता लग जाता है। अब इस निर्यात में किन कारणों से गिरावट आई है, विदेशी मार्केट कम हुई है या कम कारण रहे हैं यह भी

[डा० लक्ष्मी नारायण पांडेय]

मैं मंत्री महोदय से जानना चाहूंगा । ऐसी वस्तुएं जिन का पर्याप्त मात्रा में निर्यात किया जा सकता है और जिन की पर्याप्त मात्रा में यहां पैदावार भी होती है, उनकी तरफ आपको विशेष ध्यान देना होगा ।

खाद्य तेलों का भी बहुत बड़ी मात्रा में आप आयात कर रहे हैं । दालों का यद्यपि आप उत्पादन बढ़ाने का प्रयत्न कर रहे हैं लेकिन उनका भी आपको आयात करना पड़ रहा है । इस संदर्भ में राष्ट्रीय सहकारिता उपभोक्ता संघ का जो कार्यक्रम है उस में सुधार करने की ओर भी मैं आपका ध्यान आकर्षित कराना चाहता हूँ । खास तौर पर दिल्ली स्थित सुपरबाजार जो है और उसने बहुत सी अपनी शाखायें भी खोल रखी हैं और जो बहुत अच्छा काम भी कर रहा है, उसकी ओर मैं आपका ध्यान दिलाना चाहता हूँ । शेयर होल्डर्स को उसके द्वारा कितना लाभांश दिया गया है, उसके कार्यक्रम में कितना सुधार हुआ है, उसको कितना घाटा हुआ है, इस सब को भी आपको देखना चाहिये । उसको निरंतर घाटा हो रहा है, करोड़ों रुपये का हो रहा है । मैं चाहता हूँ कि इस ओर आप निश्चित रूप से ध्यान दें ।

आप सहकारी समितियों के जरिये आवश्यक वस्तुएं वितरित कराना चाहते हैं, सरकार वितरण का काम उनके हाथ में सौंपना चाहती है । सार्वजनिक वितरण प्रणाली में यह जरूरी है । लेकिन उनको जो ऋण उपलब्ध होता है उसके ब्याज की दर बहुत अधिक है । जिस प्रतिशत की दर पर आप उसको पैसा देते हैं वे उन पर अपना रिफॉरिट एक्सपेंडीचर लगाते हैं इससे वस्तुओं की

कीमतें और बढ़ जाती हैं तो आप जो सस्ती वस्तुएं लोगों को उपलब्ध कराना चाहते हैं वे उपलब्ध नहीं हो सकेंगी । इस वास्ते मेरा सुझाव है कि आप ब्याज की दर को कम करें । ताकि लोगों को आप जो वस्तुएं वितरित कराना चाहते हैं वे उनको ठीक दामों पर और सस्ते दामों पर उपलब्ध हो सकें ।

वस्तुओं का क्वालिटी कंट्रोल भी बहुत आवश्यक है । वस्तुओं के क्वालिटी कंट्रोल की आज कोई व्यवस्था नहीं है । काफी उन में एडल्ट्रेशन होता है । इस क्वालिटी कंट्रोल के बारे में लोगों को काफी शिकायतें हैं । आपको उपाय करना चाहिये ताकि क्वालिटी पर कंट्रोल हो सके । इसके वास्ते आपको यदि कानूनों में सुधार या परिवर्तन अपेक्षित है तो वे भी उपाय करने होंगे ।

मैं आंकड़ों में जाना नहीं चाहता हूँ लेकिन जो हम चाहते हैं कि हमारी संतुलित अर्थ व्यवस्था हो उसकी तरफ हम को विशेष ध्यान देना होगा । हम भारत की अर्थ व्यवस्था को जो दिशा देना चाहते हैं, जो गति देना चाहते हैं उसको वह दिशा और वह गति देने में वाणिज्य मंत्रालय का बहुत बड़ा उत्तरदायित्व है । उसको चाहिये कि वह आयात निर्यात में संतुलन बनाए रखे । ऐसा नहीं होना चाहिये कि आयात निरंतर अधिक होता रहे और निर्यात निरंतर गिरता चला जाए जैसा कि पिछले दिनों देखने में आया है । ऐसा अगर हम कर सकें तो हम अधिक सक्षम और अधिक प्रभावी ढंग से काम कर सकेंगे और नागरिक आपूर्ति की दिशा में जो लोगों की आशाएँ और अपेक्षाएँ हैं उनके अनुरूप आप कार्य कर सकेंगे ।

SHRI ANNASAHEB P. SHINDE (Ahmednagar): Sir, I am thankful to you for calling me. Before I go to make some of the observations which may not be very pleasing to the hon'ble Minister and his colleagues, I would like to say at the outset something which is very much in favour of his Ministry. Our general experience is that government departments or governments organisations do not function properly but I must congratulate Shri Dhariaji and his colleagues for the excellent functioning of the N C D C and the way it is taking a practical attitude to a number of problems of the cooperative movement in this country. All of us know how important the cooperative movement is for the well being of millions of poor people in this country. But I am glad in this Report itself of the Department of Civil Supplies and Cooperation a very significant para has been mentioned on page 3 which I quote :

"In no other country in the world is the cooperative movement as large and diversified as in India. It leaves almost no sector of the economy untouched. Over the years, cooperative activity has progressively increased in terms of membership, resources and transactions. Today, the economic value of cooperative activity exceeds Rs. 15,000 crores per annum—about one-fourth of the total national income. The movement involves about eight crore people and is perhaps one form of economic organisation which involves the largest number of people."

I broadly agree with the assessment of the Ministry as far as this aspect is concerned but then I would like to say that though your intentions are good and as far as the Cooperation Department is concerned, you are giving proper leadership yet the thinking of the government as a whole as far as the cooperation movement is concerned is totally confused.

Sir, some time back there was a discussion of nationalisation of cooperative units. I do not want to say that there are not weaknesses in the cooperative sector. I know there are many many draw-backs. But my point is when we discuss and talk about the democratic structure and we also know there are many drawbacks in it, do we take the position that democracy has to be abolished. In fact, we say that democracy is the only form of government which can possibly take this country in the right direction. Similarly, if in cooperative movement there are some drawbacks is nationalisation a reply to it. No doubt, ultimately has seen it failed. *prevas good.se good* I am not basically opposed to nationalisation.

But had it been a better form of involvement of people, I would not have opposed the basic idea of nationalisation. Nationalisation in Communist countries is different. There, communist cadre and people's representative control the bureaucracy. They control and give proper direction, guidance and have proper check on bureaucracy. But here in this country, nationalisation eliminates people and impose bureaucracy on the organisation. This is how your nationalisation functions. It clearly shows that your Government is not going to be successful, but I am glad that ultimately this decision was not taken.

Then, your Ministry is responsible for the administration of the Essential Commodities Act and Consumer Protection. In your own report you have mentioned like this.

"The basic strategy to combat inflation and improve the availability of essential commodities revolves round the evolution of a workable system of management of total demand and aggregate supply in the national economy. The basic tenets of this strategy are:

- (i) Control on money supply ;
- (ii) Strengthening of the public distribution system.

Now there are a number of points. I am afraid Mr. Dharia is not going to succeed in his mission of controlling prices. The reason is that there are many factors in the economy which are beyond his control. For instance, the Finance Minister yesterday was good enough to give some assessment to the country and I hope you must be aware of what he said in this connection. He said: "But the very fact that money supply expansion is running ahead of growth in real output cautions us about the possible dangers which may lie ahead". And I may say that you have already entered the inflationary era. But nothing is going to stop this inflationary pressure. You should not have resorted to a heavy dose of indirect taxation and deficit financing. The prices are going up. My experience with the previous Government after 1972, is in spite of all efforts made to bring down the prices, the Government did not succeed in holding the prices and this time you are going to land yourself in the same situation. You say that you have succeeded in having price stability. But you may not have that because you have resorted to first of all heavy dose of deficit financing. It is a necessary evil sometimes. But this can be done when the ruling party or the policy makers have control of the situation. They should have a firm grip over the national situation. You see what is happening in Bihar and U. P.

[Shri A. P. Shinde]

Different constituents of your party are fighting against each other. You have no political grip over yourselves. You are a conglomeration of different groups come together. Therefore, the deficit financing itself is going to wreck the economy of this country.

I have already referred to the money expansion. Then you said about the public distribution system. I am in favour of public distribution. That is the only way to give protection to the millions of poor people by making essential commodities available at reasonable level of prices. In your constituency that is in Pune, there was a conference of trading community Ministers belonging to your party participated in that. This happens all over the country and the resolutions are passed against public distribution system with the encouragement of your colleagues. But you go on making announcements in the country that you are going to have public distribution system. If you are a single majority party perhaps you would have succeeded in your policy but your people who are interested in working for the middlemen who are exploiters of the common people, will not, I think, allow you to do so. You are talking of public distribution system for the last 10 years but the vested interests would not allow you to do so. Therefore we should have a realistic assessment about all these matters.

Then you have referred to price stability. I do not want to go into details of that. In your own report you have said that the price stability was mainly because of agricultural production. Now, during the same period what has happened? The prices of manufactured articles have gone up, the prices of agricultural commodities have come down very much because in fact, this point was referred to by me when I spoke on the Demands for Agriculture Ministry. But it was a very brief reference. When the agricultural produce is brought in the market immediately after its harvest the price is very low. What is the position of price index? The all India position of price index of rice has receded from 174 in August 1977 to 139 in March 1978.

Then, the price index of wheat fell from 166 in January to 148 in June. There was a decline in the prices of important agricultural commodities. I have no time to go into the details, but basically our price stability has been maintained at the cost of agriculture for which you will have to pay the price.

As far as export front is concerned, my hon. colleague has already made an observation that there is a total failure

of the Ministry in this respect. I am going to confine myself only to the agricultural exports or the policy aspect of it. But before that, I would like to say that while we are trying to improve relations with Bangladesh and Pakistan, as far as improvement in trade is concerned, we have not succeeded much. It is good that our Prime Minister and Foreign Minister went to Bangladesh and yesterday and day before that they have arrived at some understanding about trade etc. At present, what is your trade with Pakistan, the neighbouring country where we have the greatest export potential. India's exports to Pakistan during 1977-78 were worth Rs 13 crores, whereas our imports amounted to Rs 23 crores. As far as Bangladesh is concerned though there is a little improvement but the same story. Exports to Bangladesh during 1977-78 have been worth Rs 51 crores and the imports in the same year have been of the order of Rs 116 crore. This shows that even in the neighbouring countries where the largest potential of trade is there we have not succeeded much. This needs to be paid greater attention.

As far as export of agricultural commodities is concerned, I would like to say that there is a lack of total understanding in your Ministry of these problems. Last Year, I referred to the problem of Swadeshi concept. We are all proud of Gandhiji who gave us this mantra Agriculture is our biggest industry. But how discriminately you take decisions at the official level to import mass commodities of agriculture without caring what will happen to the agricultural production here. This is what has been happening during the last thirty years. I have a grievance against that, though I was a party to it being a part of the earlier Government. When the farmer used to bring his cotton to the market, we used to import this. You go on criticising Shrimati Indira Gandhi's Government but you have also not changed your policy. There is, thus, an imperative need to change your policy. How discriminately you import cotton and even edible oils worth Rs 800 crores. Have you ever heard of such a figure?

Sir, imports have to be made but there should be a machinery for protection of agricultural commodities. The time has come when there must be institutional structure for protecting the agricultural commodities from indiscriminate imports so that an officer or a Minister is not free to take a decision. Many countries in the world have such legislations. Here, we become unfortunate onlookers only. There must be a parliamentary

legislation and an institutional structure. Without proper scrutiny, no imports should be allowed which destroy the basis of agriculture, just as we have DGTD in the case of industries. We know of PL 480. This has caused a lot of damage, though there are other sides of it also. I am glad that we came out of it.

As far as agricultural exports are concerned—We may not follow them in other aspects because they have different situations—there is a lot that we can learn from America. Last year, America exported agricultural commodities worth 27 billion dollars. Their favourable trade of balance after the agricultural imports and exports was to the tune of 13 to 14 billion dollars. India, to my mind, has a more potential in this respect than America. We are glad that our agriculture has started making good strides and we are proceeding in that direction, but our export policy has to be framed in proper perspective. There has been some indication that the Government has started in the right direction. I do not know whether we will succeed. I am reading from the Economic Survey :

“ Till now the policy has been to export products whose production has been surplus to domestic requirements. Export requirements have not explicitly entered the country's production planning. Conscious efforts should now be made to develop production potential—both industrial and agricultural—which will enable the export of a wide variety of goods. A greater emphasis on developing agricultural exports is necessary for it should not be forgotten that even to-day the bulk of India's export consists of agricultural commodities and agro-based industrial products. This will also partly be an answer to the difficulties experienced on account of the restrictions imposed by developed countries on some of India's major manufactured exports.”

I have no time to go into details. You have already appointed the Task Force. Do you know what the Task Force has said ? They have said that your policy of agricultural export is erratic, *ad hoc* and inconsistent. All these words have been used. This is Government report. These are not my words. I hope you will learn from it.

THE MINISTER OF COMMERCE,
 CIVIL SUPPLIES AND COOPERATION
 (SHRI MOHAN DHARIA) :
 It is my own report.

SHRI ANNASAHEB P. SHINDE :
 Therefore, you should accept it. You should tell the House and the country that you accept the recommendations of the Task Force. They have said that India can export Rs. 3,000 crores worth of agricultural commodities. This will

create a lot of employment. Even at the time of difficulties, you should be consistent with exports. Without that, you will not succeed in maintaining export markets.

Only one more point and I have done. About export of sugar, I must say that your mention in the Report is incorrect. So, I would like you to see the factual position. You have said that the prices had declined in 1977-78, and that is why you did not export. I think it is totally incorrect. At that time, prices were economic. But it was because of our failure, i.e., when we had stocks we were not able to store sugar in this country and we had no godowns. There was no need for domestic requirement. I could understand it if, for meeting the requirements of domestic consumers you had curtailed the exports. But as far as sugar is concerned, when it was not required for domestic consumption, we had no place to store sugar ; and you stopped exports, even in 1977-78 when the prices were much better than in 1978-79. You exported in 1978-79 when the prices had come down. I would request you to look into the Report, and see that this incorrect statement does not come in it, so that the Government's credibility is not affected.

श्री तेज प्रताप सिंह (हमीरपुर) : सभा-पति महोदय, मैं वाणिज्य, सिविल सप्लाइज और सहकारिता मन्त्रालय की मांगों के समर्थन में खड़ा हुआ हूँ ।

16.27 hrs.

[SHRI DHIRENDRANATH BASU in the Chair]

हमारे मन्त्री महोदय एक कुशल और अच्छे विचारों के व्यक्ति हैं । उनके नेतृत्व में सहकारिता के क्षेत्र में जो कुछ काम हुआ है, और आगे के लिए जो योजनाएँ हैं, उनके लिए मैं उनको बधाई देना चाहता हूँ ।

पहले मैं एक्सपोर्ट्स के बारे में कुछ बातें समीक्षा के रूप में कहना चाहता हूँ । श्रीमती जार्ज साहब ने, जो खुद बहुत अच्छे आदमी हैं, श्री धारिया के सम्बन्ध में बहुत कुएल शब्द इस्तेमाल किये । मैं उनसे ऐसी उम्मीद नहीं करता था, यह सही है कि 1976-77 में हमारा निर्यात 28 परसेंट बढ़ा था, 1977-78 में वह 4.4 परसेंट बढ़ा था और 1978-79 के बारे में अन्दाज़ ही किया जा सकता

[श्री तेज प्रताप सिंह]

है, लेकिन ऐसी उम्मीद है कि उसके सम्बन्ध में कुछ ज्यादा आशा नहीं रखी जा सकती है।

लेकिन यह हुआ कैसे ? इसको प्रापर पर्सेप्टिव में देखना चाहिए। जहां तक विश्व व्यापार का सम्बन्ध है, 1976 में वह 11 परसेंट बढ़ा, 1977 में वह घट कर 4 परसेंट रह गया और 1978 के बारे में भी ऐसी आशा है कि वह 4, 5 परसेंट से ज्यादा नहीं बढ़ेगा। अपने एक्सपोर्ट्स को उस सन्दर्भ में देखना चाहिए, और इस सन्दर्भ में भी देखना चाहिए कि हमारे देश में हालात अच्छे नहीं थे। पावर का ब्रेक-डाउन हुआ। यातायात के साधन भी बहुत अवरूद्ध हो गये। बाठ इम कद्र आई कि हमारे माल की दुलाई नहीं हो सकी। पोर्ट्स में भी ऐसी स्थिति पैदा हुई कि लदान नहीं हो सका। इन सब बातों के कारण हमारा एक्सपोर्ट नहीं बढ़ सका।

एक कारण यह भी था कि हमारी पालिसी में एक पाजिटिव बात आई, जिसके बारे में मैं बघाई देना चाहता हूँ, और वह है सोशल कास्ट्स का फॅक्टर। कोई उसको नजर-अन्दाज कर दे, तो वह बात झूरी है, लेकिन यह सही है कि अगर हम शक्कर, प्याज और आलू आदि रोज-मर्रा की ज़रूरत की चीज़ों को एक्सपोर्ट करें, और हमारी दृष्टि केवल फारेन एक्सचेंज कमाने पर रहे, जैसी कि पहली सरकार की रही है—उसकी वृत्ति रही है कि एक्सपोर्ट्स को बढ़ाते चले जाओ, और हर साल के आकड़े बताते हैं कि एक्सपोर्ट्स बढ़ें—अगर हम एक्सपोर्ट्स फ़ार एक्सपोर्ट्स सेक की नीति पर चलें, तो इसे उचित नहीं कहा जा सकता है। यह चाँच हमें ध्यान में रखना पड़ेगी कि एक्सपोर्ट या जो भी व्यापार हमारे देश का होता है वह हमारे समाज की तरक्की के लिए होना चाहिए। एक्सपोर्ट्स बढ़ेंगे तो तरक्की होगी यह बात सही है लेकिन उसके साथ हम अपनी एंसेंशियल कमोडिटीज़ को बेच कर फारेन एक्सचेंज कमायें, यह कोई अच्छी बात नहीं है। मुझे यह रिपोर्ट पढ़ने से

प्रसन्नता हुई जिसके लिए मैं बघाई देना चाहता हूँ। उसमें वह कहते हैं—

"It has been Government's deliberate policy to restrict and control export of certain commodities to enable their sufficient domestic availability at reasonable prices and thereby reducing social cost of export"

यह बात अपनी जगह सत्य है। उसको इकार करे लोग और यह कहे कि हमारा एक्सपोर्ट घटा है यह बात अलग है। हमारे महाराष्ट्र के मित्र कह रहे थे कि कुछ ऐसी लाबी क्रियंट की जाय एप्रोकल्चरिस्ट्स की ओर से कि जिसमें प्याज बाहर जाने लगे। मगर उस समय यहाँ प्याज 6-7 रुपये के भाव पर बिक रही थी, कन्ज्यूमर्स को तगी थी। लेकिन उसके साथ साथ यह भी बात मही है कि प्याज मारी मारी फिर्ने लगे ता उसका एक्सपोर्ट ज़रूर होना चाहिए और इस बात का ध्यान रखना चाहिए कि अगर कोई चीज सरप्लस होती है बाजार में और उसको बाहर भेजने से किसानों का भला हो सकता है तो उसमें एक्सपोर्ट की गुंजाइश रखनी चाहिए और उसका एक्सपोर्ट करना चाहिए।

दूसरी बात यह देखे कि हमारा ट्रेड गैप बढ़ा है, डेफिसिट हुआ है, उसकी ओर सबका ध्यान जाना चाहिए, देश के लोगों का और पार्लियामेंट का ध्यान जाना चाहिए। 76-77 में 72 करोड़ की बचत थी, 77-78 में 693 करोड़ का घाटा हो गया, डेफिसिट हुआ, ट्रेड-गैप हुआ और 78-79 में लगभग 1 हजार करोड़ का गैप है। तो ये जो गैप है ये काफी बढ़ने जा रहे हैं। लेकिन उसके बारे में भी अगर अच्छी तरह से देखा जाय तो पता चलेगा कि जो हमारे इम्पोर्ट्स बढ़े हैं वह इ प टं: बढ़ने भी आवश्यक है। जो डेवलपिंग एकोनामी है, जिसको हम बढ़ाना चाहते हैं, उसमें जैसे उद्योग धन्धे हैं, उनमें अगर मशीन्स की ज़रूरत है या रा-नीटीरियल की ज़रूरत है जो हमारे देश में उपलब्ध नहीं हैं तो उसकी कमी को हमें पूरा करना चाहिये। इस तरह इस बात

के लिए भी हम उनको बढ़ाई देगे कि इस मामले में उन्होंने इस बात का ध्यान नहीं रखा कि हमारे ट्रेड गैप्स नहीं बढ़े चाहिए बल्कि इस बात का ख्याल किया कि हमारे उद्योग धन्धे ठप्प न हो जाय या ऐसा न हो कि उनका एकमपेशन न हो सके, उनकी उत्पादन क्षमता न बढ़ सके, इस बात का उन्होंने ध्यान रखा। इसके लिए भी मैं उनको बढ़ाई देता हूँ। फटिलाइजर्स में भी हमारे इम्पोर्ट बढे हैं और बहुत सी चीजों में बढे हैं। यह बात अपनी जगह सही जरूर है जो गिन्दे साहब ने कही कि ऐग्रीकल्चर प्रोडक्शन भी तो बढ़ना चाहिए। पिछले 30 वर्षों में सिचाई के साधन ज्यादा बढ़े नहीं। कुल दम परसेंट रहे। बुन्देलखण्ड जहा में मैं आता हूँ वहा जो टोटल कन्टीनेटेड एग्रिया है उमके पाच में दम परसेंट में सिचाई के साधन तीस सालों में मुहैया किए गए। अब जहा जहां सिचाई के साधन है वहा 25 से 30 मन प्रति एकड़ पैदावार होती है। वह हम बढा सकते हैं। तो उममें भी बजट में इस बात का ध्यान रखा गया कि सिचाई के साधन बढ़ाने के लिए काफी फण्ड्स बढाए गए हैं। लेकिन उममें समय लगेगा। तब तक हम फटिलाइजर भी न मंगाएँ, सीमेंट भी न मगाएँ, जो जरूरत की चीजें हैं तो हमारा कोई उद्योग धन्धा बढ़ेगा नहीं। उन्होंने काफी ध्यान इस पर दिया है, इसलिए मैं उनको बढ़ाई देता हूँ लेकिन यह भी बात है कि गैप बढे हैं, यह भी एक चिन्तनीय बात है।

ये जो इम्पोर्ट्स बढे हैं इनके बारे में मैं रिपोर्ट से कुछ समझ नहीं सका क्योंकि यह इतना बड़ा काम है, उसमें कौन-कौन से आइटेम्स को आपने इम्पोर्ट करने की इजाजत दी, उनको भी तो देखिए। आप कहते तो हैं रिपोर्ट में कि वह इसलिए मंगाए गए कि उससे प्रोडक्शन बढेगा, फेक्ट्रीज में पैदावार बढ़ेगी और छोटी-छोटी इण्डस्ट्रीज की ओर आपका ध्यान है क्योंकि उससे आपकी यह प्राबल्य भी सल्व हो जायगी, लेबर उसमें लगेगा, लोगों को काम मिलेगा, तो वह तो ठीक

है, लेकिन क्या ऐसा हुआ? जो आप कहते हैं, इसमें आशा दिखलाते हैं कि आपने चल कर हमारा काम अच्छा हो जायगा तो वह प्रोडक्शन बढा या नहीं बढा, इसके लिए कोई आपकी विजिलेंस टीम होनी चाहिए जो यह देखती रहे कि इम्पोर्ट्स सही हुए हैं या नहीं और उनका इस्तेमाल हो रहा है या नहीं हो रहा है।

विश्व व्यापार की चर्चा में कर रहा था। तो उममें हमारा हिस्सा 0.49 है, यानी हाफ परसेंट है जबकि 1/5 हमारी पापुलेशन है। तो इनका बड़ा राष्ट्र इनकी बड़ी पापुलेशन और हम कहा क्या कर रहे हैं, कहाँ कमी है हमारे में कि हम उस गैप को पूरा नहीं कर पाते हैं। हमारा प्रापर प्लेस विश्व व्यापार में आना चाहिए। एक्सपोर्ट्स में सम्बन्ध में मेरे मित्र कह रहे थे कि इजीनियरिंग गुड्स में एक्सपोर्ट घटा है लेकिन मैंने देखा 9 परसेंट की बढ़ोतरी हुई है। हैडीक्राफ्ट में भी बढ़ोतरी हुई है। कई उद्योगिक सेक्टरों में बढ़ोतरी हो रही है। इसमें फारेन एक्सचेंज बढेगा।

जैसाकि गिन्दे साहब कह रहे थे, एग्रीकल्चर की ओर ध्यान दिया गया है, उसकी रिपोर्ट बड़ी अच्छी आई है जिसके लिए मैं बढ़ाई देना चाहता हूँ। लेकिन हमें देखना चाहिए कि कमिया कहाँ है और किस तरह से एक्सपोर्ट्स को बढ़ा सकते हैं। विश्व में हमारा नाम हर माने में ऊँचा है लेकिन व्यापार ने हमको कलकित किया है क्योंकि कोई क्वान्टिटी कंट्रोल नहीं है। सारे दफ्तर खुले हुए हैं, प्री-शिपमेन्ट इस्पेक्शन भी होता है फिर आखिर वे लोग करते क्या है। हमारा बहुत सा माल बाहर से लीट आता है क्योंकि सेम्पल्स के मुताबिक माल सप्लाई नहीं किया जाता। तो इस तरह से काम नहीं चल सकता है।

दूसरी बात यह है कि क्रेडिट फंसिलिटीज बढ़ाई जानी चाहिए। कोआपरेटिव सेक्टर में जो काम करते हैं उनको विशेष रूप से क्रेडिट फंसिलिटीज दी जानी चाहिए। एक्सपोर्ट्स इंटेलिजेंस सर्विस की व्यवस्था भी नहीं है। इसकी व्यवस्था भी अगर की जाती है तो

[श्री नेत्र प्रसाद सिंह]

उसके काम और बढ़ेगा। इसके साथ-साथ हमारे दूतावासों में भी ऐसे लोग रखे जाने चाहिए जिनको इसकी जानकारी हो। मुझे कुछ देशों का भ्रमण करने का मौका मिला, मैंने दूतावासों में देखा कि उनका ट्रेड कामर्स से कोई सम्बन्ध ही नहीं है। हमसे लोग कहते थे, मेरा तो कोम्प्रापरेटिव से सम्बन्ध था कि हमारा आपका म्यूचुअल ट्रेड, व्यापार बढ़ना चाहिए। तो इस सम्बन्ध में मेरा मुझाव है कि हमारे देश में अग्रे में अग्रे एकोनामिस्ट है, कामर्स क जाता है, उनका फीज है इसलिए ऐसे लोगों को दूतावासों में रखा जाना चाहिए जोकि इसकी जानकारी रखते हैं। कवल एप्रोक्रेंट्स ही वहाँ पर रहेंगे तो ट्रेड बढ़ने वाला नहीं है। क्योंकि मुझे डम बान का अनुभव है इसलिए मैं कह रहा हू कि डम पर जरूर ध्यान दिया जाना चाहिए।

तोमरा बात यह है कि हमारे यहाँ मिक्सड एकोनामा है इसमें कोम्प्रापरेटिव का व्यापार में क्या स्थान है। हमारे देश में 10-12 बिग हाउसेज हैं वहाँ सारा रुपया कमाते हैं। कम से कम कोम्प्रापरेटिव सेक्टर को इस दिशा में आगे बढ़ाया जाना चाहिए। पब्लिक सेक्टर को भी आगे बढ़ाये लेकिन साथ-साथ कोम्प्रापरेटिव सेक्टर को भी बढ़ाना, बिनना चाहिए। मैं निवेद साहब से इस बात में सहमत हू कि कोम्प्रापरेटिव सेक्टर को बढ़ावा मिलना चाहिए। आप देखें कि नाफेड सबसे बड़ा संस्था है लेकिन उसका शेयर-कैपिटल केवल 60.43 लाख है। 1977-78 में वह बढ़कर 60.43 लाख हुआ। एक तरह से कोई बढ़ोतरी नहीं हुई है। और इसमें गवर्नमेंट का केवल 40 हजार का ही शेयर पार्टिसिपेशन है। मैं तो समझता हू कि इसको 40 करोड़ होना चाहिए। अगर आप नाफेड को बढ़ाना चाहते हैं तो मैं समझता हू इसका लक्ष्य 'सारे व्यापार में एक तिहाई, 1000 करोड़ का होना चाहिए। जो आपके प्रस्तुत हुए हैं उसके अनुसार एक्सपोर्ट में 1977-78 में

10 92 करोड़ का एक्सपोर्ट एलाऊ किया गया जबकि 1976-77 में 18 54 करोड़ का एक्सपोर्ट किया गया था। पिछले वर्ष भी मैंने अपील की थी कि अगले वर्ष कम से कम 100 करोड़ होना चाहिए लेकिन वह 18 करोड़ से 10 करोड़ हो रहा गया। यह बहुत भयकर स्थिति है, हमारा कोम्प्रापरेटिव सेक्टर उभर नहीं रहा है। मेरा मुझाव है कि आप नाफेड को ग्रेन्ट करें। आपने 40 लाख का शेयर कौटन दिया हुआ है, मेरा तो मुझाव है कि 40 करोड़ होना चाहिए फिर भी आप अपनी फ इर्नाशियल पोजिशन क पर्सपेक्टिव में जा मर्नासब सम्झे रखें लेकिन पाच वर्ष को आप एक योजना बनाये कि इसका टर्नओवर कम से कम एक हजार कर ड का हागा। अभी इसका टन-ओवर नहीं बढ़ रहा है। पहले 36 कराड था वह 46 कराड हो गया 1977-78 में। यह इतना बड़ी संस्था है, इसका टर्नओवर एक हजार करोड़ होना चाहिए। इसको तमाम छाटी छोटो कारोबारी संस्थाये हैं। आप देखें कि व्यापारो 150 रुपये का मसूर 300 रुपए में बेचना है। आप इनका एलार्मिनेट क्यों नहीं करते हैं। आपने सारे एथी-कल्चर प्रोड्यूस का मार्केटिंग इन मार्केटिंग सासायटोय की मारफत होना चाहिये। आप इनके शेयर-पार्टिसिपेशन को बढ़ा कर इनको सक्षम बनाइये, समृद्ध बनाइये और यह सारा व्यापार इनके माध्यम से होना चाहिये। यदि आप ऐसा करेंगे तो किसानों का एक्सप्लायटे-शन नहीं होगा, मिडिल-मैन बीच में से नित्रल जायगा।

एन० सी० सी० एफ० को लोजिये । आज हम सब लोग इस बात से सहमत हैं कि हमारा, जो भी दैनिक आवश्यकताओं की वस्तुये है, उपभोजना वस्तुये है उनका डिस्ट्रिबूशन कोम्प्रापरेटिव का मारफत होना चाहिए। मैंने तमाम इस्ट-यूरोपीयन कन्ट्रीज में देखा है, रूमानिया, बल्गेरिया और दूसरे मुल्को में देखा है—100 प्रतिशत देहासों शोबी

मे जनता को कोआपरेटिव सोसायटीज की मारफत, पब्लिक डिस्ट्रीब्यूशन सिस्टम के द्वारा वितरण किया जाता है। हमारे यहाँ भी नेशनल कन्ज्यूमर्स कोआपरेटिव फेडरेशन बहुत बड़ी मस्या है, लेकिन उसकी पजी 1977-78 में 286 लाख रुपये थी और उसमें सरकारी हिस्सा 37 लाख का था। इसमें 40-50 करोड़ रुपया ग्रेनर कैपिटल में इन्वेस्ट करना चाहिये, जिसमें कि वह सक्षम बन सके। हम इस मस्या को बहुत विशाल बनाना चाहते हैं, इसके अन्तर्गत 50 हजार मोमायटीज के द्वारा कपडा, नमक, तेल, आदि बाटते हैं, लेकिन यदि धन को दृष्टि में धन को सक्षम नहीं बनायेंगे तो कौन काम चलेगा। आप इन के मेम्बर की टर्न-ओवर को देखिये—जो पहले 63 करोड़ थी, अब 91 करोड़ हो गयी है। मैं चाहता हूँ कि इनके लिये भी आप पाच वर्ष का योजना बनाइये—यह ठीक है कि शायद मैं जितना वह वह इस की शक्ति के अनुरूप न हा, लेकिन मैं चाहता हूँ कि कम से कम 1 हजार करोड़ रुपये का टर्न-ओवर तो हो—ऐसा व्यवस्था इसमें करनी चाहिये। लेकिन इसको आगे बढ़ाने के लिये आपको फण्ड्स को व्यवस्था करनी होगी।

अब आप स्टेट कन्ज्यूमर्स फेडरेशनज का हालत को देखिये। भारे देश में 20-25 के करीब स्टेट कन्ज्यूमर्स फेडरेशनज हैं और इन सब का मिला कर 66 करोड़ रुपये का टर्न ओवर है—यह कितना हास्यास्पद बात है। हम व्यापार के जिम्मे लक्ष्य को अपने भामने रख कर चल रहे हैं—इस तरह में उसको प्राप्त नहीं कर सकेंगे। जो उन का इम्फास्ट्रक्चर है, यदि उस में पैसा नहीं लगायेंगे, उन के लिये साधन मुहिधा नहीं करेगे तो यह हास्यास्पद बात ही बनो रहेगी। मैं चाहता हूँ—आप इस ओर ध्यान दें।

चूँकि मैं इस समय कोआपरेटिवज का जिक्र कर रहा हूँ—इस लिये आज देश में कोआपरेटिव सोसायटीज की जो स्थिति चल रही है—थोड़ा उस पर भी विचार कर लीजिये। हमारी कोआपरेटिवज का जो स्ट्रक्चर है, वह डेमोक्रेटिक

स्ट्रक्चर है, वह एक बे-ग्राफ-वाइफ है जिस में हम डेमोक्रेटिक सेट-अप रखते हैं। लोग उसमें चुन कर आते हैं। लेकिन आज आम हालत यह है कि जो भी नई सरकार आती है वह उनको सुपरसीड कर के अपने आदमियों को बैंगल देती है, अपने आदमियों को नामिनेट कर देती है, वहन सी जगहों पर आफिन्स को एडमिनिस्ट्रेटर एवाइस्ट कर दिया जाता है। अगर वह ड्यूक्रेसी रहेगी पब्लिकलाउजेशन रहेगा, इन-रोइस खनी रहेगी तो हमारा यह मवमेन्ट कभी स्वस्थ नहीं हो सकगा और ठीक तरह से बढ़ नहीं सकगा। इस तरह आप का ध्यान जाना चाहिये और मैं ऐसा भयझता हूँ—मर्दी जी उभ और ध्यान दें भी रहें है।

हमारे यहाँ चूँकि मिक्स्ट इकामाना है—इस लिये पब्लिक सेक्टर एप्स० टी० सी० की अभी बहुत चर्चा हुई। इनका 1977-78 में 1 हजार करोड़ का टर्न-ओवर हुआ है। मैं समझता हूँ—यह बहुत कम है। मरी टर्न में देश-व्यापार व्यापार का एक-तिहाई टर्न-ओवर ना जाना ही चाहिये। इसके लिये हम पाच वर्ष की योजना बना कर कम से कम पाच हजार करोड़ का टर्न ओवर रखना चाहिये। यदि आप ऐसा कर सकें तब हम समझेगे कि कुछ प्रगति हुई है। आज जा व्यक्तिगत लाभ बनाफा कमाते हैं, हम का पब्लिक डिस्ट्रीब्यूशन सिस्टम के द्वारा इन मिडिल-मैन को एलिमिनेट कर के जनता तक पहुंचना चाहिये, हम अपनी पब्लिक सेक्टर की क्षमता बढ़ा कर क प्रगति लान चाहिये ताकि हमारा देश समृद्ध हो और हमारा बेल्थ कमेन्ट्रेट न हा। इस से हमारी जनता का भला होगा। मुझे आशा है कि मैंने जो सुझाव दिये हैं उन पर मर्दी जी विचार करेंगे और ऐसी पंचवर्षीय योजना बनायेंगे जिसमें कोआपरेटिव और पब्लिक सेक्टर आगे बढ़े और शोषण विहीन समाज की स्थापना हो।

श्रीमती अहिल्या पी० रांगनेकर (बम्बई •
उत्तर मध्य) : सभापति महोदय, यह

[श्रीमती अहिल्या पी० रांगनेकर]

हमारी मिनिस्ट्री के बारे में भाषण करने में इसलिए खुशी होती है कि हमारे मिनिस्टर जबाब देने के टाइम वही कहेंगे जो करके दिखायेंगे और जो फंड्स हैं उनके बारे में सोचेंगे। यह उनका तरीका है। जैसा उनके डिपार्टमेंट में काम होता है, मैं दावे के साथ कह सकती हूँ कि वैसा काम किसी और मिनिस्ट्री में नहीं होता है। इस मिनिस्ट्री के बारे में तो मैं दावा कर सकती हूँ लेकिन किसी और मिनिस्ट्री के बारे में दावा नहीं कर सकती हूँ। क्योंकि इनकी मिनिस्ट्री का टाल्नुक उन चीजों से है जो हमें खाने को मिलती है।

यह जो कज्युमर गुड्स है इनकी प्राइमिज बहुत बढ़ गयी है। इनके बारे में मैंने लगता है कि इस रिपोर्ट में बहुत कमप्लेमेन्स से काम लिया गया है। आने वाले दिनों में हमारा बजट इन्फ्लेशन बढ़ने वाला है। एक महीने में ही 1.4 प सेट इन्फ्लेशन बढ़ गया है। इसका मतलब है कि हमारा प्राइसिज भी बढ़ने वाला है।

मैं देखती हूँ कि बजट के पहले कोई कोई कज्युमर गुड्स की प्राइस बढ़ रही थी लेकिन आज हर चीज को प्राइस बढ़ रहा है। मैं हानरन इंडस्ट्री के बारे में कहना चाहती हूँ। दिसम्बर, 1977 में इनका इन्डेक्स 184.6 था, दिसम्बर, 1978 में यह 184.8 हो गया। लेकिन इस मार्च तक यह 188 तक बढ़ गया। फरवरी से मार्च तक 4.4 परसेंट से ज्यादा प्राइसिज बढ़ी है। इस बात को मिनिस्टर साहब को ध्यान में रखना चाहिए।

इतना ही नहीं, साचिस जो कि जरूरत को चाख है, जो कि भाग लगाने के लिए हो नहीं है बल्कि दिया जलाने के लिए भी है, उसकी कीमत 28 परसेंट बढ़ गयी है। टेलकम पाउंडर सब इस्तेमाल करते हैं। उसकी भी 23 परसेंट कीमत बढ़ गयी है। रिसेप्ट के दाम 11 परसेंट बढ़ गये हैं। गरीब

लोगों के पास कोई भी रिलेक्सेशन नहीं है। वे बीबी का इस्तेमाल करते हैं। उसकी प्राइसिज भी 9 परसेंट बढ़ गयी है। सोप के दाम पांच परसेंट बढ़ गये हैं। गेसोलीन और एवियेशन प्यूल के दाम 14 परसेंट, हाई स्पीड डीजल के दाम 9 परसेंट बढ़ गये हैं और केरोसीन आयल के दाम जो अधिकारी कहते हैं कि एक परसेंट बढ़े हैं, उनका ब्रेन एग्जामिन करवाना चाहिए। मैं कहती हूँ कि ये जो अधिकारी कहते हैं यह गलत कहते हैं। उसका दाम 8 परसेंट बढ़े हैं। मिनिस्टर साहब को यह बात देखना चाहिए।

इतना ही नहीं आपने इम्पोर्ट ड्यूटी एडिबल आयल पर लगायी जिसकी वजह में वनस्पति के दाम बढ़े हैं। आपको रिपोर्ट में इसका जिक्र नहीं है। वनस्पति की प्राइसिज बढ़ रही है और आपकी रिपोर्ट में इससे बारे में कामप्लीसेसी है। पहले साल हमने बाहर से रेपसाड आयल लाकर दिया था। अब फिर उसकी प्राइस बढ़ने लगी है। आपने बजट में एक परसेंट कार्टेक्सेशन किया है लेकिन उसको प्राइस 8 परसेंट बढ़ गयी है। आपको हाँ कुछ न कुछ करना होगा, कोई न कोई कदम उठाने होंगे। आप नहीं उठाएंगे तो मैं समझती हूँ कि कोई दूसरा इसको करने वाला नहीं है।

इटर्मिडिएट इंडस्ट्रियल गुड्स की प्राइसिज भी बहुत बढ़ गई है। फरवरी 24 और मार्च 24 के बीच में पेपर और पेपर प्रोडक्ट्स का इन्डेक्स—4.5 बढ़ गया है, लेदर एण्ड लेदर प्रोडक्ट्स का 11.2, रबड़ और रबड़ प्रोडक्ट्स का 4 और कीमिकल्स का 2.8 बढ़ गया है। इसी तरह से सोप और डिटरजेंट्स का 10.6 बढ़ गया है। मैं आपको याद दिलाना चाहती हूँ कि पिछले बजट सत्र में आपने अपने विधायक पर हुई बहस का उत्तर देते हुए यह घोषणा की थी कि पब्लिक डिस्ट्रिब्यूशन सिस्टम ग्रॉस के मिडिल तक यानी पिछले साल चालू कर दिया

जाय और तब तक सब तैयारियां पूरी कर ली जाएंगी। लेकिन आज तक कुछ नहीं हुआ है। अब आपने वादा किया हैं कि जुलाई तक सब तैयारियां हो जायेंगी। यदि जुलाई तक आपने अपने इस आश्वासन की पूर्ति नहीं की तो हम औरतों की तरफ से आपको इशारा करना चाहते हैं कि तब हम क्या करेंगे, यह आगे, आपको पता चलेगा, अभी हम इसके बारे में कुछ बताना नहीं चाहते हैं। आज देख रहे हैं कि केरोसीन के लिए लम्बी लम्बी, तीन तीन मील की लाइनें लगती हैं फिर भी वह नहीं मिलता है। राशन कार्ड पर जो मिलता है वह भी आधा मिलता है, पूरा नहीं मिलता है। यही हाल मंडीमिड का है। माचिस, आपने कहा था कि खादी ग्रामोद्योग से आपको मिलेगी, सस्ती मिलेगी। मैंने सब दूकानों पर जाकर देख लिया है मुझे कहीं नहीं मिली है। वह माचिस लगती है या नहीं, उससे कुछ होता है या नहीं पता नहीं लेकिन अभी तक तो वह लोगों को मिलती भी नहीं है। जब तक आप इनको पब्लिक डिस्ट्रीब्यूशन सिस्टम के जरिये में देने की व्यवस्था नहीं करते हैं तब तक लागा को पन्द्रह पैमें में ही बिस्को का माचिस लेनी पड़ेगी, उनका सामने कोई दूसरा चारा नहीं है, कोई दूसरा रास्ता नहीं है। कोई आवश्यक वस्तु अवेलेबल है या नहीं इसको भी आपको देखना चाहिये। जुलाई तक आपको पब्लिक डिस्ट्रीब्यूशन सिस्टम के लिए सब तैयारियां मुकम्मिल कर लेनी चाहिये। दिस मिस्टम इज ए मस्ट।

आप राशन में आज जो अनाज द रहे हैं इसको कोई जानवर भी नहीं खा सकता है। आप बाजार में जाकर देखते हैं या नहीं मुझे मालूम नहीं है। बाजार में गेहूँ और चावल खुले में मिल रहा है और बड़े लोग वह लेते हैं। लेकिन बस्तियों में जो रहने वाले हैं उनको राशन की दूकानों से लेना पड़ता है, बेचारे नौकर और शरीर लोग ही इसको लेकर खाते हैं। लेकिन वह ऐसा होता है कि जिसको जानवर भी नहीं खाने

है। जब इसने बारे में पूछा गया तो बताया गया कि हमारा जो स्टोरेज था, जो स्टोर में माल पड़ा हुआ था वह भीला हो गया, खराब हो गया। मंत्री महोदय ने स्वयं बताया है कि त्रिपुरा में जो स्टॉक भेजे वे खराब थे, उनको कोई खा भी नहीं सकता था। अभी उनको बदला गया है।

एस टी सी और नाफेड का फकशनिंग कैसा है इस पर भी मैं बोलने वाली हूँ। ऑनियज की अगर तीन सी गाडियां आती हैं तो नाफेड वाले मिर्फ पन्द्रह की ही खरीद करते हैं, बाकी वापिस चली जाती है। यह कहा जाता है मॅरिट को देखा जाता है, चॉयसेस्ट चीज ली जाती है। अब मॅरिट क्या है हमें मालूम नहीं है। बात कुछ दूसरी होती है, अनाज के मॅरिट की नहीं होती है। मॅरिट पैमें का होता है। कुर्रथान के बारे में आपको दसगा बार लोगों ने कहा है कि आप जग कपडे बदल कर एक दिन स्वयं देखने के लिए चले जाएं, माकिट में चले जाएँ और माकिट में जा कर आपको स्वयं पता चल जायगा कि नाफेड और एस टी सी का फकशनिंग किम तरह का है। उस तरह में आप कपडे बदल कर जाएँ जिस तरह से पुगने जमाने में राजा लोग जाया करने थे। आपने मिमेट का इम्पोर्ट करना शुरू किया है, इसको एस टी सी के तबे में लिया है। एस टी सी वालों ने शिप्स को बम्बई में पोर्ट तक लाया। और वहा से किसको दिया? एक बड़ी मोनोपली है सीमेट की, उसकी ही गैराज में रखा। हमारे पास स्टोरेज कैपेसिटी तक नहीं है। आपने कहा है कि इसको बढ़ायेंगे। लेकिन जब तक स्टोरेज कैपेसिटी नहीं होगी तब तक ए:० टी:०सी:० का काम ठीक नहीं चल सकता।

आज भी जो आपकी प्राइसेज स्टेबिल है वह इसलिये है कि जो किमान अपना माल पैदा करता है उसको अपने प्रोड्यूस

[श्री मती अहिल्या पो रागनेकर]

की उचित कीमत नहीं मिल रही है। इमलिये यह है। नाफेड ने प्याज खरीदा 25 पैसे किलो के भाव से, लेकिन शहर में 2 रु० से कम प्याज नहीं है। आपने भाव बढ़ाया, 50 पैसे किलो किया था। क्या फायदा हुआ पता नहीं है। अमल फायदा मिडिल मैन को मिलता है किसान को नहीं। अभी पूणे में मिडलमैन की कानफरेस हुई थी, जिसमें एक अन्य मंत्री गये थे। मैं जानती हूँ कि माननीय धारिया जी नहीं जायेंगे कभी ऐसी कानफरेस में। इमलिये मिडिलमैन को ऐनकरेज करने वाली जो व्यवस्था है उसका समाप्त करना चाहिये। ऐग्री-क्लचरल प्रोड्यूस जो करता है वह भरता है और कज्यूमर भरता है। जब कि मिडिलमैन लाभ उठाना है। इमलिये इस पालिसी को बदलना चाहिये।

शुगर कोऑपरेटिव्स के बारे में माननीय शिंदे साहब आपको सर्टिफिकेट देगे, लेकिन हम नहीं देगे। क्योंकि शुगर कोऑपरेटिव्स भी बड़ी बड़ी मोनोपलीज बन गई है। एक कोऑपरेटिव का इलेक्शन होता है तो हममें लोक मभा के चुनाव से भी ज्यादा पैसा खर्च होता है, और वह एक मोनोपली बन गई है। हम तो कहते हैं कि शगर इंडस्ट्री का नेशनलाइजेशन होना चाहिये। क्योंकि वह केन ग्रोवर्स को और कज्मर्स को ऐक्सप्लायट करते हैं।

महाराष्ट्र में काटन का सवाल है, आप देख सकते हैं कि इस साल वहां का 78 लाख बेल्ल का प्रोडक्शन है और वहां मोनोपली प्रॉड्यूसमेंट स्कीम चालू है। वहां के मंत्री श्री एन० डी० पाटिल ने काफी मेहनत की है और इस काम में सफलता ला कर दिखायी है। वो 78 लाख बेल्ल प्रोड्यूस कर रहे हैं और 21 लाख बेल्ल का बेल्लेस गेने माल

का है। इस प्रकार 99 लाख बेल्ल हमारे पास है। 72 लाख बेल्ल का डोमेस्टिक कंज्यूमन है। ऐक्स्ट्रा फौद्री कंज्यूमन 2 लाख बेल्ल का है। इस प्रकार इसमें से 25 लाख बेल्ल बच जाती है। आपने डेड लाख बेल्ल के ऐक्सपोर्ट का कोटा दिया है जिसमें से 20,000 बेल्ल महाराष्ट्र को अलाट किये हैं। अतः मेरी मांग है कि हमारे कोटे को आपको बढ़ाना चाहिये। अगर ऐसा हो जायगा तो हमारी मोनोपली प्रॉड्यूसमेंट स्कीम सक्सेसफुल होगी और इस से महाराष्ट्र के काटन ग्रोवर्स को प्रोटेक्शन मिलजायेगा।

समय अब चकि नहीं है इमलिये मैं अपना भाषण समाप्त करती हूँ।

SHRI P RAJAGOPAI NAIDU (Chittoor) Respected Sir I have to begin where Mr George Mr Shinde and my sister have stopped I know that the Minister is a sincere dynamic and efficient person I also know that no vested interest can influence him But I do not know what are the internal difficulties in formulating the policy I want him to succeed I wish him well But I want him to correct the policies of the Government

Sir this country consists of two categories of persons One category is consumers, the other is producers It is quite necessary for the Government not only to protect the consumers, but also the producers The policy of the Government is such that it is not able to protect the consumers or the producers

17 hrs.

I will talk only of the producers now If Government is to protect consumers as well as producers it has no other go except to adopt the dual pricing system Prof N G Ranga the national kisan leader, advocated as far back as 1950 a policy of dual pricing—i.e., remunerative prices should be paid to the agriculturists, and reasonable prices must be fixed for the poor consumers by giving subsidy We are doing it now We are subsidising food to the extent of Rs 650 crores I know Therefore, unless a dual price system is evolved and implemented, it is not possible for Government to protect the agriculturists

Members from the Janata Party, the Congress (I), the Congress (S) and the Communist Party, irrespective of party affiliations, are saying, and the Minister also knows, that the agriculturists are

C.S., &

Circulation

suffering very much. Therefore, remunerative prices have to be fixed. How can remunerative prices be fixed, how can it be implemented? That we have to see. Mr. Shinde has said that the time has come to come forward with a legislation. Why? Because the whole thing has changed. Previously we were a country of deficits. How, with regard to agricultural production, we are becoming surplus. Therefore, our policy must be changed, and that policy must be continuous and stable.

Agricultural production and food are under the Ministry of Agriculture, while civil supplies has been taken away and given to another Minister. Therefore, confusion arises. Even the Agricultural Department is not able to estimate what the production of agriculture will be. Because they are making estimates taking into consideration only the existing circumstances without caring for the research results. Therefore, they said that we were going to produce 125 million tonnes of foodgrains this year, but we actually got 127 million tonnes. Therefore, there is defect in estimating because they are not combining or integrating the research results.

I will give you one example. Let us take wheat. In wheat we are going to have a second revolution. If you go to Hissar, you can see a new strain of Kalyan Sona. Earlier its spike was only six inches. Now in Hissar you can see the spike is one foot. Earlier in every spike we had only two grains. In the new strain we are having five grains for every spike. Tillers are also more, and it is being popularised in the agricultural fields by extension workers. It is taking root. They are confident that within three years they can popularise this strain in the wheat belt. Then what will be the production? It will be doubled. Without taking into consideration the research results, how can you estimate? Because of the defect in estimating, we are unable to know how much surplus we are going to have. Unless we know what the surplus is going to be, it is not possible for us to define our policy, that is what I am saying. Therefore, in every agricultural commodity, the statistical data are defective, the estimates are also defective.

With regard to exports also, the Ministry is not having the machinery to prepare the projections. You are having a research unit. They are saying 'so much exports'—'ad hoc arrangements' you have said. I am very glad that you have accepted that the exports are ad hoc and defective. Unless projections for the exports are made at least for five years, it is not possible for us to find out markets. Only when we know which commodity we are going to have surplus, we can explore the markets in other countries through our trade re-

presentatives in Embassies. Then we can find where we can market our agricultural commodities. It is quite necessary for the Ministry to formulate a policy. Therefore, I would request the hon. Minister to come forward with a legislation so that remunerative prices are paid to the agriculturists and support prices are fixed and the surplus is purchased and exported.

With regard to tobacco, I have to say one thing. The Minister assured us that he is going to bring a comprehensive legislation. I request him to see that it is brought as soon as possible. In that, I want to him to have canalisation of tobacco so that the growers can be protected from the monopolists. We are not going to eliminate private trade through canalisation. The Minister also knows that. We can control the monopolists and prevent them from exploiting the tobacco producers. My friends will tell other details.

With regard to jaggery, 51% of sugarcane is going for jaggery production. The jaggery producers are not being protected. Even for coconut, a Board has been formed. I request the hon. Minister to form a Board for Jaggery also so that the jaggery producers are protected.

As regards, jute, the Committee on Public Undertakings has said that jute growers are being exploited. Therefore, I have introduced a Bill for canalisation of jute. It is not necessary that the hon. Minister should accept my Bill. He can come forward with a Bill. Jute canalisation is also quite necessary.

I have to say one more thing. Now the time has come, when there is no difference with regard to parties or politics, we want to be one and we have to supplement and complement your effort. We will cooperate with you, if you bring forward a legislation so as to save the agricultural producers and the consumers. I want the hon. Minister to have a feather in his cap by stabilising agricultural prices. He must take steps to see that the consumers and the producers are protected.

SHRI PABITRA MOHAN PRA-DHAN (Deogarh) : Mr. Chairman, Sir, I rise to support the motion brought forward by the Minister in the forms of Demands for Grants of his Ministry. I have attentively heard the criticisms made by the hon. Members opposite. The most important criticism is that the Department, nay, the Government has not got any policy so far as export is concerned. In my opinion, the Government and the Department have a policy and it is the best policy and a national policy.

The import policy is to import only those commodities which are not available in our country, which are very costly and

[Shri Pabitra Mohan Pradhan]

very dear in the country. The commodities that are in excess of the national demand have to be exported. In the last so many years, there has been a hue and cry that the foodstuffs have become very dear. There has been a rise in prices of all sorts of commodities, mainly of the foodstuffs and cloth. So, they are following a general policy that where the prices of commodities have risen, the exports must be controlled though not fully stopped. As and when necessary, the exports of commodities which are very badly needed for the nation have been stopped. I am pretty sure, therefore, that our Government, our Department, have a very good policy for the nation.

While supporting the demands, I have some grievances to submit before the House. The hon. Minister may take particular care to go into the grievances so that the same may be mitigated. My grievance is not against the entire Department. My grievance is against the MMTG, Orissa branch. The MMTG, Orissa branches functioning in such a way that it is bringing calumny and blemish to the Department, nay, to the Government of India. I am giving one particular case. There is the Paradip port. From the Paradip port, the MMTG exports iron ore, etc. There are so many handling agencies there. One of the agencies the Mahabir Iron Ore Agency and this Agency is mostly consisting of labourers. The proprietor of that Agency is one Mr. Fakir Mohan Satpathy. He has been harassed to such an extent that he has been crying and they have been reduced to beggary. I have no grudge against the MMTG. Being painfully duty-bound, I am expressing this grievance. This iron ore handling Agency was given an agency to unload rakes of railway wagons at Atharabanki railway siding. For no fault of the Agency, it has been penalised and the agency has been taken away from them. It has been done only to give facility to another rich person or persons who have formed some organisation. This iron ore Agency and its proprietor, Mr. Fakir Mohan Satpathy, have been dragged to the law court also by M.M.T.C. This agency had made a claim against M.M.T.C. to the tune of Rs. 7 lakhs, in round figures. He prayed, he demanded, he entreated and beseeched the local MMTG authorities there to appoint an arbitrator, but they did not pay any heed to that. Then he was compelled or rather forced to go to the law court and the law court appointed an arbitrator. He lodged a complaint before the arbitrator, with a claim of Rs. 7 lakhs the MMTG people made a counter-claim of Rs. 49 lakhs against Mahabir Iron Ore Agency and Fakir Mohan Satpathy.

That is, as against Rs. 7 lakhs, they made a claim of Rs. 49 lakhs, which is seven times the amount. The Arbitrator heard both the parties and gave his judgment in favour of Mahabir Iron Ore Agency and Satpathy. He rather passed strictures against the MMTG. Fakir Satpathy was given a part of his claim for compensation but the MMTG was not given anything, not even a paisa. His findings were sent to the Court. As per the law, if any party was dissatisfied with the findings of the Arbitrator, within 90 days of the pronouncement of the judgment or findings, any party may go to the Court. That was written there, and the law is such. Whereas Fakir Mohan Satpathy Iron Ore Agency went to the court with a further claim, the MMTG, as I am informed, has not gone to the Court for claiming the amount of Rs. 49 lakhs belong to the MMTG, nay, to the Ministry, nay, to the Government, nay, to the nation. This means that if it is a fact,—and I claim it is a fact—the MMTG has caused a loss of Rs. 49 lakhs to the nation. If it is not a fact, they have concocted a claim against Mahabir Iron Ore Agency and Fakir Mohan Satpathy.

I have been pursuing this for the last one year. My question was not allowed here and so I remained silent, and now I am using this opportunity to bring this allegation to the notice of the Minister. I am not laying any blame upon anybody; nor will the Minister get any answer from them because the Department people did not think such a matter will be brought up here. I would be happy if this Fakir Mohan Satpathy's case is properly and openly enquired into and punishment/reward is given to the MMTG. I would be very happy if that is done....

MR. CHAIRMAN : Why should there be a reward ?

SHRI PABITRA MOHAN PRADHAN : If they have done the right thing in concocting a claim of Rs. 49 lakhs.....

SHRI MOHAN DHARIA : I shall look into the matter personally and see that justice is done.

SHRI PABITRA MOHAN PRADHAN : I am raising this matter here.

SHRI MOHAN DHARIA: I shall look into it.

SHRI PABITRA MOHAN PRADHAN : I am compelled to raise it here because, otherwise, if we just put in an application or a memorandum, I know what will happen to that in the Government. They send it to the Department, and the Department will stick to their

old decision and will hide everything. They will write in such a way that the Minister has no time to go thoroughly into the files. So, it must be thoroughly inquired into, and justice should be done to Fakir Mohan Satpathy and the Mahabir Agency. If they are in the wrong, they must be penalised. The penalty is that they should be termed as untruthful men. I have nothing more to say on this.

There has been some criticism about the work of the cooperatives and the sale of the government materials. But I would say that this Government is running very well. Any other Party cannot run a better government than what this party Government is running. Especially, our Ministers are managing their affairs very well. India is a very big country with a population of 60 crores and having such a length and breadth. I think, there is nothing wrong in the running of the administration in any department not to speak of this Department alone.

About the cooperative department, as I was saying, there was some criticism. The cooperatives represent the mind of the masses. If the masses are not competent and there is some lacuna or flaw in them, that flaw or lacuna will manifest itself in the cooperatives. Just as there are flaws in any government, at the Centre or in the States or in the smaller semi-government bodies, there may be some lacunae here also. So, although there may be lacuna, these cooperatives should, nonetheless, be encouraged. If people working in the cooperatives mismanage or spend the money improperly, they are penalised. There must be a thorough inspection from the Government side. The Government of India is at the highest place. They cannot go to the interior, to the villages or to the districts or to the States. It is the State Government that is responsible for the flaws and lacunae in the cooperatives, not the Central Government. So, the Central Government should not be held responsible for that.

With these words, I support the Demands for Grants in respect of this Ministry.

SHRI SOMNATH CHATTERJEE
(Jadavpur) : I would like to speak on three or four things.

One is the public distribution system which, I believe, is an article of faith with the Minister and to which he is committed. Even during the last Government when he was there, until he was incarcerated, as Minister for Planning, he was also advocating for public distribution system. But I would like to give a friendly warning to him that, so far as introduction of public distribution is con-

cerned, he is up against a most coordinated, ruthless, organized sector in this country. Therefore, there will be concerted moves to frustrate and nullify this system, to which he is committed.

So far as the Government of West Bengal is concerned—I can speak with confidence on behalf of the Government of West Bengal—we have been asking for it also and we shall do our best no doubt to make it a successful venture.

Sir, our request to the hon. Minister is this. Realising the other difficulties he will face, apart from administrative difficulties, I think the time is already overdue when we should make a start on this. Not only that. We should also try to bring within the umbrella as many commodities of daily necessity of life as possible. For every article of daily use, specially, after the last budget—you will realise this—how shortages are being created and how the price rise is being resorted to which has completely nullified whatever little public distribution we have. That has made this system ineffective. I, therefore, request the hon. Minister to keep to the target date that he has mentioned for this. I take it that the date is 1st July. And let that be introduced with the fullest sense of determination. Here, I believe, the Panchayats can help him quite a lot. Public is waiting impatiently—hopefully so, as to the method that would be laid down in the system or the *modus operandi* that will be evolved for making it a successful venture. Here, Panchayats, I believe, can play a very vital role. The hon. Minister will continue his efforts in this regard. He has got three or four months left with him for this purpose. There are of course, certain inherent in-built difficulties in the system of public distribution.

Take the case of rapeseed oil. The hon. Minister knows that in West Bengal, at least, a serious effort has been made by the Government to popularise the rapeseed oil. Initially, there was a considerable resistance.

It had to take a serious effort on the part of Government to make it acceptable to the people. Now, the people have accepted it. You will kindly consider how administrative bottlenecks are created. One is about the regular supply of oil. That is not there. So far as crude rapeseed oil is concerned, for March, the allocation to West Bengal was 1925 metric tonnes. That still remains to be delivered. Although the total quantity is 2200 metric tonnes, 1925 metric tonnes of March allocation has not been received. 275 metric tonnes have not yet been received from the February allocation. The difficulty is that the S.T.C. is not

[Shri. Somnath Chatterjee]

—making any arrangements for the purpose of storage or for stockpiling it. Once there is a shortage of rapeseed oil edible oil v. stored in rests who are controlling the other edible oil are making hey. They are raising their prices and making unlawful gains and the Government unfortunately remains as a silent spectator and the ordinary people are the victims.

Therefore, my request to the hon. Minister is that in the interest of public distribution of refined oil immediate stock-piling by means of bulk movement in ship to West Bengal should be done for ensuring regular supply of rapeseed oil by the STC.

For one month there was no supply of it. The price had become unstable and the people got disillusioned. Not only that there is bound to be resentment. And if we are unable to secure the regular supply of these essential commodities, people's faith in this system will not be generated and it will be the greatest drawback. We appreciate the commitment he has made and the efforts he is making in that regard. I know the constraints he has to face. This has to be done on the basis of—not 1975 brand emergency—of serving the people. Kindly take note of this. Two or three minutes more, Mr. Chairman and I have done.

We feel very greatly aggrieved over the years, ever since Independence, Mr. Chairman you are very well aware as to how the eastern sector of this country is suffering from the freight equalisation system. You are also aware as to how unjust discrimination has been done against the eastern part of the country. I do not mind any part of the country getting supply of coal at a uniform rate. But, are we not entitled to this treatment as being part and parcel of India for being provided with the essential commodities-like coal etc.? Are we not entitled to receive the similar treatment in so far as cotton is concerned? And are we not entitled also to receive the similar treatment in so far as edible oil is concerned?

Sir, you are aware that under the new railway budget, railway freight has been increased on the basis of distance. Greater the distance an essential commodity has to cover the greater is the incidence of railway freight. Therefore, we have been making this demand—we are not making a grievance in respect of coal—of uniform price levels to be followed in

a manner which will not create justified feeling of unmerited discrimination. This has to be removed and I request the hon'ble Minister to look into it.

MR CHAIRMAN Please conclude.

SHRI SOMNATH CHATTERJEE
With regard to cooperation, my party colleague has also spoken and it is an undeniable fact that cooperation in various sectors in this country is still under the control of the vested interests. Even in West Bengal where such powerful cooperatives like cotton and sugar are not there we have seen same set of people controlling the cooperatives for years together and whenever there has been an attempt to bring about a change resistance is there and court injunctions are there. I am very sorry to say that even the entire bureaucracy seems to be within their control. Higher echelons of bureaucracy are in their support and this has to be freed from the strong hold of a handful of people in this country. Hon'ble Minister's efforts, I hope will not be frustrated by such manoeuvres. Therefore he has to be careful and I am sure all ordinary people will give him the greatest help and not only encomiums which he deserves.

Sir, before I resume my seat I would like to say one word about the casual workers in the STC. I request him to think of them.

PROF. R. K. AMIN (Surendranagar) Mr. Chairman, Sir, I rise to support the Demands of the Ministry of Commerce. I whole heartedly agree with the lady member who spoke a little while ago that the Minister is to be specially congratulated for his quickness and execution in administration. I am sure whenever any member has approached him he has tried his best to see the other point of view and if he is convinced we were also sure that he will pursue the matter till the end. He has also the capacity to convince his bureaucracy with a point of view with which he is convinced. Having said this I must also say for the hon'ble Minister that there are certain weaknesses in his policy decision which I would like to point out now so that while he shapes his policy for the next year he might take these points into consideration. The hon'ble Minister has been in charge of this Department for the last two years. Now, Sir, when he took up the charge of this department two years ago we also changed our development strategy in this country from investment growth strategy to employment-oriented growth strategy. Has he geared the export and import policy to this new development policy? The new strategy requires that

import be liberalised and also that the import of the capital intensive goods should be encouraged. Simultaneously, the export of labour intensive goods is to be encouraged. In what way he has adopted a consistent policy to see that the capital intensive import is encouraged and the labour-intensive export is encouraged too? If I want to encourage the import of capital intensive products, I must encourage imports of fertilizers, petro-chemical goods and even filament yarn and machinery. When I talk about export of labour intensive goods, I talk about the export of handlooms and powerloom, textiles, agricultural products, sericulture products, cottage industries and small-scale industries products. Now, if I apply the criteria to judge his policy which has been there for the last two years and especially during the last year, I must point out that it has not been according to new requirements. My hon. friend from the other side has indicated as to how the ban on export of agricultural commodities had been adopted from time to time. I know that at one time salt import was encouraged, at another time its export was discouraged. Sometimes the onion export was banned and sometimes its export was encouraged. Now, I know his difficulty or dilemma. If he allows onion export to take place, the price will go up. The poor people and the slum dwellers are those who are consuming this commodity. If the price of onion is low, then the producers will grumble. But at the same time, if he bans its export the price will crash and the agriculturists will suffer. At the same time, it is difficult to have a dual price system for onions and potatoes. But I would like to put a question to him. What do you gain by banning onion export? If the export is banned, the prices will tumble down. Next year nobody will grow it and the output will be low, the production will be less and prices high. But this would mean that you are accentuating the problem and you are denying the poor people to have this commodity. Now, if you allow its export, the prices will go up and therefore some substitute will have to be found out instead of banning its export, because next year if more will be produced that will enable you to satisfy the domestic demand and also enable you to export. From this dilemma, he should get out in this manner and secondly you should know when you ban its export from time to time, that you should keep in mind that trade is a very delicate matter and it cannot be encouraged all of a sudden and it cannot be discouraged all of a sudden either by export or import of a particular commodity. If you want to encourage its export, you have to explore the market first for that product and then its supply

can be encouraged only after increasing its production. Today you have allowed export of potatoes without ascertaining its competitive prices in the market, but because of uncertainty during the last year whether the export of potatoes will be allowed or not, nobody has entered the market and made arrangements for the export of potatoes. We find that the export of potatoes is not taking place. It takes time to develop the export market. This point should be taken into account while allowing export of certain commodities. Even some ordinary difficulties must be met by substituting rather than imposing ban on the export of agricultural commodities.

Now, I would request the Minister to adopt a policy in regard to import of inputs. Let there be a large quantity of fertiliser, I do not mind; let there be a large quantity of crude oil, I do not mind if it is imported, if need be. But we are very keen to use our foreign exchange which we have accumulated. Whether it is enough or not, adequate or not, a poor country like ours cannot afford to keep a large amount of foreign exchange where you get 5% or 6% rate of interest. Developing countries are suffering from a lot of difficulties. Therefore, import of input should be encouraged by using the accumulated foreign exchange. Now, during the last two years, we have not been giving sufficient encouragement to the development of sericulture though it is an employment-oriented industry. It is a more labour intensive industry. He should have taken special care to see that the sericulture industry is developed in this country and export is also built up. He should have taken care to see that the handloom industry is so much developed. Now, textile is one of the items which is labour intensive as compared to all other manufactured commodities. Has he followed any consistent policy in so far as textile is concerned? Certainly not. He should have developed export of textiles, which is not being done. On the contrary, during the last two or three years, it is falling. The raw materials, that is polyester filament yarn plus viscose fibre and other things are imported worth Rs. 200 crores, while the final products that we are sending out are hardly worth Rs. 8 to 10 crores. There is a deficit on the trade account. He should have taken steps to see that the deficit is minimised as much as possible.

Secondly, I would request you not to make these changes so very often. Changes made in the import and export policy so very often create lot of difficulties, because of the procedures and processes are so intricate and complicated that the law cannot foresee how it is going to affect these changes. I can

[Shri R K Amin

give you an example, which the hon Minister has already seen. Palm oil and edible oils were under OGL and they were to be kept upto 31-3-1979 under that, but because of certain bungling, rightly or wrongly, he had to cancel it on 2nd December and the item was canalised. When it was canalised, there were so many things in the pipeline. Somebody must have entered into a firm contract, somebody had opened an LC for it, somebody had purchased, but those goods were in the godowns and some on the seas. How are you going to take them? Have you made any arrangement in your law to see that everything from the top to the bottom in the pipeline has been taken into consideration. The law may be defective and the Government will say that the law is an ass; law will not look all these things. It is just like a dead body, they will handle it and the business will suffer. At that time the business will suffer, but if you want to encourage export next time, they will not come. My plea is that whenever you are dealing with export import trade, this tenderness in handling must be kept in view. Such changes in cotton, salt, turmeric, potatoes, rice, jeera, edible oil have been made during the last year. May I request the hon. Minister that such changes should not be made very often?

In chemicals also when you impose a duty a relationship between the basic, intermediate and final goods has to be maintained. It is also a delicate one between large scale and small scale. If you want to encourage small scale then the relationships should be in a particular manner. All these things, the Government cannot take into account. So, some flexibility should be imparted in the system of export and import taxes in regard to such sophisticated items like drugs and other things which are basic stuff, intermediate stuff and final stuff.

Then, Government again should also not nullify each other's action. For turmeric and cotton when the prices were low we pleaded with the Government that export be allowed. They allowed the cotton export on the one hand and increased the duty on the export of cotton from Rs 700/- to Rs 2500/-. In order to get higher returns the export was allowed. What is the fun in putting the export duty simultaneously? That opening has no meaning whatsoever. Therefore, both the actions which are taken simultaneously one encouraging the export to raise the price in the domestic market and secondly imposing export taxes to depress domestic prices should not be repeated to.

The hon lady Member was talking about inflation and other things. She must know that inflation is not totally because of the domestic factors; international factors are also there. Prices of most of the basic commodities are going up abroad. The prices of tin, copper, polyester, cotton, etc are all going up. Its effect is bound to come in this country. You cannot avoid it, however much you may try. On the contrary, what is required is that your import taxes and export duties should be revised early enough so that the domestic market is least affected by the changes in the prices abroad. Do you have a machinery to review from time to time, the prices prevailing abroad and to make changes in the import and export taxes in such a manner that the outside prices are absorbed by you, and the least changes are made in the domestic market? Steps should be taken in this regard.

There is one more suggestion from me. The earlier situation was one of import substitution. Now a machinery is required, viz a Board of Protection, to decide which is the appropriate technology for processes and products and to give protection accordingly and to that extent. Now, that can be done only by a Board of Protection which should be instituted in this country. It will study various import substitution and export promotion measures and will suggest that the import of such-and-such commodities should be encouraged into this country and that you should ensure the import of such-and-such technology. That Board does not exist now and it should come into being.

My last point is about the public distribution system, for which Mr Dharma has a lot of zeal. My advice will be that he should confine it to as few commodities as possible, and extend it to the rural areas as much as he could. Don't have it only at the urban fair price shops. It should go to the rural areas. Otherwise you will have to undertake the production, distribution and also fix prices for a longer period. The you will have to have the Communist way of doing things. (Interruption)

Now about forward markets. So long as we have a genuine forward market mechanism for our allocation resources, genuine hedge contracts are a must. Otherwise, the price fluctuation will be too much. And there will be a lower price during the season and a higher price after the season. You cannot avoid the forward market mechanism. But when you make the market mechanism operate in your economy, you will also have to introduce forward market, and

if you don't do it, then it remains inoperative—which will do more harm than good. You have already done it for gur. You should do it for *Capas*, cotton and oilseeds.

*SHRI P. S. RAMALINGAM (Nilgiri):
Mr. Chairman, Sir, on behalf of A.I.A.D.M.K. I rise to say a few words on the Demands for Grants of the Ministry of Industry and Civil Supplies and I thank you for giving me this opportunity.

In the first 11 months of 1978-79, the export was of the order of Rs. 493 crores and as compared to the same period in 1977-78, the increase is of the order of 3.1%. In 1978-79, during the first 11 months the import has been of the order of Rs. 6001 crores and the increase in imports in comparison with the same period in 1977-78 is of the order of 26.5%. The trade imbalance is to the tune of Rs. 1063 crores. If the balance of payments is not in our interest, especially to the tune of Rs. 1063 crores, industrial retardation and economic backwardness would set in. The hon. Minister must pay special attention to this problem.

I come from tea-growing constituency of Ootacamund. Recently, the honour of heading the International Tea Promotion Association started under the auspices of U.N.O. has come to India and Shri P. K. Kaul is going to head it. Instead of going to Geneva for everything, as the Secretariat for this organisation has to be finalised within a period of three months, the hon. Minister should use his offices and get the Headquarters of I.T.P.A. located in the Indian-Geneva of Ootacamund. It would give great fillip for tea-growers of the country.

In the recent annual General meeting of the Indian Tea Association, the hon. Minister of Commerce announced that he has accepted all the recommendations of Tea Board, particularly the target of tea production of 140 crores KG by the end of this century and he would provide adequate resources for achieving this target. When a few colleague M.Ps and I met the hon. Minister to plead for reduction of export duty on Tea from Rs. 5, he appreciated our arguments and first reduced the duty and now he has completely eliminated the export duty on Tea. I thank him heartily on my own behalf and on behalf of all tea-growers of Nilgiris. We are all indebted to him for his great interest in tea-growers.

We are ignorant about the intricacies of auctioneering of tea in the London market; consequently Indian tea does not fetch proper prices. We should set up Indian Tea Company in London to study the auctioneering processes in London. The Government should also try to purchase shares in the Sterling Companies of London so that we have a say in the auctions. The Indian Tea Board should think about this seriously and do something positively as early as possible.

Recently, a 30% cut has been imposed on the export of semi-processed hides and skins. I do welcome the incentives to be given to the export of processed hides and skins. But we do not have modern machinery to do this. Tamil Nadu contributes 80% of the export of hides and skins. The Government should try to get us modern machinery for processing hides and skins so that we can increase the export of processed leather.

Now the free-trade zones of Kandla and Santa Cruz have not proved a success. We should set up a free-trade zone on the East Coast. I would like to refer to the fact that a free-trade zone would become a success where there is not much port congestion. Tamil Nadu Government would give all the land required for this purpose. I request the hon. Minister to set up the free-trade zone at Madras Port as early as possible.

I would refer to the problems of ready-made garments export. The export quota is distributed by the Apparel Council. A particular officer here seems to have entertained some animus against South Indian Ready-made garment exporters. He has not given any quota to them. There are also reports of serious malpractices against him. I demand that the power of distributing quota should be taken away from the Apparel Council and this must be entrusted to the Textile Commissioner or the Ministry themselves can do this work.

The Government has given about 330 approvals for joint ventures abroad. Out of them 102 joint ventures are being implemented and initial action has been taken on 197 joint ventures. 150 approvals have been unsuccessful. The Government to Government joint venture is looked after by the Ministry of Industry. The private sector joint venture is under the Commerce Ministry. The Turnkey projects are supervised by the Industrial Development Bank of India under the charge of the Finance Ministry. The Civil construction joint ventures are under the

*The original speech was delivered in Tamil.

[Shri P. S. Ramalingam]

Works Ministry. These manifold authorities have brought multiple drawbacks in the implementation of such joint ventures. I suggest that an Overseas Project Development Board should be constituted forthwith so that all such joint ventures are taken care of under one umbrella. It will be in the interest of the Government to do so.

In order to help the importers and exporters it is imperative that an Import-Export Bank is set up immediately so that for meeting their credit needs they need not run in all directions.

In 1978-79 the Defence Ministry had to surrender 80 crores of rupees because the source of supply of parts in foreign countries could not be located. The IFS officials in the Indian Embassies do not know anything about commercial intelligence. Unless we post in these Embassies technically trained officials from the Commerce Ministry, we will not be able to get the required commercial intelligence for developing our trade. At present, the industrialists who go abroad draw blank because they do not get any assistance from our Missions abroad. The hon. Minister of Commerce should look into this and do the needful.

The Export Policy has been extended upto 31st March, 1980, while the import policy is going to be modified after April to, 1979. The export and the import are two sides of the coin of industrial economy and I wonder why this kind of half-hearted tep should be taken.

At the moment, in Geneva, discussions are going on about incorporating in the Rules 'Principles of Protectionism'. It is time for us to think whether we should extend Rs. 400 crores export subsidy. The hon. Minister should ponder over this problem of 'protectionism' and ensure that our exports are not affected.

The hon. Minister, Shri Mohan Dharia has assured the nation that by 31st July, 1979 the entire country would be covered by the public distribution system. We have 5 lakhs of villages and only 1,30,000 fair-price shops are there. I do not know how he will be able to establish all the remaining fair-price shops throughout the country in all the villages within three months. But I am sure that his contagious dynamism and dedication to the cause will ensure that this policy of public distribution becomes a reality by the target date.

With these few words, I conclude my speech.

18 hrs.

SHRI K.A. RAJAN (Trichur) : This Ministry is a Ministry which has got varied activities in different sectors of our economy. I am going to confine my observations to the particular aspect of the Public Distribution System. I am glad, he has mentioned that he is going to bring Public Distribution System from July 1st if I am correct. Why I express my apprehension and anxiety over this problem. The Minister very well knows, this particular distribution system is intended to bring stability in prices. How far is it defensible to bring stability in prices within the four walls of a private capitalist economy working in this country? You are thinking of bringing this system and thereby bringing down the prices or to stabilise the prices especially in the Private economy, that is why I am expressing my anxiety. Secondly, my anxiety is you are just bringing the scheme under a particular economic situation. In that situation, it is a high dose of deficit financing. You know its impact, its implications and its all round activities. We know from the past experience how it worked havoc with the price system. So, if I express my anxiety and apprehension, do not misunderstand me. I stand for public distribution system. But as you proceed in this matter, you should be on the guard. You should be alert—that we are working for a particular situation. In that background what is the present situation? Regarding prices I may submit that the price movement has been noted in the Report already submitted. That is only upto November, 1978. The current price situation, if you just go through the whole sale price index after the Budget February, 24, 1979 it was 184.4.

The whole sale price index which was 184.4 in February 24, 1979 rose to 189.4 in March 24, 1979. If you split it into various articles and see the figures for March 1978 and March, 1979, you find that in the case of primary articles it rose from 179.2 to 180.5. In the case of food articles, it fell down from 171.0 to 170.3. In the case of non-food articles it rose from 167.9 to 172.2. In the case of fuel, power, light and lubricants it rose from 242.5 to 258.5. You are working your scheme in this background. This is not a feature of the post-budget position. Even if you take pre-budget position in February, 1979 before the budget was announced, there were clear signs of an upturn in prices. This was reflected in the fact that at 184.4 the price index for that month was a full three points above the level of February, 1978. Though it cannot be denied that the budget has made an impact on the prices of a variety of

goods, these pressures too have grown more pronounced during the month of March. Immediately following the budget, during the week ended March 3, there was a rise in the prices of matches (28%), talcum powder (23%), face cream (20%), toothpaste (12%), cigarettes (11%), bidi (9%), synthetic detergent (6%) and soap (5%). Also attributable to the budget were increases that week in the prices of gasoline and aviation spirit (14%), high speed diesel oil (9%) and kerosene (8%). Following the raising of import duties, prices of edible oils, including vanaspati and oilseeds also moved up. This is about essential articles. What about industrial products? Between February 24 and March 24, the index for paper and paper products increased by no less than 4.5 points to 206.5, leather and leather products by 11.2 points to 309.5, rubber and rubber products by 0.4 to 189.8, chemicals and chemical products (including cosmetics) by 2.8 to 181.7, the sub-group cosmetic, soap and detergents by 10.6 to 197.1, basic metals, alloys and metal products by 3.1 to 219.2 and machinery and transport equipment by 5.4 to 194.1.

These are the symptoms of the economy. That is why I expressed my anxiety about the public distribution system. Don't think I am making theoretical jargon formulations. My firm belief, based on past experience, is that this public distribution system should serve primarily the rural people. I have no doubt about it. We are bringing it in the larger interest of the rural population. So far they were not benefited and they could not get essential commodities at stable prices. Unfortunately, there is a malady here. I am not going to discuss the prices of agricultural products and all these things, because I have no time. But what is the parity between the prices of agricultural products as well as goods manufactured from the agricultural products? The disparity between the two is growing and it is creating havoc in the whole structure of our economy. That is why I say, even with good intentions, with great labour, after great consultations and dialogue and taking into confidence the State Governments and all concerned, if you are going to have the public distribution system, my firm opinion is that unless you take over the basic consumer industries, you are not going to succeed. Sugar, drugs and textiles at least should be in your command. This is being manipulated. This is being manoeuvred. This is being governed by the private people. Everything is in the hands of the private capitalists. So, unless you have a command over the whole production, you will not be able to do anything in the

field of public distribution system. Still you are going to have a trial. It is good. But when so many other complicated policy questions are involved in this issue still you are initiating a network of rural ration shops and other things. But the question of enough articles under your command is very important. There the traders play havoc. You cannot move an inch because the traders are so powerful. Even, then I appreciate the steps taken by the hon. Minister for initiating a network of public distribution system. I say that all the basic consumer industries should be in the hands of the Government. Here, you know, the public sector is in the commanding heights. It is playing a very vital role and there is a huge allotment for it. But the public sector has to turn to consumer industries. Consumer industries should not be left to the whims and fancies of 75 monopoly houses or those capitalist sharks who just fleece our people and make them destitute. Side by side you build up a network of consumer industries and evolve a public distribution system which, I think, will help you. I and my party will support this policy.

I would also like to say that the vigilance of the people in the working of the public distribution system is very important. There are various forces which want to scuttle these things. Though you have suggested certain schemes, I say that Vigilance committees should be more active in this movement. Unless the system is carefully watched and carefully run with public cooperation and the vigilance of the people, there are two forces which are going to scuttle this system, i.e., the private traders abetted by the bureaucrats who will just squeeze the scheme and throw everything to dust.

I now come to another important industry which is mostly in my State, that is, the cashew industry. On page 19 of the Report it is said :

"Over the last few years, there has been a continuous fall in the exports of cashew kernels from 65 thousand tonnes in 1974-75 to 40.3 thousand tonnes by 1977-78 and during the first half of 1978-79 exports were mere 11.8 thousand tonnes accompanied by decline in the unit value realisation. The industry is faced with the problem of acute shortage of raw nuts. The high prices fixed by the State Government for procurement of raw nuts, coupled with the low import availability of raw nuts from East African countries has dislocated the functioning of Indian Cashew industry".

This industry is very important. Nearly 1.5 lakh workers mostly women are employed in this industry. This is one of the traditional industries in our State. In this

■ [Shri A K Rajan]

sector, our State has built up a public sector unit. But this industry is passing through a particular crisis. We cannot think of getting raw materials as we were thinking in the past because the African countries are also processing. The only solution is to produce more indigenous cashew. On that particular point I would like to beg of the Minister that enough grants and aids have to be given for the growth of indigenous plantations. Unless that is done, unless we grow our own plantations, we cannot depend upon these countries for import for all the time and live at the mercy of these people. Now, the public corporation in the State sector of this industry, is facing a very bad situation. The situation goes beyond our control, because it depends upon the external market. Now we have got a huge stock of Rs. 40 crores worth of kernels and the public sector is very much on the verge of collapse. I would request the hon. Minister to review the situation very sympathetically. Instead of giving them loans with high interest, which they cannot afford to accept and then repay, they may be given a subsidy so that the industry and the public sector will face the difficulties and get over the problem.

SHRI DAJIBA DESAI (Kolhapur)

Sir, I want to place certain views before this hon. House. The hon. Minister of Civil Supplies and Co-operation has been very keen to implement the public distribution system. But there are certain limitations which I want to bring to his notice.

Here I want to refer to the cotton procurement system in Maharashtra which has been very much helpful to the cultivators. In the same way the public distribution system will be helpful, provided the stability is maintained. The trade must be controlled by the State. It means that this system will have to distribute foodgrains, agricultural produce, pulses, goods of daily necessity like match box and cloth. If we want to stabilise the prices then we must have a purchasing organisation. We must purchase foodgrains and agricultural produce from the cultivators as well as industrial goods from the industry. So, the public distribution system must have some purchasing organisation. The Minister has announced and indicated in the report that Government will have no buffer stock. The Government will purchase them from the various producers, which means from the industry, the cultivators and even traders. Therefore, there will be a restraint

and the Government will not be able to make the scheme successful, because of the instability of prices.

What is the experience of last year? There was support price and support operations were undertaken by the various organisations. Unfortunately, some of the organisations are beyond the control of this Ministry like the Food Corporation under the Agriculture Ministry, the Textile National under the Industries Ministry and so on. Therefore, the Civil Supplies Minister will have just to wait to them and wait for the supply of certain goods. So there is no possibility of co-ordination between the various Ministries and organisations.

Even when the support operations were conducted last year what happened? The cotton was to be purchased by the Cotton Corporation and various other items were to be purchased by NAFED and other organisations. But actually the peasants could not get even support price. The operations by the NAFED were undertaken at the instance of various Members of Parliament. They have purchased tobacco, onion, potato and other items. The question is whether NAFED is in a position to supply all the agricultural requirements of the consumer.

In fact, the public distribution system is supposed to be in the interests of the consumers but last year the support operations did not benefit the cultivators. According to the report of the Maharashtra Government, even foodgrains are not being sold in fair price shops because the prices outside are lower, and the people are getting better grain there. Therefore, the Maharashtra Government says that their offtake has been reduced from 97,000 to 77,000 tonnes.

Secondly, as the public distribution system is going to be against the vested interests, vested interests will try to dupe the Ministry and the public distribution system. Other Members have expressed the same apprehensions, and I also share it. What is the agency of the public distribution system at the village level? There will be co-operatives, gram panchayats and other things. The Minister himself is Minister of Co-operation, and he knows it better that nearly 50 per cent of the co-operative societies at the village level are defunct. They were just working on the basis of Government supplies of sugar, fertiliser and kerosene, and because they do not get any profit now, they have just stopped.

Because the public distribution system is supposed to help the rural people, actually the Minister should see that proper agencies at the village level are established. Actually we do not find anything now. I want the Minister to take care of this rural agency organisation.

Another thing that I want to bring to his notice is regarding the co-operative bodies. Some of the Members have said that co-operatives have become monopolies or something like that. Co-operative institutions in a capitalist society tend to become co-operative companies. It is not that the co-operative principles are not good, but actually the co-operative societies or organisations at the National and State levels are controlled by Government. During the last two years according to various reports more than 50 per cent of the national and State Organisations have been actually handled by Government officials or bureaucrats.

SHRI K. A. RAJAN All the societies in Madhya Pradesh

SHRI DAJIBA DESAI Almost all the co-operative societies at the State, district and village levels are government run. In Orissa, Government officers are running them. In Tamil Nadu there are administrative boards and other things run by Government officials. So, Government will have to see what the actual malady is with the co-operative sector.

The leaders of co-operation want independence, but at the same time they want Government patronage. We agree that Government must give some help to them, but it is only helping the vested interests to dig in more and more. There must be some way out. If co-operatives are to be useful to the rural population they must reflect the rural population. They must have the control—that is true. For what? Because of the last thirty years of working almost all the cooperatives, from taluka level to national level have become cooperative companies. What is the capital invested by the members? 8 million members are there in the various cooperatives they contribute only about 15% of the capital and the balance 80 or 85 per cent of the capital comes from the Government and other financial institutions. But the cooperatives are being controlled by the vested interests. The leaders of the cooperative movement want that the Government should give them a free hand. There is a conflict between the leadership of the cooperative movement and the Government on this. I support the Government's stand that if the Government

has to give patronage, the Government must control it. What type of control it should be and what methods should be followed, that is a question of detail. The cooperative movement has to be strengthened.

Through cooperative organisations and public distribution system the Government should have control over trade and it should protect the cultivators, and see that the prices are stabilised. There must be parity between agricultural prices and industrial prices. A number of members have said that the industrial prices are going up and the agricultural prices are going down. There is a gap, which is a big one. Even some of the members from the Janata Party have said that because the cultivators have produced more they are being penalised.

I may refer to a recent statement made by the hon. Finance Minister in this House in reply to a Calling Attention. He says:

'In fact the Government owes a responsibility to the farmers to ensure that the prices do not fall to uneconomic levels because of increase in production and supply running higher than demand.'

The traders can manipulate the demand and supply. They manipulate the agricultural prices also. In harvesting season the prices of agricultural goods go down and in other seasons the prices go up. The result is loss to the consumers. But they can afford to maintain the industrial prices at a higher level. They can increase that. I may quote instance. Whenever the Government decides to give some subsidy to some small farmers, the prices of engines go up. If the Government decides to give seed capital the prices of vehicles and other things go up by ten to twenty per cent.

There is a disparity between the agricultural prices and industrial prices. Is it not the responsibility of the Government to maintain parity between the agricultural prices and industrial prices? Industrialists can maintain the prices because they have the holding capacity, but the cultivators do not have the holding capacity. Therefore, the Government must come to their help. The Government must purchase all available surplus from the cultivators and build up the buffer stock. The Government does not have enough warehousing facility and other things. There are a number of restraints and limitations in the public distribution system. Because I am dealing with the public distribution system, I am able to point them out. I request the Minister of Cooperation to take care of all the restraints and make this public distribution system a grand success in this country.

*श्री बिजय कुमार एन० पाटिल (धुलिया) : मैं पहले सहकारिता मंत्रालय के बारे में बोलूंगा । यह मंत्रालय जनता सरकार ने अभावित रखा इसलिये मैं उनका धन्यवाद करता हूँ । प्रधान मंत्री श्री देसाई सहकारिता के बारे में पूर्वग्रह रखते हैं । ये बात सब जानते हैं सहकारिता मंत्रालय भी कभी कृषि और कभी ग्राम विकास मंत्रालय से जोड़ा जाता है तो वही व्यापार मंत्रालय के साथ । सौभाग्य से सहकारिता मंत्री श्री धारिया ऐसे राज्य के हैं जहाँ सहकारी प्राबोलन काफी सफल हुआ है । इसलिये मैं आशा करता हूँ कि इस बारे में कुछ ठोस कदम उठाये जायेंगे ।

नाफेड की बात लीजिये । पिछले साल नाफेड को उससे पहले वर्ष की अपेक्षा 64 लाख रुपये कम मुनाफा हुआ । जब कीमत गिरने लगती है तब नाफेड खरीदी शुरू करती है । यह बात ठीक नहीं है । सरकार ने दिये हुए प्राकड़ों के अनुसार नाफेड को खरीदी मूल्य के बारे में सोचना चाहिये । और उसी के आधार पर तम्बाकू, प्याज, भालू वगैरह वस्तुओं के भाव निर्भरत करना चाहिये ।

अभी श्रीमती रांगनेकर ने प्याज खरीदारी के बारे में अनुभव सुनाया । नाफेड के कर्मचारी महाराष्ट्र में जब प्याज खरीदने आये तब वह किसानों से नहीं बल्कि छोटे व्यापारियों द्वारा प्याज खरीदा गया । अंतर मूल्य 45 रु० से नीचे गया तो सरकार 3 रुपयों की सबसीडी देती है, उसका फायदा छोटे व्यापारियों ने उठाया है ऐसा नहीं होना चाहिये । इस तरह से सरकार को ढगाया न जाय ।

नागरिक आपूर्ति विभाग ने घोषणा की है कि 1 जुलाई, ने सरकारी वितरण व्यवस्था चालू होगी । अभी जैसे श्री दाजिबा देसाई ने बताया जैसे यह वितरण, ग्रामीण क्षेत्र के सहकारी संस्थाओं द्वारा होना चाहिये । यही संस्थाएँ पहले भी, चीनी अनाज वगैरह का वितरण करती थी ।

इन संस्थाओं को सरकार से, या अन्य ठिकानों से खरीदारी वगैरह के लिये जो पैसा देना पड़ता है, उसकी ब्याज दर कम होनी चाहिये । उनको प्रति किलो जो कमिशन मिलता है वह पर्याप्त नहीं है । क्योंकि ऊपरी खर्च बहुत होने है इसलिये इन सहकारी संस्थाओं को मिलने वाला कमिशन बढ़ाना चाहिये और उनको जो पैसे दिये जाते हैं उनकी ब्याज दर कम होनी चाहिये । सिमेंट के बारे में यह देखा जाता है कि उसके वितरण में बहुत शिकायतें हैं । जब कोई मनुष्य घर बनाने के लिये 100 बैग्स सिमेंट मांगता है तो 1-2 महीनों के बाद उसके हाथ में 4-5 बैग्स आती हैं । उसकी अमली जरूरत 100 बैग्स की होती है किन्तु उसको इतना कम सिमेंट मिलता है कि उमका नुस्मान होना है । इन स्थिति में सुधार लाना जरूरी है ।

हमारे आयात-निर्यात में अभी भी विषमता है और अन्तर्राष्ट्रीय व्यापार विषमता इसका कारण बताया जाता है । रिपोर्ट में दिया है कि कई चीजों की निर्यात कम हो गई है । जैसे उटकबंड के मित्र ने अभी बताया कि चाय का निर्यात चार करोड़ किलोग्राम कम हुई है । इसका कारण यह है कि निर्यात शुल्क में बार बार फेर बदल किये जाते हैं ।

पटसन उद्योग में हड़ताल आदि के कारण 50 प्रतिशत भी निर्यात नहीं हो पायी ।

काजू के बाग़े में मैं सुझाव देता हूँ कि महायात्रीकी एहाडियो में कृषि मन्त्रालय की मदद में काजू के वागान लगाये है । काफी बोर्ड की तरह एक काजू बोर्ड स्थापना करना चाहिये ।

ए०० टी० सी० द्वारा नहरीकरण करके तेल की आयात करने की कोशिश अच्छी रही है । हमने 864 करोड़ रुपये का तेल आयात किया है । एक तरफ हम अन्न-धन्न के बाग़े में आत्म निर्भर हो रहे है लेकिन अभी भी वाले और तेल दगैरह की आयात करनी पडती है जिनका मतलब यह है कि 50 प्रतिशत अन्न पदार्थ आयात करने पडते हैं । इसमें से कुछ हल दूडना चाहिये । पायराइट खनिज एम० एम० टी० सी० द्वारा नहरीकरण करके निर्यात किया जाता है लेकिन वह भी 3 लाख टनों से घट कर 2 लाख टन हुई है ।

खान मालिको को निर्यात की अनु-मति देने का मैं सुझाव देता हू ।

निर्यात बढ़ाने के लिये भारत को विदेशों में व्यापार प्रदर्शनिया आयोजित करनी चाहिये । जैसी विदेशी प्रतिनिधि-मंडल सांस्कृतिक, वैज्ञानिक आदि विविध नामों पर भारत से आकर माल दशति हैं उसी प्रकार भारत को भी विदेशो में प्रतिनिधिमंडल भेज कर निर्यात वस्तुएं उनको दिखानी चाहिये । भारत हजारों रूफ़ म की वस्तुएं निर्यात कर सकता है ।

श्रीमती अरुणाबती (शिवानी)

सभापति महोदय, आपने मुझे बोलने के लिए समय दिया उसके लिए आपको धन्यवाद । मैं अपने चीफ विधुप में कह रही थीं मेरा कल का हक रखें ।

इस वक्त हमारे मामले सिविल सप्लाइज की जो डिमाण्ड प्रस्तुत हैं उनमें दो चीजो पर ध्यान देने की बहुत जरूरत है—एक है इण्डस्ट्रियल गुड्स और दूसरे फार्म गुड्स । फार्म गुड्स गरीब लोग पैदा करते है और इण्डस्ट्रियल गुड्स अमीर लोग पैदा करते है जोकि बहुत अमीर है । इण्डस्ट्रियल गुड्स बनाने वाले आगे एजेंट खुद नियुक्त करते है, अपने माल की कीमत खुद तय करते है लेकिन किमान जो चीजें पैदा करना है उसकी नीलामी होती है और उसके लिए आडतिया होता है । किमान के घर में जब अनाज आता है तब उसकी कीमते नीचे चली जानी है । कपाम जब किमान के घर में चली गई तो आज 260 पर बिक रही है मण्डियो में किमान की कपाम एक एक महीने तक पडी रही । आप डिस्ट्रीटूशन मिस्टम बनाना चाहते है उसमें ममी चीजें होनी चाहिए । जैसे तम्बाकू है, काजू है उसका जो उत्पादन करने वाले है उनके लिए कुछ भी नहीं है । इन चीजों के लिए जो बोर्ड बने हुए है उनमें भी किसी के चहेते लोग होते है जोकि बिग इण्डस्ट्रियल हाउसेज को प्रिजेन्ट करते है । फिर जो गरीब उत्पादन करने वाले लोग है उनके हितो की देख-भाल कौन करेगा ? तम्बाकू किमान पैदा करता है, जूट किमान पैदा करता है लेकिन तम्बाकू बोर्ड में, जूट बोर्ड में पता नहीं कौन लोग है ? कमेटी के मामले गवाही के लिए जो लोग आए, वे कलकत्ता के रहने वाले थे जिनके दादा ने भी कभी खेती नहीं की थी । हमने उनसे पूछा क्या तुम्हारे यहा कभी इसकी खेती हुई तो उन्होंने कहा नहीं । इसलिए मैं कहना चाहती हूँ कि अगर बिनाला नहीं पैदा होगा, मूगफली नहीं पैदा होगी तो डालडा के कारखाने बन्द हो जायेंगे । अगर देम में कपाम नहीं पैदा

[श्री मरी चन्द्रावर]]

होगी तो क्या इस गर्म मुल्क में लोग मिथैटिक फाइबर पहनेंगे ? कच्चे माल की तरफ कभी कोई ध्यान नहीं दिया जाता है । गरीब आदमी कपड़े के लिए कपाम पैदा करता है, ऊन के लिए भेड़ें पालता है और पशमीने के लिए पशमीने की बकरिया पालता है लेकिन उसके घर में कुछ नहीं है । एक पशमीने का शाल दो हजार, तीन हजार में बिकता है लेकिन उस गरीब आदमी को पाच रुपया ही मिलेगा । दूसरी तरफ जो बोर्ड के मेंबर होते हैं उनमें एक मेंबर का ही टी ए और ड। ए, उस गरीब आदमी की माल भर की कमाई में कई गुना होता है । इसका मार्ग बोल जाकर कज्यूमर पर पड़ता है । जो बड़ी इण्डस्ट्रीज हैं उनके गन्ध क्यूटिज की तनख्वाहें क्या हैं ? उनके दफनर और घर गन्धकडीशड हैं । लेकिन यह पैसा उनके वाप के घर में नहीं जाता है बल्कि कज्यूमर्स पर जाकर पड़ता है । एक तरफ कहते हैं कि हमारे मुल्क में गरीबी है और दूसरी तरफ गन्धकडीशड हेडम को ज्यादा में ज्यादा मुविधायें देने हैं, इनकी तनख्वाहें देते हैं जो किमी एफ्लुएन्ट कन्ट्री के लोगों को दी जाती है ।

कोन का लीजिये—हमारा देश दुनिया में वह देश है जो सब में ज्यादा कोयला पैदा करता है, लेकिन डिस्ट्रिब्यूशन सिस्टम का यह हाल है कि पावर-हाउसेज बन्द पड़े हैं । भटिण्डा का पावर हाउस बन्द है, हमारे थर्मल स्टेजन्ज बन्द पड़े हैं । कोयला ब्लैक में मिलता है और सब जगह मिलता है । यह हमारे अपनी सरकार है—मैं क्या कहूँ ? लेकिन, चन्द्रमैन साहब, मैं कहना चाहती हूँ कि जब हम चुनाव में आयेगे तो हमें इन बातों का जवाब देना पड़ेगा कि इतना कोयला होने हुए भी जनता को कोयला क्यों नहीं मिला ।

प्रायः सुबह—हमारे दण्डवत साहब बहुत अच्छे आदमी हैं, लेकिन शायद उन को

गुस्ता आ गया । मैंने बोच में खड़े हो कर कहा कि आप इतनी एक्स्ट्रा ट्रेन्ज दे रहे हैं लेकिन हमारे यहाँ को गाडिया को बन्द कर रखा है । जिस दिन मुझे कोयले का पता लगा, मैंने एनर्जी मिनिस्टर साहब से बात की । उन्होंने बतलाया कि हमारे पाम कोयले की कमी नहीं है, लेकिन डोने के लिये बैगन्ज नहीं मिल रही है । अगर बैगन्ज नहीं मिल रही है तो आप ट्रको से पहुँचाइये । हमारे देश में कोयला ठीक से रिफाइन भी नहीं करते हैं । अगर कोयला ठीक में रिफाइन हो तो हमें बाहर से अरबों रुपया खर्च कर के कैरोमिन आयल न मगाना पड़े साथ ही मन्ता भी पड़ेगा और घर में बदल भी नहीं होगा ।

मिट्टी के तेल में एडल्टेशन होता है । मैं मसमनी ह—यह एडल्टेशन का महकमा भी शायद आप के ही पाम है । आज कोई ऐसी चीज नहीं है जिस में एडल्टेशन नहीं होता हो । मैं कल हवाई जहाज से आ रही थी, वहाँ मुझे जम दिया गया, उस को पोकर मेरी तबियत खराब हो गई, मैं मसमनी ह वह टिण्ड-स्टफ भी खराब होगा । मैं बजोर साहब के ध्यान में यह बात लाना चाहती हूँ—एडल्टेशन करने वालों को बहुत मेजर—गनिश-मेन्ट देना चाहिये । आप जितने भते हैं, जितना आप का नाम है, आप का वह नाम सार्थक होना चाहिये, वरना यह निरर्थक है जायेगा ।

शायल सोइस की बात में क्या कहूँ ? मैं तो यह मान कर चलती हूँ कि बाहर से तेल नहीं मगाना चाहिये । आप देखिये—मूगफली और सरसों का पहले क्या भाव था और किमान के घर से जाते हो क्या भाव हो गया । मैं पहले भी कई बार कह चुकी हूँ—रेपसीड आयल जैती गन्दी चीज को मगा कर क्यों खिलाया जाता है ? सारगमोरा का नाम रेपसीड है, चूँकि अरबी में नाम अरकबक लगता है इसलिए अरकबा लगता है । लेकिन हमारे यहाँ तो पशु भी उस को अकेले नहीं खा सकते । आज सरसों के तेल में एडल्टेशन करने के काम आता है, चूँकि बिलायत से आता है इस

लिये सब खा सकते हैं। जिन का इस के मगाने का लाइसेंस मिल गया उन के पैसों बन गये।

आप की जो लाइसेंस प्रणाली है यह भी बड़ी अजीब है। इस में सुधार करना चाहिये। जो बड़े-बड़े इण्डस्ट्रियल हाउसज हैं उनके लायजो आफिमज एहा बँठे रहते हैं। किमी भी चीज का फैसला देने में पहले उनका सज पता लग जाता है। आज कौन सा इण्डस्ट्रियल हाउस गरीब है आप उन के खर्चा को देखिये। उन के घर में जवाहरगत कपड़ा सब कुछ है खर्च करत हैं—उनके खर्च हमारी कम्पना से पड़े हैं—यह सब कहा में आता है। उन के लायजो आफिमज हमारी फाटलो का दखत फिरत है और इस में उन का क्या कुसूर है। एक दिन बात हो गयी थी—आप के दफतरो में फाटल तब आये जाती है जब उस मेज पर पढ़ने में कुछ द दिया जाना है। अगले की मेज पर कुछ द दिया जाए तो काम हा जायगा। मैं मसजती ह कि ऐसी बातें नहीं होनी चाहिए। यह बड़े शर्म की बात है।

अब मैं आपको इण्डस्ट्री के बारे में कुछ कहना चाहती हूँ। हमारे यहाँ लैबर गुड्स बनता है। हमारे यहाँ में जता बाहर भेजा जाता है लेकिन वे अपने देश के नाम में बाहर नहीं भेजे जाते हैं। दूसरे देशों के नाम से हम उन्हें भेजते हैं। हम उनमें अपना नाम क्यों नहीं इस्तेमाल करते हैं? क्या हमारी रेगुलेशन गिर गयी है? हमें अपना सामान अपने नाम से ही भेजना चाहिए।

हमारे देश में सीमेंट की बड़ी कमी है। लोम दो-दो और पाच-पाच बट्टों के लिए लगते रहते हैं। यह कमी या तो मचमुच में है या आर्टिफिशियल कमी किये की हुई है। क्योंकि आज भी मोनोपलिस्ट्स जो भी चीज चाहते हैं वह कर सकता है। मोनोपलिस्ट्स हमारे सिर पर इसलिये मवार रहते हैं

क्योंकि सभी राजनीतिक पार्टियाँ उनसे चढ़ा लेती हैं। अगर हम कानून के हिसाब से बड़े हाउसिज में चढ़ा लें, बन्द कर दें तो हम उनके सामने जाने में शर्मायेंगे नहीं। आज हम उनके सामने नहीं बोल सकते हैं क्योंकि हम उनसे चढ़ा लेते हैं। इसी वजह से हमारे व्यापार में बहुत बड़ा अमर पड़ता है। जिन चीजों की यहाँ जन्म नहीं पड़ती वे चीजें भी यहाँ मगायी जाती हैं। इसका हमारे व्यापार पर बहुत बुरा अमर पड़ता है।

सबजियाँ की बात लीजिए। सीजन में आम और मेब बहुत मम्ता हा जाता है। इसलिये मम्ता हो जाता है कि हम व्यापारियों पर डिपेंड करते हैं। हमें सभी चीजों के लिए व्यापारियाँ पर डिपेंड नहीं करना चाहिए। ये चीजें जाँचें उनकी तरफ सरकार ध्यान दे।

कांफ्रिप्रेंटिव के बारे में मैं एक बात कहूँ। कांफ्रिप्रेंटिव का काम बड़ा अच्छा शुरू हुआ था। मैंने पता है कि यह सेक्टर 74-75 में शुरू किया गया था। लेकिन अब कांफ्रिप्रेंटिव सेक्टर कांफ्रिप्रेंटिव सेक्टर नहीं रह गया है यह नामिनेटिव सेक्टर हा गया है। उसमें चुनाव नहीं हा रहे हैं नोमिनेशन कर दिया जाता है। मैं जानती हूँ कि कई जगह चुनाव नहीं हुए हैं। मैं चाहती हूँ कि नामिनेशन बन्द होना चाहिए और वहाँ चुनाव हान चाहिए। इसके बारे में सरकार की कोई निश्चित पालिसी होनी चाहिए। कांफ्रिप्रेंटिव सेक्टर का ठीक ढंग में यूटिलाइजेशन होना चाहिए। लेकिन अगर हम इसे नामिनेशन करना जारी रखेंगे तो ये ठीक ढंग में नहीं चलेगा।

व्यापार के बारे में मैं कहना चाहती हूँ कि या ना व्यापार गवर्नमेंट को करना चाहिए, अगर गवर्नमेंट नहीं करती तो कांफ्रिप्रेंटिव सेक्टर को व्यापार द दिया जाना चाहिए। मैं यह नहीं कहती कि एकदम प्राइवेट व्यापार को बन्द कर दीजिए, लेकिन मैं यह मान कर चलती हूँ कि मिक्स्ड इकोनोमी इज बे इकोनोमी। इस से माइड बाई माइड काला

[श्रीमती चन्द्रावती]

धन बनना है। इसने कालेब्रान को लियेना डंड कर दिया है। एक चोड़ बाजार में मिलेगा। और वही चोड़ राशन में भी मिलेगा, कड़ाव से भी मिलेगा। जब हम न ब्रेक इतोरानो को रिकगनाइड कर दिया। लोवेनाइड कर दिया तो बाजार में स्केग्रमिटी होगी तो। अगर हमें इस स्केग्रमिटी को दूर करना है तो हमें काले धरे को भी समाप्त करना होगा। काला धरा करने वाले बाजार में प्रॉटिफिबियन स्केग्रमिटी पैदा करना है। बहुत सी तो ऐसी चीजें हैं जो कि व्यापारिया को भी नहीं मिलना। मैं फरीदाबाद और गुडगांवा की बात जानती हूँ। हमें बार में सरकार को विचार करना चाहिए।

मैं एक बात और बता दूँ। कीमते कैसे बढ़नी हैं? मे पब्लिक सेक्टर में खाद्य का एक कारखाना देखने के लिए काबान गयी थी। एक पब्लिक स्कूल चल रहा है। उस में एक भी मजदूर के बच्चे का एडमिशन नहीं मिला हुआ है। फटिलाइजर का जो खर्चा है उससे यह स्कूल चल रहा है। बढिया टोकर उम में लगे हुए हैं। कार्ड फीम वगैरह बहा कुछ नहीं है। प्रकियर कितने हैं? साठे तीन मजदूर पर एक ग्रफमर है। अब फटिलाइजर की कीमत बेचारा कितान ही तो दगा और कीन देगा?

SHRI P ANKINEEDU PRASADA RAO (Bapatla) I have all appreciation for the enthusiasm and energy which the Minister has got for bringing about a public distribution system and strengthening it in order to give relief to the consumers from exploitation by middlemen. I request him to show the same enthusiasm to give relief to the agricultural producers also, specially those producers connected with the Department of Commerce *etc.*, those who help in the export of agricultural produce and give them relief from exploitation by middlemen.

Through the export of agricultural commodities produced in this country, a lot of money is being earned by the so-called exporters and middlemen, very little is being passed on to the agriculturists be-

cause there is no organised sector to protect them. They do not know what value is being obtained for their produce which is exported. They are satisfied with the minimum, *etc.*, whatever they get.

The prices of some commodities show a decline all of a sudden. In the case of cowhinder, the price is fluctuating this year also. It is also an exportable commodity. I request the Minister to take care of this.

I now come to tobacco, a commodity about which they have 25 years' experience. The Ministers know much about it. Without the Government spending anything on it, the agriculturists are able to earn for the country Rs 100 crores of foreign exchange. Not even Rs 1 crore are spent on the development of tobacco. Similarly, they have Rs 100 crores of revenue by way of Central Excise and not even Rs 1 crore are spent by the Government for the development of tobacco. The history of tobacco is such that though from the time of Independence the tobacco cultivators are contributing a lot of money to the Exchequer by way of foreign exchange and taxes, there is no Government control over the production and selling of tobacco, and on the tobacco industry itself and on the manufacturers of tobacco. The manufacturers, the so-called exporters and the middlemen are getting the major slice of the benefit and the cultivator gets little out of it.

About tobacco the Report of Department of Commerce for 1978-79 says this—and I quote:

'The unit value realisation for the export of tobacco has been steadily increasing during the last 3 years. It rose from Rs 8.75 per kg during 1974-75 to Rs 16.17 during December, 1978.'

The Report says that the value of tobacco has doubled, but the tobacco growers have not gained. The agriculturist has not got even 10% more for the tobacco he sold during the last 3 years. This year, the position is very ridiculous. Though the Minister has announced enthusiastically that the STG will purchase 15 million kgs directly from the agriculturists and not from the middlemen, experience has shown that the rate has not gone up and the STG has not purchased anything from the agriculturists. I bring to the notice of the Minister a four-column article in the *Hindustan* dated 14th April, 1979 about "Delayed, Ineffective Entry of STG into Tobacco Market". The first para says:

"The private trade had mopped up most of the Virginia tobacco produced in Andhra Pradesh this season by the time the State

Trading Corporation entered the market with a view to helping the farmer in distress. The STC has bought hardly two million kg. as against its targeted 15 million kg. while the private trade has bought 85 million kg. out of estimated production of 95 million kg."

I request the hon. Minister to go through this. The main point is to give relief to the tobacco growers. First of all, about the Tobacco Board, I would like to say a few words. Though the Government have clearly said that either for export operation or price support operation, STC has to deal with tobacco purchase, the Tobacco Board itself tried to get involved in the purchase. It was going around in Delhi asking the Commerce Minister to give them permission to enter into tobacco purchase neglecting their other duties such as proper regulation, proper promotion of production and proper assistance to the agriculturists. Regulation is meant to regulate the growth of tobacco in a manner which will give good returns to the agriculturists. If the tobacco grown is in excess of the requirement for the consumption of the country and for export market the question of regulation of the area com-

es. For the last 20 years the average production of tobacco is about 100 million kg. In two or three specific years—1964, 1972, and 1978, there was a bumper crop and production was 20 million kg. more. These are the years when the Government had to take care of the bumper crop. But the normal production is about 100 million kg. Even this year when the Tobacco Board restricted the area to 1.4 million acres or so, the crop struck down and the acreage has gone up to 1.8 million. Even now the total tobacco production is around 100 million kg.

MR. CHAIRMAN : How much more time do you require ?

SHRI P ANKINEEDU PRASADA
RAO : About 10 minutes.

MR CHAIRMAN : You may continue tomorrow.

19 hrs.

The Lok Sabha then adjourned till Eleven of the clock on Friday, April 20, 1979/Chaitra 30, 1901 (Saka).

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