

**Seventh Series. Vol. XLVI, No. 21**

**Thursday, March 22, 1984  
Chaitra 2, 1906 (Saka)**

# **LOK SABHA DEBATES**

**(Fourteenth Session)**



***(Vol. XLVI contains Nos. 21-30)***

**LOK SABHA SECRETARIAT  
NEW DELHI**

***Price : Rs. 4.00***

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LOK SABHA

Thursday, March 22, 1984/Chair 2  
1906 (Suka)

The Lok Sabha met at Four minutes past  
Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

SHRIMATI GEETA MUKHERJEE :  
Sir, three minutes of your time have been  
robbed.

MR. SPEAKER : Four minutes. An-  
other minute is going by.

SHRI M RAM GOPAL REDDY : I  
think Communists would not like more  
time to be wasted.

MR. SPEAKER : Now Shri Dharam  
Dass Shastri, Qn. 364.

Magnetic Band Transport system developed  
in West Germany

+

\*364. SHRI DHARAM DASS  
SHASTRI :

SHRI SANTOSH MOHAN  
DEV :

Will the Minister of SHIPPING AND  
TRANSPORT be pleased to state :

(a) whether Government have recently  
gone through in detail and appraised the

system developed by the M. Bahn of  
West Germany in regard to non-require-  
ment of roads for buses or tracks for  
trains ;

(b) whether it is also a fact that,  
Delhi, Tamil Nadu and Karnataka have  
shown their keen interest in the magnetic  
band transport system ;

(c) what are the details of the system;

(d) the reaction of the Government  
thereto ?

THE MINISTER OF SHIPPING  
AND TRANSPORT (SHRI K. VIJAYA  
BHASKARA REDDY) : (a) No, Sir.

(b) The concept of the M-Bahn was  
explained by its promoters at a semi-  
nar in Delhi on 25th February, 1984 and  
the interest in the concept was expressed  
by the participants from Tamil Nadu and  
Karnataka.

(c) M-Bahn refers to system using  
magnetic levitation by permanent magnets  
to carry the vehicle and a linear motor  
for propulsion. It is claimed that this  
leads to reduced constructions costs and  
construction time, as also reduced requi-  
rements of land for construction but high  
carrying capacity making it suitable for  
mass rapid transit in urban centres.

(d) Does not arise at this stage.

श्री धर्मदास शास्त्री : अध्यक्ष महोदय,  
आदरणीय मंत्री महोदय ने जो उत्तर दिया है,  
उससे मैं कुछ समझ नहीं पाया। जिस राष्ट्र की  
प्रधान मंत्री ने सारे विश्व को हिला कर रख  
दिया है, उसी प्रधान मंत्री के कैबिनेट के मंत्री



महोदय मेरे प्रश्न के उत्तर में एक जगह 'नो सर', 'यस सर' या 'क्वेश्चन डज नाट अराइज' कहे, इससे सवाल हल नहीं होता है। मेरे पास इंडियन एक्सप्रेस अखबार की कटिंग है इसमें दिया हुआ है कि ट्रांसपोर्ट मिनिस्ट्री के सीनियर आफिसरों ने इस गोष्ठी में हिस्सा लिया। क्या यह बात मंत्री महोदय को मालूम है? फिर रोड ट्रांसपोर्ट कारपोरेशन के जो डायरेक्टर हैं, श्री आर० जगन्नाथ, उन्होंने भी इसमें हिस्सा लिया। ये जो सीनियर आफिसर इस प्रकार की गोष्ठियों में जाते हैं वे क्या मंत्री महोदय की बिना अनुमति के जाते हैं, क्या वे मंत्री महोदय को रिपोर्ट नहीं देते हैं? इस प्रकार से मंत्री महोदय सोये रहें और अधिकारी जागते रहें। मैं यह कटिंग मंत्री महोदय को भेज सकता हूँ।

मंत्री महोदय ने प्रश्न के उत्तर में पहले तो 'नो सर' कह दिया, फिर कह दिया कि तमिलनाडु और कर्नाटक के लोगों ने इसमें हिस्सा लिया। इनकी रोड ट्रांसपोर्ट कार्पोरेशन के एक्जीक्यूटिव डायरेक्टर आर० जगन्नाथ भी इसमें गये। यह सारी बात मेरी समझ में नहीं आई। फिर मंत्री महोदय 'सी' पार्ट के जवाब में कहते हैं कि एम० वान प्रणाली जो विकसित की गई है, उसकी उपयोगिता बड़े बड़े शहरों में है। एम० वान प्रणाली का उल्लेख तो मंत्री महोदय ने कर दिया लेकिन उसके बारे में निर्णय क्या किया, यह नहीं बताया। इस प्रणाली के बारे में मंत्री महोदय का मंत्रालय किस स्टेज पर सोच रहा है या सोचेगा, यह मंत्री महोदय को बताना चाहिए था। यह देश हवा की लहरों में नहीं चलता है। मंत्री महोदय, दस वर्ष में या बीस वर्ष में इस पर सोचेंगे या नहीं सोचेंगे यह बताना चाहिए था। इमें स्पष्ट न कि गोलमाल भाँसर

देना चाहिए था। यह नो सर, यस सर, क्वेश्चन डज नाट अराइज वाली बात मेरी समझ में नहीं आई।

THE MINISTER OF PARLIAMENTARY AFFAIRS, SPORTS AND WORKS AND HOUSING (SHRI BUTA SINGH) : I do like everything remaining on the record except adjectives, invectives, insinuations and other things.

DR. SUBRAMANIAM SWAMY : During the question hour, he cannot interruption like that. There is nothing unparliamentary. He is dissatisfied with the Minister. The whole country is dissatisfied with the Government.

SHRI BUTA SINGH : In a question, you cannot pass a remark about the person of a Minister.

(Interruptions)

DR. SUBRAMANIAM SWAMY : Will you tell us what remarks were passed ?

(Interruptions)

SHRI K. VIJAYA BHASKARA REDDY : Sir, if the question is put knowing what he has asked, I hope—I wish—he would not have said all these things. He has read some reports some where and he has asked this question, and unnecessarily he is passing some remarks. There was a Seminar..... (Interruptions)

MR. SPEAKER : Mr. Minister, do you want to say the that the boot is on the other leg ?

SHRI K. VIJAYA BHASKARA REDDY : I only want to say the facts. Then it is far the other to decide.

DR. SUBRAMANIAM SWAMY : The Minister has got no leg.

SHRI K. VIJAYA BHASKARA REDDY : There was a Seminar arranged by the School of Planning and architecture and the Ministry of Works & Housing. Representatives of various State Governments also were there. A picture was being shown there. A picture of this

system of transport was shown there. By seeing a picture if somebody can take a decision, I think so many other things could have been done. It is not put in action anywhere. Even in Germany where it is invented, they are going to construct now and it will be ready somewhere towards the end of this year. The other city which is showing some interest is Bangkok. Nobody has seen it. Only the pictures have been shown. One of our Government officials, who went there, was also shown only the picture and not the road and all that. When we have not seen actually how it performs, and what are the advantages, how are we to decide for the future, without knowing what we are deciding? How can the Government decide, in spite of somebody taking some other view?

SHRI SATYASADHAN CHAKRABORTY : He has joined the party after seeing your picture.

श्री धर्मवाम शास्त्री : अध्यक्ष महोदय, मैं बड़े अदब के साथ मंत्री जी को यह कहना चाहता हूँ कि इन्होंने उनकी पिक्चर तो बता दी लेकिन अपनी पिक्चर नहीं बताई। फिजिबल है या नहीं है इसके बारे में वे क्या सोचते हैं, मंत्रालय के अधिकारी क्या सोचते हैं, इसके बारे में स्पष्टीकरण बता दें।

DR. SUBRAMANIAM SWAMY : He wants to give a general certificate.

SHRI K. VIJAYA BHASKARA REDDY : Our officers' view is also that, no where it is being used, it is still under consideration in Germany, in a small place. Unless we see it and its performance, we cannot decide.

PROF. MADHU DANDAVATE : I object to this. He should not quote the officials' view. He should quote the Government's view.

SHRI K. VIJAYA BHASKARA REDDY : I am coming to that. The officers who have seen that, they have told

me. Even those people, they have not made up. They have not advised us. We have no idea what it is. Government has not made up its mind.

PROF. MADHU DANDAVATE : Minister, you never quote officers in this House.

DR. SUBRAMANIAM SWAMY : You should send a Parliamentary delegation to Germany to see for ourselves.

AN HON. MEMBER : Refer to that report.

SHRI K. VIJAYA BHASKARA REDDY : I know that responsibility.

SHRI SONTOSH MOHAN DEO : I fully appreciate the stand taken by the hon. Minister, in view of the fact that it was projected to a group of officials. Will it be possible for the Ministry to exhibit the same to the Members of Parliament so that we can come to certain decisions?

DR. SUBRAMANIAM SWAMY : Go to Germany.

SHRI SONTOSH MOHAN DEO : You should go to China.

MR. SPEAKER : He wants to go to Germany with you.

SHRI SONTOSH MOHAN DEO : I want to know whether it is possible to exhibit this film to the Members of Parliament so that we can take certain ideas and whether it is in the knowledge of the Minister that any other country is going to introduce this. And if so when?

SHRI K. VIJAYA BHASKARA REDDY : That picture is not available with the Government. The representative of the company which has produced this, W. H. Huzz, when he attended the Seminar, he exhibited it and it is not with the Government now.

According to the information we have, Bangkok as I mentioned earlier, and

Caracas, these are the two cities which are showing some interest. Even there they have not finalised it.

**MR. SPEAKER :** Shri R. P. Gaekwad.  
Absent.

**Dharmanagar-Kumarghat Railway  
Line**

\*366. **SHRI AJOY BISWAS :** Will the Minister of RAILWAY be pleased to state :

(a) what is the target date for completion of the work of railway line from Dharmanagar to Kumarghat;

(b) whether it is a fact that the Central Government is not placing adequate money in this project and due to this whole work is being delayed;

(c) if so, whether the Central Government will consider to give entire funds required for this project considering the backwardness of this area; and

(d) what are the other reasons for the delay in the completion of the project in time ?

**THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY) :** (a) to (d) A statement is laid on the Table of the Sabha,

**Statement**

(a) The first phase between Dharmanagar and Pechartaal (23 kms) is expected to be completed by April, 1985 and the 2nd and final phase between Pechartaal and Kumarghat (10 kms) by the end of December, 1986.

(b) and (c) No, Sir. The maximum possible outlays have been given for this project consistent with the overall allocations for New Lines Projects from year to year. The anticipated expenditure on this project upto 31.3.84, is Rs. 9.70 crores and an allotment of Rs. 4.75

crores has been proposed for this work for 1984-85. Balance funds amounting to about Rs. 15 crores will be provided for completing this project according to the target dates of completion.

(d) The progress of this work has been somewhat hampered in the past due to problems in movement of critical items of construction materials and also to some extent due to malarial conditions and consequent failure of some contractors. Construction of two tunnels between Pechartaal and Kumarghat, is expected to take some time.

**SHRI AJOY BISWAS :** I have gone through the Minister's reply. He has tried to mislead the House. Practically, the original target date has not mentioned here. The revised target date has been mentioned here. And, the original estimate of this project was Rs. 8.5 crores; now it has gone to about Rs 20 crores. Now, it has gone upto about Rs. 30 crores, because of the delay of the project. The Minister has said that the first phase is expected to be completed by April 1985. Then the Government will take up the second phase. You say that the second phase will be completed by December, 1986 and you have to spend Rs. 15 crores on that. But I do not think the project will be completed within 20 months i.e. by December, 1986. This is the factual thing. You have said that money is no barrier. But money is the barrier. I am quoting from the report of the NER Council. You have given top priority for the construction of the broad-gauge line from New Bongaigaon to Gauhati. What is the condition of the top priority? The report of the NER Council says that though this project was started four years ago, inadequacy of funds has delayed its completion. The NER Council says that the Central Government is not providing money for this on-going project. So, he is misleading the House. The NER says that when they go to the Central Government for funds, they say that it is not possible to give any money for the industry because the infrastructure has not developed there. When we are asking for the development of the infrastructure, even that you are

not doing. So, it is a criminal offence on the part of the Central Government. Will the Government give higher priority for the construction of railway line from Dharmanagar to Kumarghat? Will the Minister assure the House that by the end of December, 1985 this project will be completed and funds will not be a barrier for its construction?

**SHRI A. B. A. GHANI KHAN CHOUDHURY :** The construction of a new BG line from Dharmanagar to Kumarghat (33 Kms) in Tripura State, was included in the Railway Budget of 1978-79 at a cost of Rs. 9.67 crores. Now because of escalation this estimate has gone upto Rs. 29.59 crores. The anticipated expenditure on this work upto 31.3.84 is Rs. 9.70 crores and an allocation of Rs. 4.75 crores has been proposed during the year 1984-85. This time we have given quite a big allotment. The balance amount of Rs. 15.13 crores still remains to be spent. The overall physical progress till January 1984 is 18.6 per cent. Efforts are being made to commission the first 23 kms. He has said that I am misleading the House. I cannot mislead the House. Whatever our officers tell us that we can commission this on a particular date, I am passing that information on to you. It is not with the intention of misleading anybody. After that there are two tunnels and you know that it is very difficult in our country to construct the tunnels. But anyway, there again they have given the time as December 1986 and I think we will be able to stick to that time.

The hon. Member has said about the paucity of funds. We always admit that. There has been a debate also the other day in the House about the paucity of funds. It is nothing new that the hon. Member is telling us. But if it is said, because there happens to be anti-Congress government, we do not have sympathy with them, that is not a fact. We are not satisfied with the overall allocation. If the overall allocation becomes disappointing, in that case every project is bound to be affected.

Coming to the North-Eastern region,

I want to say that in the North-Eastern region we have given in 1984-85 Rs. 21.51 crores out of the allocation of Rs. 90 crores. That means we have given 24 per cent to the North Eastern region.

**SHRI AJOY BISWAS :** In Tripura, after the Independence, we have got only 12 kilometers of railway line and I think if the construction of the 33 kilometres line is delayed like this, then it will take at least 100 years to connect Agartala. So, my second supplementary is that there is an alternative proposal from the Government of Tripura before the Government that Agartala can be connected from another way and that will reduce the amount as also the length of the line by one-third. So, I want to know whether the Government will accept that proposal.

**SHRI A. B. A. GHANI KHAN CHOUDHURY :** Sir, a survey from Dharam Nagar to Agartala is in progress. So far we have made 53 per cent progress. The State Government wants a different alignment which is not supported by the Defence Department. Final decision on alignment will be taken after consulting the Defence Department, the State Government and the North-Eastern Council.

**श्री सत्यनारायण जटिया :** मैं पूछना चाहता हूँ कि किसी भी योजना को पूरा करने के लिए यह कहा जाता है कि सर्वोच्च प्राथमिकता से इसे पूरा कर रहे हैं। किन्तु इसके बावजूद भी उसका लक्ष्य निर्धारण नहीं करना जिसके कारण वह योजना कब पूरी होगी इसका कोई पता नहीं रहता.....

**प्रध्यक्ष महोदय :** 1986 का ऐलान कर दिया।

**श्री सत्यनारायण जटिया :** मैंने पूछा था नीमच से चित्तौड़गढ़ को सर्वोच्च प्राथमिकता दी जा रही है, किन्तु उसमें प्रगति

हुई है 4.2 प्रतिशत। यह कब पूरी होगी यह मैं जानना चाहता हूँ ?

**Working of State Remand Homes for Children**

+

\*367. SHRI DAULAT RAM SARAN :

SHRI B.D. SINGH :

Will the Minister of SOCIAL WELFARE be pleased to state :

(a) whether attention of Government has been drawn to the Press Report appearing in the 'Statesman' dated 7 January, 1984 captioned "Schooling in Brutalization" highlighting the shortcomings and physical abuse in the working of the State remand homes for children ;

(b) if so, whether any inquiry has been made by Central Government into the working of remand homes for children ; and

(c) if not, whether Government propose to make any inquiry now in this regard ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) Yes, Sir.

(b) and (c) Administration and management of Remand Homes for Children covered under the Children Acts is the responsibility of State Governments. The Central Government has not made any inquiry into the working of the Remand Homes for Children in States, nor is there any proposal to do so.

श्री दौलत राम सारण : अध्यक्ष जी, जो यह खबर 7 जनवरी, 1984 के "स्टेट्समैन" में आई है इस समाचार को क्या सरकार

गम्भीर समझती है ? और जो उद्देश्य है इन बाल सुधार गृहों का उस उद्देश्य के अनुसार वहाँ बच्चों को नहीं रखा जाता है और वह बच्चे और ज्यादा बिगड़ते हैं, ऐसी हालत में क्या केन्द्रीय सरकार की जिम्मेदारी नहीं है कि वह राज्य सरकारों को प्रेरणा दे, उनसे सम्पर्क करे और उनकी कठिनाई मालूम करे ताकि यह ठीक प्रकार से उन संस्थाओं का संचालन करें और उन बच्चों को सुधारने की कोशिश करें ।

SHRI P. K. THUNGON : We have been advising the State Governments to provide adequate facilities to the Children's Homes. This advice is conveyed to the State Governments through various conferences like the Conference of State Ministers and Secretaries and also the Zonal Council. Besides, the National Institute of Social Advance has prepared a manual and distributed it to all the State Governments to take up adequate measures for the welfare of these Children.

श्री दौलत राम सारण : राज्य सरकारों को आपने इतनी कान्फरेंस और इतने विचार-विमर्श के अवसर दिये, अनेकों सुझाव और प्रेरणाएं दीं और उनके सामने प्रस्ताव रखे, अब समाचारों में लिखित स्थिति कि बच्चों के साथ दुर्व्यवहार और अमानवीय व्यवहार किया जाता है, अनुचित तरीके अपनाये जाते हैं, इस सम्बन्ध में क्या आपने राज्य सरकारों को लिखा है कि इसकी जांच की जाये और उन स्थितियों को ठीक किया जाये या अपराधियों को सजा दी जाये ?

SHRI P. K. THUNGON : I quite appreciate the concern of the hon. Member regarding the plight of these children, which has been mentioned in the newspaper. We really feel bad about it. The main problem is that because of the increase in population, the provision made for the children of such homes is

never adequate. But, as I mentioned in the main answer, this is primarily the responsibility of the State Government. However, realising the difficulties of these children and the importance of these welfare measures, we are thinking of having certain proposals for allotment of funds to this Ministry to help the State Governments in this regard.

**श्री बी० डी० सिंह :** अध्यक्ष महोदय, आज रिमांड होम्स पूरी तरह अव्यवस्था के शिकार हैं। माननीय मंत्री ने अपने जवाब में इन्हें राज्य-सरकारों पर छोड़ दिया है जैसे उनका कोई उत्तरदायित्व नहीं है। अगर उनका उत्तरदायित्व नहीं है तो इसे एडमिट ही नहीं करना चाहिये था।

मैं बताना चाहता हूँ कि दो होम्स दिल्ली में हैं, हर साल वहाँ से बच्चे भाग जाते हैं। कहां जाते हैं यह पता नहीं। 1980-81 में 206 बच्चे, 1981-82 में 202 बच्चे और 1982-83 में 705 बच्चे वहाँ से भाग गये। क्या यह बात सही है कि इनकी देखरेख की सही व्यवस्था नहीं है जिसके कारण वहाँ से बच्चे भाग जाते हैं? क्या सरकार ने इस बात की जानकारी करने की कोशिश की कि बच्चे भागकर कहां जाते हैं, कौन लोग इनको भगाते हैं? जब तक यह जानकारी नहीं होगी तो वहाँ की खराबियों को कैसे दूर किया जायेगा? मैं चाहूंगा कि इस प्रकार के जितने होम्स चल रहे हैं, उनकी जांच होनी चाहिये और वहाँ की व्यवस्था को दूर किया जाना चाहिए। क्या मंत्रालय इस पर विचार करेगा?

**SHRI P. K. THUNGON :** Sir, the Hon. Member's contention is that we have the responsibility. Therefore, I would like to state as I have already said, that we are also responsible and we do not want to shake off from our responsibility. That is why the technical guid-

ance or advice are given from the Ministry of Social Welfare of the Government of India.

Secondly, the Hon. Member has raised a point about the inadequacy of facilities in the Homes in Delhi. In this connection I would say that the Delhi Administration has set up a working group and they have submitted certain interim recommendations. According to those recommendations the Delhi Administration is going to carry out certain remedies wherever necessary.

**श्री मूलचन्द डागा :** अध्यक्ष महोदय, बच्चे ही राष्ट्र की भविष्य की निधि है।

**श्री मनोराम बागड़ी :** यह किमने आप को बता दिया ?

**श्री मूलचन्द डागा :** स्टेट्समैन में ही नहीं, सब अखबारों में आ रहा है कि बच्चों के साथ प्रमानवीय व्यवहार हो रहा है, जिसके कारण हमारी गरदन शर्म से झुक जाती है। शिक्षा मंत्री ने, जो समाज कल्याण के भी मंत्री है, पिछले दो सत्रों में किस-किस सुधारगृह का कब-कब निरीक्षण किया और क्या एक्शन लिया ?

**SHRI P. K. THUNGON :** Sir, I have already mentioned that these are under the supervision of the State Governments and we advice them.

(Interruptions)

**अध्यक्ष महोदय :** मंत्री महोदय ने बता दिया है कि यह काम स्टेट गवर्नमेंट्स करती है। वे चुनी हुई सरकारें हैं और यह उनकी जिम्मेदारी है।

(व्यवधान)

**अध्यक्ष महोदय :** वह कहते हैं कि वह मदद देते हैं, प्राबिजन करते हैं और स्टेट्स

के निम्नजेन्टेटिक्ज को बुला कर मीटिंग करते हैं। वह डायरेक्शंस भी देते हैं। — स्वेश्चन 368, श्री ए० के० राय।

(व्यवधान)

श्री मनीराम बागड़ी : करोड़ों की तादाद में छोटे छोटे बच्चे होटलों और दुकानों वगैरह में काम करते हैं। उनके साथ दुर्व्यवहार होता है। मैं मंत्री महोदय में पूछना चाहता हूँ कि

प्रध्वज महोदय : वह सब को बुला कर ब्रानचीत करेंगे। मैंने नेक्सट स्वेश्चन बुला लिया है।

#### Restoration of Negotiation Facilities

\*368. SHRI A. K. ROY : Will the Minister of RAILWAYS be pleased to state :

(a) whether he has received the representation dated 10 February, 1984 from the All India Railway Employee's Confederation regarding 'Dharna' by All India Railway Employees Confederation before his New Delhi residence on 2 March, 1984 pursuant to the decision of the meeting of the Central Working Committee of AIREC held at Delhi on 27th and 28th November, 1983 for restoration of negotiation facilities and withdrawal of all penal actions against Trade Union leaders and workers; and

(b) if so, the action taken by the Ministry for amelioration of the said demands in the interest of harmonious industrial relations?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHAUDHURY) : (a) and (b) A Statement is laid on the Table of the Sabha.

#### Statement

(a) Yes, Sir. The representation dated 10.2.1984 from the President, All India Railway Employees' Confederation

was received in my Ministry and the 'Dharna' mentioned therein also took place on 2.3.1984.

(b) On the Railways, negotiating facility has been given to two all India Labour Federations, namely, All India Railwaymen's Federation and National Federation of Indian Railwaymen, who by virtue of their membership from amongst all the categories of staff including those represented by All India Railway Employees Confederation) represent the grievances of the staff and these are settled by negotiations across the Table thus maintaining harmonious industrial relations. Recognition has not been given to All India Railway Employees Confederation but in 1978 this group was granted restricted negotiating facility with the hope that it would respond by adopting a consultative approach to solving problems across the Table but this group resorted to many agitations and disruptive methods and hence the facility given was withdrawn in 1981. It is not the policy of the Government to penalise any railway employee for his legitimate trade union activities. Any action taken against staff is in conformity with the relevant Disciplinary Rules of the Government.

SHRI A. K. ROY : Mr. Speaker, Sir, in the Statement, the Minister has accepted that he has received the representation dated 10th February and there was a Dharna in front of his residence on 2nd March. But he did not mention what did he do there. I would like to know whether he had a talk with the workers who were staging Dharna there or what steps he has taken in that connection, Mr. Speaker, Sir, it appears that the Railway is heading for a big show-down like the one in 1974. Soon on 10th April there will be another demonstration of the Railwaymen. And the Railway Minister's negative reply does not show that he is aware of the serious situation.

In part (b) of his reply the Minister has said that the restricted negotiating facilities to the All India Railway Employees' Confederation given in 1978 was

withdrawn for resorting to many agitations and for adopting disruptive methods. I would like to know what are the disruptive methods which have been adopted by the Confederation for which they were withdrawn this negotiation facility?

My second point, which is the most important point, is that you have given negotiation facilities to two Federations. What was the basis of giving negotiation facilities to these Federations? Are they representative? Total Membership of both the Federations is less than three lakhs out of the seventeen lakh employees. Who would represent the rest of the employees? Either you follow the procedures as in other things like coal and steel and you invite all the federations and negotiate or you determine the representative one through ballot, you take the vote, you see which of the federations command the majority of the opinion and support of the workers. Why should there be only two federations and not three? Why two federations are recognised and not...

MR. SPEAKER : Don't give a lecture Mr. Roy. You just put the question.

SHRI A. K. ROY : Through you, Sir, I ask him to kindly explain the basis of recognising the two federations and giving the monopoly of negotiation to them.

SHRI SATYASADHAN CHAKRABORTY : That is a pertinent question, we are all interested in it.

SHRI A. B. A. GHANI KHAN CHOUHDURY : MR. Speaker, Sir, on the Railways there are two recognised Federations. One is the All India Railwaymen's Federation and the other is the National Federation of Indian Railwaymen. (*Interruptions*). I have given you the answer. You asked me the basis. Normally we take the advice from the Labour Department and then the recognition is extended to them according to the advice and the suggestions given by the Labour Department. This is the procedure that we follow.

With regard to the redressal measure, in consultation with these two large Federations, an elaborate machinery has been set up for grievance redressal. Regular meetings are held with each federation separately at the divisional level by the Divisional Railway Manager and his officers, at the zonal level by Zonal General Manager and his heads of Department and at the Railway Board level by the Member (Staff) and the officers of the Railway Board. In addition, informal as well as joint meetings are also held whenever necessary.

This arrangement known as the Permanent Negotiating Machinery has proved quite successful.

Also, since all railway employees are Government employees, discussions are held at the Government level, at meetings presided over by the Cabinet Secretary or his nominee, where also railway employees are represented through these federations along with the representation of employees from other Departments of the Government under the Joint Consultative Machinery. Deriving from this JCM scheme, the Member (Staff) as Secretary in the Ministry of Railways holds departmental council meetings with the two unions. It is, therefore, to be seen that there is plenty of opportunity for railwaymen to redress their grievances.

It has also been the policy of the Government to tackle individual grievances referred directly from employees of group grievances when referred by Members of Parliament. The Government believes in healthy industrial relations with the employees but cannot obviously encourage Dharnas, Gheraos and stoppage of work.

It is also the policy of the Government not to encourage multiplicity of Trade Unions as it will be neither in the interest of the employees nor in the interest of the country. Any such step would merely lead to fragmentation of Trade Unions on the Railways. Negotiation with unrecognised organisations such as the All India



Railway Employees Confederation is, therefore, not practicable.

**SHRI A. K. ROY :** Sir, from what the Minister has said, the answer definitely is not satisfactory even to you.

You say that recognition is extended as per the advice of the Labour Department. I would like to ask whether the Labour Department has extended such an advice last.

**SHRI A. B. A. GHANI KHAN CHOUDHURY :** I do not have the date with me.

**SHRI A. K. ROY :** You are not to answer now. At the end you should answer.

**SHRI A. B. A. GHANI KHAN CHOUDHURY :** I said, that is what is normally done.

**SHRI A. K. ROY :** But I tell you... ..

**MR. SPEAKER :** You put the question.

**SHRI A. K. ROY :** I am putting the question. The main cause of grievance of the railway men is that though they are industrial workers, they are clubbed as Government employees. There is no wage Board. There is a great difference between their wage and the wage of the Public sector employees. Difference is more than Rs. 300/-.

I would like to ask the Minister and he should answer only 'yes' or 'no', whether the Railway employees.....

**MR. SPEAKER :** Is that binding ?

**SHRI A. K. ROY :** Are they Railway employees industrial workers or are they Government employees ? Please answer 'yes' or 'no'. You just tell me.

**SHRI A. B. A. GHANI KHAN CHOUDHURY :** I have given an elaborate answer

on this. I do not want to say anything further.

**MR. SPEAKER :** That is why I asked him—is it binding or not, as he has already replied.

**SHRI A. B. A. GHANI KHAN CHOUDHURY :** I thought I have read out that and I do not want to take time of the House. But if he insists I may say that all Railway employees are Government employees. Are you satisfied ?

**SHRI A. K. ROY :** No, As per Industrial Disputes Act.....

**MR. SPEAKER :** No question.

श्री रामावतार शास्त्री : अध्यक्ष महोदय, मंत्री जी ने अपने बयान में कहा है कि माल इंडिया रेलवे एम्पलाईज कांफेडरेशन को मान्यता नहीं दी गई है। किन्तु 1978 में इस ग्रुप को सीमित बातचीत की सुविधा इस आशा से दी गई थी कि ये आमने सामने बैठ कर समस्याओं के समाधान के लिए परामर्शदात्मक दृष्टिकोण अपनाएंगे। लेकिन इस ग्रुप ने अनेक आन्दोलनात्मक तथा अशोभनीय तरीकों का महारा लिया और इसीलिए उन को दी गई सुविधा 1981 में वापस ली गई। तो मैं यहां यह जानना चाहूंगा कि क्या आन्दोलन करने पर सरकार ने रोक लगा दी है ? अगर रोक लगा दी है तब तो आप का कहना सही हो सकता है और फिर मैं यह भी जानना चाहूंगा कि आप ने क्या यह पता लगाया है कि इस कांफेडरेशन के साथ कैटेगरी की कितनी यूनियनें शामिल हैं और उन की सदस्य संख्या क्या है ? उन की सदस्य संख्या पर ही तो यह मान्यता दे सकते हैं या नहीं दे सकते हैं.....

अध्यक्ष महोदय : उन्होंने जवाब दे दिया कि लेबर डिपार्टमेंट की सलाह पर किया है।

श्री रामावतार शास्त्री : उन्होंने यह जवाब नहीं दिया कि सदस्य संख्या इस कांफेडरेशन की क्या है ? सदस्य संख्या जो रैकग्नाइज्ड की है वह—जवाब दे दिया लेकिन अनरेकग्नाइज्ड का नहीं दिया । इस के अन्दर शामिल एसोसिएशंस प्रौर यूनियनों की सदस्य संख्या क्या है ?

SHRI A. B. A. GHANI KHAN CHOUDHURY : Agitation cannot be banned in democratic set up. That is not our intention. But we have to see their attitude. When there is a proper machinery for having any grievances redressed, we would like that instead of having this agitation, first let us try this machinery. If this machinery fails, then the workers can always come to us and sit with us and we can find a way out. What I feel is if every time they start some sort of agitation and refuse to sit across the table, we cannot find a solution.

SHRI RAMAVTAR SHASTRI : They did not refuse. They are still ready to talk to you. Sir, he is refusing. यहां वह गलत बोल रहे हैं ।

SHRI A. B. A. GHANI KHAN CHOUDHURY : Respected Member, I want to humbly submit, it is a question of attitude. The other two federations believe in the machinery we have. But unfortunately, the federation of which you are taking. They do not have that attitude. I am talking of the attitude.

SHRI RAMAVATAR SHASTRI : You call them. It is left to you.

SHRI A. B. A. GHANI KHAN CHOUDHURY : Mr. Speaker, Sir, the All India Railway Employees Confederation is a loosely knit federation of nine sectional association claiming to cover the interest of various categories of Railwaymen, namely, Stations Masters, Guards, Commercial Clerks, Loco Mechanical Staff, Telecommunication Staff, Ministerial Staff, Ticket Checking Staff etc. etc.

These categorywise sectional units are splinter groups of recognised federations as they did not agree with the general consultative approach of the recognised federations.

Sir, regarding the figures, I do not have the figures with me and therefore I could not pass on to Shri Shastriji. (*Interruptions*).

MR. SPEAKER : I have gone to the next Question.

#### Renovation of Modernisation of Dry Docks of Calcutta Port

\*369. SHRI NIREN GHOSH : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether dry docks of Calcutta Port are old and have become almost unusable;

(b) how many dry docks of Calcutta Port require renovation and modernisation;

(c) have any steps been taken to renovate and modernise those dry docks;

(d) if not, reasons therefore;

(e) have Calcutta Port Authorities made any representations in this regard; and

(f) if so, the details thereof ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : (a) and (b) Calcutta Port has 5 dry docks all of which are very old and need renovation and modernisation.

(c) to (f) Yes Sir, Calcutta Port has forwarded a scheme comprising replacement of some vital plant and machinery of the dry docks at Netaji Subash Docks

and Kidderpore Docks with a total outlay of Rs. 475.76 lakhs. The scheme is under examination.

**SHRI NIREN GHOSH :** Sir, of the 9 dry docks in India, 5 are located in Calcutta Port as far as I know.

**PROF. MADHU DANDAVATE :** Calcutta is very dry.

**SHRI NIREN GHOSH :** Bombay is wet.

**SHRI SATYASADHAN CHAKRABORTY :** That is why, more sanity is found in Calcutta.

**SHRI NIREN GHOSH :** Sir, for a long time these dry docks are not being put to use because modernisation and renovation has not been made. For various purpose, these dry docks are essential component of the port system. With the high dry docks out of commission, the Port authorities feel that their entire operations are being hampered. Don't you give a thought to the representation made by the Calcutta Port Trust to take up the renovation and modernisation of those dry docks immediately? Would you set a time-limit for its completion?

**SHRI K. VIJAYA BHASKARA REDDY :** Sir, it is a fact that these dry docks have been neglected for long time and most of them are out of use. That is why the Port Trust has recommended a scheme with a total outlay of Rs. 475 lakhs. The Government is seriously considering to sanction this scheme of renovation of these docks and the Government is seized of the matter.

**SHRI NIREN GHOSH :** Sir, now the hon. Minister says that the Government is giving serious consideration. It is not a question of giving mere serious consideration. They should approve of the scheme and take up the scheme, because various works of the Calcutta Port are being hampered without those dry docks being renovated. As far as I know from

the Chairman, Calcutta Port Trust, They want to undertake various sorts of activities in those dry docks. So, it is not a question of merely giving consideration. I would like to ask the Minister to give an assurance to the House that he will approve of it and he will renovate and modernise it as quickly as possible because the Port has gradually been neglected for a pretty long time.

**MR. SPEAKER :** I can sum up Mr. Niren Ghosh's question in two words, oversee this.

**SHRI K. VIJAYA BHASKARA REDDY :** I share the view of the hon. Member. The Government is also very serious about it. We are sanctioning the works at an early date. We are positively considering it.

**SHRI SOMNATH CHATTERJEE :** When did the Calcutta Port Trust send the proposal to the Central Government? I would like to know the date. The amount is not that much. Would the Government sanction the necessary amount? I take it that, as a policy decision, the Government has decided to go on with the works. It is only a question of when to implement it. May I know whether the decision has been taken to renovate them and, if so, how long it is going to take to finalise it and start the works?

**SHRI K. VIJAYA BHASKARA REDDY :** I do not have the exact date. But this was meant to be in this year's budget. This is a part of the total dry dock facilities in the country. A decision has been taken to improve these facilities. As to when it is going to be done, as I said, the Government is seriously considering to take up the works.

**SHRI XAVIER ARAKAL :** The hon. Minister just now mentioned that the Government is seriously considering it. It is a statutory requirement to have the dry docks for the vessels. According to the latest report submitted by Mr. Narpati Dutta, 7200 dry docks are required for the

vessels whereas we have got only 2400 dry docks in the country. The answer given by the hon. Minister is welcome. But the point is that we are spending so much money in foreign exchange in regard to this matter. May I know from the hon. Minister what steps the Government is taking to develop indigenous dry dock facilities to the country? Calcutta port is second to Cochin port. Cochin port has the largest dry dock facilities. May I know what action the hon. Minister is going to take in the matter in regard to Cochin Port?

**SHRI K. VIJAYA BHASKARA REDDY :** In view of the recommendations of the export committee headed by Mr. Dutta, the Government has taken so many steps. One of the important steps that has been taken is to improve the facilities at Cochin Port. The hon. Member knows how far the amount that we have invested there is remunerative; how many strikes are there and all that. I hope, the hon. Member will look into that. In addition, we have recently allowed dry dock facilities at Bombay port by a private company and another dry dock is going to be in Madras. The recommendation of the expert committee have been partly implemented. It is a recommendation for 15 years; it is a perspective plan. The first part we have started.

#### Third line between Bandel and Bhadreswar

\*372. **PROF. RUPCHAND PAL :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that steps have already been taken to construct a third line between Bandel and Bhadreswar; and

(b) if so, what progress has already been made in this regard?

**THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOU-DHURY) :** (a) and (b) A statement is laid on the Table of the Sabha.

#### Statement

(a) A survey for augmentation of line capacity between Sheoraphulli and Bandel section including Tarakeshwar Branch is already in progress. This is an Engineering-cum-Traffic Survey which will decide whether and when the main line has to be extended and if so, the proposed alignment of the third line, the lay out of the stations, signally system to be provided etc. for augmenting the line capacity.

(b) Cumulative progress is about 50%.

**PROF. RUP CHAND PAL :** Sir, it is supposed that the Railway Minister who particularly belongs to a particular State should have some geographical knowledge about the railway lines in the State. I had asked the Question about a third railway line on the Howrah—Burdwan main line between Bandel and Bhadreswar Section. The reply which has been given does not mean anything. It has been said :

“A survey for augmentation of line capacity between Sheoraphulli and Bandel section including Tarakeshwar Branch is already in progress.”

That is a completely different thing.

**SHRI SUNIL MAITRA :** Either you, Sir, help us or God help us.

**PROF. RUP CHAND PAL :** I am making the question more clear to help the hon. Minister. Between Bandel and Howrah, since independence there are only two lines operating, Up and Down each. There is only one third line from Howrah up to Bhadreswar. If this 15 KM line from Bhadreswar to Bandel is laid, the railway convenience to the commuters, railway passengers and the 80 suburban trains would improve. At present, punctuality in the running of the trains has become the first casualty. Punctuality can be improved. The running of trains will become more punctual.

I have been making representations to this effect to the Government since 1980

but the Government is going on giving the same reply that the survey is undertaken by it. It is only just 15 KM distance to be completed to lay the third line.

It has been stated in the reply of the Government that 50% progress has been made. How can such progress be made even without the Government knowing what is the distance to be covered and what is the line to be laid ?

**SHRI A.B.A. GHANI KHAN CHOU-DHURY :** Bhadreswar-Bandel Section has already been taken in hand. Provision of a third line between Bhadreswar and Bandel will be studied during the survey.

**SHRI A.B.A. GHANI KHAN CHOU-DHURY :** By survey we mean that the traffic and all that has to be taken into account first. Later on, we have to take into account the cost and the return. Unless the survey is completed first of all, I cannot answer anything.

It is the usual practice always to acquire the land only after the project is approved but not during the survey.

**SHRI SATYASADHAN CHAKRABORTY :** What about the supreme question of knowledge of geography ?

**MR. SPEAKER :** That is last to Prof. Rup Chand Pal.

**SHRI A.B.A. GHANI KHAN CHOU-DHURY :** This is the monopoly of my Communist friends.

**SHRI SATYASADHAN CHAKRABORTY :** Geography is not for all.

**SHRI A.B.A. GHANI KHAN CHOU-DHURY :** Their knowledge is only of Bay of Bengal, no other knowledge.

(Interruptions)

*Prima facie*, it appears that the provision of this 12 KM third line would be necessary to deal with the expected traffic on this Section.

However, the exact position will be available only after the survey is completed.

At present, a progress of 50% has been made in the survey work. The survey work is expected to be completed by the end of 1984.

**PROF. RUP CHAND PAL :** I have been making representations to the Government from 1980 onwards and I had also written to the Hon. Minister of Railways that if the survey is to be made, the private lands by the side of the railway lines over the track there should be taken over at once as early as possible in which case the compensation to be paid by the railway would be far less. But since 1980 upto now, Government is going the same reply that survey has been undertaken and that 50% progress has been made.

My question is whether this 50% progress includes the taking over or acquiring of the private land of that 12 KM distance by the side of the railway track.

**अध्यक्ष महोदय :** क्वेश्चन नं० 377, श्री राम बिलास पासवान ।

**श्री राम बिलास पासवान :** क्वेश्चन नं० 377 ।

ए स्टेटमेंट इज लेड आन दि टेबिल आफ दि हाऊस, यही बोल दें और अगर मंत्री जी नहीं बोल रहे हैं, तो मैं ही बोल देता हूँ ।

**MR. SPEAKER :** That has been lost in transit.

**DR. SUBRAMANIAM SWAMY :** Has the Railway Minister derailed ?

**श्री राम बिलास पासवान :** अध्यक्ष महोदय, मिनिस्टर साहब को कहिये कि जरा होम वर्क कर के आया करें ।

"Said to contain" rule regarding R/R bilties

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\*377. SHRI RAM VILAS PASWAN :  
SHRI BHIKU RAM JAIN :

Will the Minister of RAILWAYS be pleased to state :

(a) Whether Government have seen the reports appearing in the 'Hind Beopar' (Hindi) dated the 6th November, 1982 wherein it has been stated that a number of businessmen have been put to heavy loss under "Said to Contain" Rule remarks on R/R-bilties and the claims are refused on the same grounds;

(b) whether the seals of the railway wagons are broken in various railway yards, such as Mughal Sarai and Kharagpur and the railway wagons are resealed by manipulated seals by anti-social elements in league with Railway authorities;

(c) whether it is also a fact that bookings of railway wagons to Howrah Railway Station have gone down in comparison to the last five years due to the reasons mentioned in part (b) above; and

(d) whether Government propose to amend and avoid putting "Said to Contain" remarks on R/R bilties and if not, the reasons thereon ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOU-DHURY) : (a) to (d) A Statement is laid on the Table of the Sabha,

#### Statement

- (a) No such news item has come to the notice of the Government.
- (b) There have been some cases of breaking of seals of wagons in Mughalsarai and Kharagpur Yards. No instances of manipulation of seals by anti-social elements in league with Railway officials have so however, come to the notice of the Government.

(c) No, Sir,

(d) No, Sir. In cases where it is not possible for Railway staff to check/count the number of bags/packages loaded in a wagon due to loading being done directly from trucks to wagons or from Sidings where Railway staff are not available, 'Said to contain' Railway Receipts will have to be issued.

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#### WRITTEN ANSWERS TO QUESTIONS

##### Centre for promotion of technique in Translation and Interpretation

\*365. SHRI R. P. GAEKWAD : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether lack of good translation in regional and foreign languages had not allowed the growth of science, technology and literature as also national integration;

(b) whether there is shortage of good interpreters for regional and international languages for providing assistance at the meetings, seminars and conferences at national and international levels; and

(c) whether a centre for promotion of art and technique of translation and interpretation would be set up to fulfil the need of the country ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) to (c) The Ministry of Education and Culture has already taken suitable steps for bringing out university level text-books in Hindi and other Indian languages. About 3,87,500 Scientific and Technical terms have been evolved in Hindi by the Commission for Scientific & Technical Terminology. 195 university level books

in Agriculture, Medicine, Pharmacy, Veterinary Science and Engineering have been published in Hindi by the same Commission. About 7730 books pertaining to different disciplines of Science and Humanities in Hindi and Regional languages have also been published through various book production agencies under the scheme of Ministry of Education.

2. The National Book Trust has also brought out about 551 books under its 'Adan Pradan' Series representing the translation of selected literary works from the major Indian language into another. Besides, the Sahitya Akademi has a large number of titles under "Makers of Indian Literature" series which are translated from one Indian language into another in respect of the 22 languages recognised by it.

3. Several universities provide facilities for the teaching of foreign Indian languages conducive to translation and interpretation from one foreign or Indian language into another foreign or Indian language. Some universities also provide facilities for training in translation and interpretation,

4. Thus, it will be seen that a good deal of effort has been made to bring out suitable publications in translations into various Indian languages, keeping in view the primary need of such publications in the interest of the promotion of national integration and growth of Science, Technology and literature.

5. It is true that there is a shortage of good interpreters for regional and international languages for providing assistance at the meeting, seminars and conferences at national and international levels. However, the Government is already seized of the problem. The Ministry of External Affairs is in the process of setting up an Interpreters Cadre with a view to recruiting interpreters of suitable qualifications. It is also proposed to set up 'Translation and Simultaneous Interpretation Unit' in the Central Institute of Indian Languages, Mysore, in the Seventh Five Year Plan.

**UGC Pay Committee for Madhya Pradesh  
University/College Teachers**

**\*370. SHRI GHUFRAN AZAM :**  
Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether the University Grants Commission had recently appointed a pay committee to look into the grievances of college and university teachers in Madhya Pradesh; and

(b) if so, by when the committee appointed by the University Grants Commission is likely to give its report?

**THE MINISTER OF STATE OF THE  
MINISTRIES OF EDUCATION AND  
CULTURE AND SOCIAL WELFARE  
(SHRIMATI SHEILA KAUL):** (a) No, Sir. However, the UGC has appointed a Committee to review the scales of pay of teachers in universities and colleges in the country.

(b) According to the UGC it is difficult to indicate a firm time limit at this stage for completion of the work of this Committee.

**Details of loss of life and property in Beirut**

**\*371. SHRI MANGAL RAM  
PREMI :**  
**SHRI JAGPAL SINGH :**

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any assessment has been made of the loss of life and property in Beirut and its adjoining areas as a result of bombardment for the third time in the conflict between Lebanon and Israel due to their mutual differences and if so, the details thereof; and

(b) Government of India's reaction to the ceasefire there?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) There has been considerable loss of life and property in Beirut and its adjoining areas in recent months due to, among other causes, bombardment by Israeli aircraft of alleged Palestinian positions. No reliable estimate has as yet been made, nor is it possible at this juncture.

(b) Government has welcomed all attempts at bringing about national reconciliation in Lebanon and welcomes the present discussions amongst various Lebanese leaders currently taking place in Lusanne, Switzerland. Till date several cease-fires have been agreed upon, but unfortunately, none has held so far.

**Requirement of Loco, Coaches EMU and wagons**

\*373. SHRI NAVIN RAVANI :  
SHRI MOHANLAL PATEL :

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

(a) what are the annual requirements of the new locomotive, coaches, electric multiple units and wagons in the country;

(b) the total number of locomotives, coaches, electric multiple units and wagons manufactured in India during the year 1983-84;

(c) whether it is a fact that India is still facing shortage thereof;

(d) if so, what steps are being taken to increase their production in the year 1984-85; and

(e) whether there is any programme of importing them to meet the demand and if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHAUDHURY): (a) The requirements of locomotives, coaches, electrical multiple units

and wagons are worked out for 5 years at a time, coinciding with national Five Year Plans. Within the requirements so worked out, the annual production is fixed on the basis of plan allocation and the level of traffic anticipated.

The production programme for 1984-85 envisage production of 168 locomotives 1229 coaches, 174 electrical multiple units and 12,000 wagons (in terms of four wheelers).

(b) The number of locomotives, coaches, electrical multiple units and wagons expected to be manufactured in 1983-84 is :

Locomotives	—	170
Coaches	—	1100
Electrical multiple units	—	72
Wagons (in terms of four wheelers)	—	16,600

(c) Adequate capacity is available for production of wagons and by and large for locomotives. The existing production capacity for coaches falls short of requirements and, therefore, the capacity for production of coaches in the Integral Coach Factory is being optimised at 1000 and action to set up a new coach factory has already been initiated.

(d) Target for production of rolling stock for 1984-85 are given in answer to part (a) the plan allocation for the year would not permit any further increase.

(e) No Sir; expect that some prototype electric locomotives of higher horse power and of modern design are proposed to be imported.

जहाज निर्माण उद्योग में यूगोस्लाविया का सहयोग

\*374. श्री हरीश रावत : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :



(क) क्या यूगोस्लाविया से जहाज निर्माण उद्योग में सहयोग देने के लिए कोई प्रस्ताव प्राप्त हुआ है ; और

(ख) यदि हां, तो उसकी मुख्य बातें क्या हैं और इस बारे में सरकार की क्या प्रतिक्रिया है ?

नौबहन और परिवहन मंत्री (श्री के० विजय नास्कर रेड्डी) : (क) जी नहीं।

(ख) प्रश्न नहीं होता।

**Plan outlay for technical and vocational education in Kerala**

\*376. SHRI A. NEELALOHITHA-DASAN NADAR : Will the Minister of EDUCATION AND CULTURE be pleased to lay a statement showing:

(a) what was the total plan outlay

for technical and vocational education during each of the last Five Year Plans;

(b) what was the respective plan outlay for Kerala during each of these plan periods;

(c) whether Government of Kerala have requested Union Government to increase the plan outlay for technical and vocational education in Kerala at least in the Seventh Plan period; and

(d) if so, details of their demand and action taken by the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) The total outlay for Technical Education, both Central and State Level, during each of the last Five Year Plans is as under:—

<i>Plan</i>	<i>Outlay (Rs. in lakhs)</i>
1st Plan	2156
2nd Plan	5503
3rd Plan	13444
4th Plan	10951
5th Plan	15600
6th Plan	30000

(b) The total plan outlay for Technical Education Kerala during each of the

Five Year Plan period is as under :—

<i>Plan</i>	<i>Outlay (Rs. in lakhs)</i>
1st Plan	The State of Kerala came into existence in 1956
2nd Plan	237
3rd Plan	378
4th Plan	232
5th Plan	236
6th Plan	700

(c) No, Sir. The draft 7th Five Year Plan has not been prepared by the

Government of Kerala yet.

(d) Does not arise.

N.B. : As outlay on Vocational Education is included in the General Education, it cannot be identified separately.

**Designing of School and College Syllabi  
for National Integration**

\*378. PROF. NARAIN CHAND PARASHAR : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether Government have issued any guidelines to ensure the designing of courses and syllabi of the school and college levels in such a way as to provide national integration communal harmony and inculcate spirit of patriotism among the students ;

(b) if so, the nature of steps taken in this regard and whether Government consider them adequate ;

(c) if not, whether any more steps would be taken to promote these concepts and values through education ;

(d) if so, the nature thereof ; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE ( SHRIMATI SHEILA KAUL ) : (a) to (e) The school education is primarily the responsibility of the State Governments and is mostly managed by them. It is, therefore, for the State Governments to frame and prescribe syllabus, get the textbooks written or approve them and to frame the general scheme of studies at the school stage. At the national level the NCERT has framed model syllabus and model textbooks which are used/adapted by some of the State Governments/Boards of Secondary Educations. The NCERT has also evolved 'Curriculum for Ten Year School—a Framework' as a guideline in various subjects at the school stage. The model syllabus and the model books prepared by the NCERT are guided by the objectives of excellence in instruction, promotion of national integration, removal of communal and caste bias and inculcation of the spirit of patriotism.

2. The Education Minister through the NCERT has taken up the work of evaluating textbooks in use, History and Languages (English and Hindi only) in the first phase, in various States through the agency of State Governments from the point of view of national integration. The NCERT has prepared criteria and tools for evaluating textbooks from the point of view of national integration. All the States/U.Ts., have undertaken this programme of revision of school textbooks in History and Languages from the point of view of national integration. The textbooks are to be reviewed with reference to the following prejudices and attitudes :

(i) Communalism

(ii) Casteism and untouchability

(iii) Regionalism and linguism

(iv) Racialism

(v) Obscurantism and superstition.

The NCERT, Central Board of Secondary Education and several States have already completed the work of evaluation and have revised their textbooks. The other States are in the process of completing the work.

At the college level the University Grants Commission has in February 1982 circulated guidelines to all universities requesting them to review textbooks to see that such books do not contain any material that will generate disharmony among the communities.

3. Some time back the States/U.Ts., have been requested to undertake a review of school textbooks so as to include a graded introduction of history of freedom movement.

4. The Government is reviewing the curriculum and the textbooks from time to time with a view to ensure that the concept of national integration is adequately taken care of in the textbooks at various stages.

**Introduction of another Pair of Trains  
between Haldia and Howrah  
via Panskura**

\*379. SHRI SATYAGOPAL MISRA :  
will the Minister of RAILWAYS be  
pleased to state :

(a) whether there is a proposal under  
consideration of Government to introduce  
another pair of trains from Haldia to  
Howrah via Panskura and back in the  
South Eastern Railway ;

(b) whether it is a fact that the pro-  
posal is awaiting clearance for a long  
time ;

(c) what is the decision thereon ;  
and

(d) if not, what are the reasons for  
delay in taking a decision to introduce  
another pair of trains for the benefit of  
the people of the area ?

THE MINISTER OF RAILWAYS  
(SHRI A. B. A. GHANI KHAN  
CHOUHDURY) : (a) Yes, Sir.

(b) to (d) It is proposed to provide  
one more service to Haldia by extending  
one of the existing E.M.U locals running  
between Howrah and Panskura to Haldia  
1-4-1984.

.गल गण्ड रोग से पीड़ित व्यक्ति

\*380. श्री राम जाल राही : क्या  
स्वास्थ्य और परिवार कल्याण मंत्री यह  
बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश में दो  
करोड़ से भी अधिक बच्चे गल-गंड रोग से  
पीड़ित हैं ; और

(ख) वर्ष 1980 से 83 तक इस रोग  
से पीड़ित मरीजों की वर्ष-वार संख्या  
कितनी है ?

स्वास्थ्य और परिवार कल्याण मंत्री  
(श्री बी० शंकरानन्द) : (क) और (ख)  
किये गये सर्वेक्षणों के आधार पर लगाये गये  
अनुमानों से पता चलता है कि 14 वर्ष से  
कम आयु के बच्चों में गल-गंड का प्रकोप  
काफी अधिक है। लेकिन, इस रोग से  
प्रभावित बच्चों की ठीक ठीक संख्या बताना  
संभव नहीं है।

एशियाई संसदीय फोरम द्वारा दिये  
गये सुझाव

\*381. श्री मूल चन्द डाया : क्या  
स्वास्थ्य और परिवार कल्याण मंत्री यह  
बताने की कृपा करेंगे कि :

(क) एशियाई संसदीय फोरम ने फरवरी  
1984 में आयोजित चार दिवसीय सम्मेलन  
के दौरान जनसंख्या की वृद्धि दर घटाने  
और शिशु मृत्यु-दर को 50 प्रतिशत तक  
कम करने के लिये क्या महत्वपूर्ण सुझाव  
दिये हैं ;

(ख) क्या सरकार का विचार इस  
सुझावों को अपनी स्वास्थ्य नीति में शामिल  
करने का है ;

(ग) यदि नहीं, तो उसके क्या कारण  
हैं ; और

(घ) इन सुझावों को क्रियान्वित करने  
के लिये सरकार का विचार क्या कदम  
उठाने का है ?

स्वास्थ्य और परिवार कल्याण मंत्री  
(श्री बी० शंकरानन्द) : (क) से (घ)  
इस सम्मेलन के सुझाव जनसंख्या वृद्धि-दर  
और शिशु मृत्यु दर में कमी लाने के बारे  
में हैं। राष्ट्रीय स्वास्थ्य नीति का लक्ष्य अन्ध

बातों के साथ-साथ शिष्ट मृत्यु-दर को 60 से कम लाना और सन् 2000 ईसवी तक वास्तविक प्रजनन दर को एक पर लाना है।

**Dispute regarding take-over of Railway Tracks and establishment of certain Ports in Saurashtra region of Gujarat State**

\*382. DR. VASANT KUMAR PANDIT : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether there is some dispute regarding take-over of Railway-tracks and establishment at Ports of Okha, Bedi, Porbandar and Veraval in Saurashtra region of Gujarat State ;

(b) whether the Ports and Maritime Board of Gujarat has maintained that the Railway lines and structure of these ports belong to the Western Railway;

(c) whether it is a fact that Western Railway are ready to take over if requisite amount is paid by the State Government: for "Deposit Survey" ;

(d) whether the development of these important all weather ports is suffering without the Railway infrastructure ; and

(e) if so, what fresh efforts are being made to arrive at some reasonable compromise with the State Government to improve cargo management, savings in freight and fuel and cheaper disposal of Import-export goods ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : (a) to (c) Under Article 295 of the Constitution of India, the railway tracks and structures connected therewith in the ports in questions, vest with the Central Government and therefore, cannot be the

property of Minor Ports which are under the State Government.

(d) to (e) The Ports of Okha, Bedi, Porbandar and Veraval are minor ports. The responsibility for development and management of minor ports is that of the State Government concerned. As far as railway infrastructure is concerned, it is provided subject to traffic justification and *inter-se* priorities within the overall availability of funds.

**Contraceptive called 'Norplant'**

\*383. SHRI K. MALLANNA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that recent device and most durable contraceptive called 'Norplant' has been proved very successful :

(b) if so, whether it has been linked and popularised in foreign countries also ; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND) : (a) to (c) 'Norplant' is a long acting contraceptive device which has undergone clinical trials in about 15 countries including India. Experience gained so far indicates that this method provides protection for three to five years and that it is reversible in character.

**बगहा-छितौनी रेल पुल**

\*384. श्री पीताम्बर सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रधान मंत्री ने गंडक नदी पर बनाए जा रहे बगहा-छितौनी रेल पुल का शिलान्यास किस तारीख को किया था ;

(ख) उपयुक्त पुल, जो गोरखपुर जंक्शन को नरकटियागंज जंक्शन चम्पारन से रेल द्वारा जोड़ता है, किस तारीख को गिरा ; और

(ग) उपयुक्त पुल, निर्माण के किस चरण में है और इसके कब तक पूरा होने की आशा है ?

रेल मंत्री (श्री ए० बी० ए० गनी खाँ चौधरी) : (क) 22.10.1973

(ख) 1924-1925

(ग) इस परियोजना पर अब 61 करोड़ रुपये से अधिक लागत आने का अनुमान है, जिसमें से नदी के बहाव को नियंत्रित करने से संबंधित कार्यों आदि के लिए 38 करोड़ की राशि के बड़े भाग का अंशदान सिंचाई मंत्रालय और उत्तर प्रदेश तथा बिहार की राज्य सरकारों द्वारा किया जाएगा। इस संबंध में उनके अंशदान और मूल्यों में वृद्धि होने के कारण बढ़ी हुई लागतों को वहन करने की उनकी वचनबद्धता की अभी प्रतीक्षा की जा रही है। संसाधनों की उपलब्धता के संबंध में पुष्टि प्राप्त हो जाने के पश्चात इस कार्य की प्रगति में तेजी लाई जाएगी।

#### Service for Unauthorised Absence

4196. SHRI E. BALANANDAN : Will the Minister of RAILWAYS be pleased to state :

(a) the number of employees removed from service from GOC workshops, Tamilnadu for unauthorised absence during 1964 and afterwards;

(b) number of such employees reinstated/re-employed;

(c) number of cases condoned for work in service after re-appointment afterwards; and

(d) number of cases involving withholding of increment in which the punishment already imposed once was enhanced ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY) : (a) to (d) Information is being collected and will be laid on the Table of the Sabha.

#### Procedure to transfer senior doctors from one state to another

4197. SHRI A. R. MALLU : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether senior doctors of Central Health Scheme and Central Government Health Scheme are being transferred from one State to another States; and

(b) if so, the details regarding the procedure adopted by Government in this regard keeping in view the grounds and advantages attached therewith?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) and (b) The Central Health Service provides medical manpower to a number of participating units such as Posts and Telegraphs Department, Ministry of Labour (Coal Mines Welfare Organisations, Beedi Workers Organisation), Assam Rifles, Governments of Andaman & Nicobar Islands, Arunachal Pradesh, Delhi Administration and Central Government Establishments such as Safdarjang Hospital, Dr. Ram Manohar Lohia Hospital, Lady Hardinge Medical College, Jawahar Institute of Post-graduate Medical Education & Research, Pondichery, and various CGHS dispensaries located all over the country. The Central Health Service Rules provide that the officers recruited to this Service have a liability to

serve anywhere in India. Transfers from one station to another are ordered in accordance with the pattern of transfer orders which was issued in 1971, a copy of which is laid on the Table of the House. [Placed in Library—See No. LT-8018/84].

The Central Health Service Officers are not utilised by most of the State Governments as particularly all the States except a few Union Territories have their own medical service.

**Inclusion of Orissa in DANIDA Programme**

4198. SHRI CHINTAMANI JENA : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that some States including the State of Orissa have been selected for inclusion in DANIDA programme for expansion of primary and elementary education if so, the details thereof;

(b) whether the State of Orissa was asked to send in their scheme in this regard ; and

(c) if so, the details of the scheme sent by the Orissa Government and the decision taken by the Centre in this regard ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) to (c) In December, 1982, Project profile for development of primary education in tribal areas of Orissa State involving Danish assistance to the tune of Rs. 8.02 crores was posed to the Danish authorities for their consideration. This project, apart from construction of school buildings with teachers quarters, provides for training of teachers, curriculum improvement and supervision. From the trend of bilateral discussions held subsequently, it appears that Danish authorities, on account of their intention to concentrate on a limited number of sectors and due

to other administrative and technical limitations, are not in a position to finance this project at present.

**Paddy seizure thwarted by railway officers**

4199. SHRI D.S.A. SIVAPRAKASAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government's attention being drawn to a news item in the Indian Express dated 17 February, 1984 (Madurai Edition) captioned "Paddy seizure thwarted by Railway officials"; and

(b) if so, whether Government propose to take any action against the Station Master, Shencottah Station, Southern Railway.

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURI) : (a) Yes, Sir.

(b) Enquiry revealed that paddy was seized by the revenue officials and the Railway staff of Shencottah Station were not involved.

**More hostels for working girls in metropolitan cities and state capitals**

4200. SHRI AMARSINH RATHAWA: Will the Minister of SOCIAL WELFARE be pleased to state :

(a) the estimated accommodation required for the working girls in Delhi and the accommodation available to them in the present working girls hostels;

(b) whether there is any proposals to construct more working girls hostels in Delhi; if so, the details thereof;

(c) whether such facilities are being provided in other Metropolitan Cities and State Capitals also; if not, what are the reasons; and

(d) whether Government will consider to provide such facilities in those areas also?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) There is no information available about the estimated accommodation required for the working girls in Delhi. However the number of hostels sanctioned in Delhi upto 31.12.83 is 7, with total capacity of 928 inmates.

(b) Ministry of Social Welfare assist voluntary organisations by way of giving grants for construction of working women's hostels. If any proposals are received according to the Scheme, they will be considered.

(c) and (d) The Scheme is applicable throughout the country and the voluntary organisations fulfilling eligibility criteria provided under the scheme can come forward with their proposals which have to be recommended by the State Governments concerned.

#### Hostels for working women in Delhi

4201. SHRI N. E. HORO : Will the Minister of SOCIAL WELFARE be pleased to state :

(a) whether Government are aware that there is an acute shortage of accommodation for working women in the Capital and that a number of organisations are running such hostels for working women with financial assistance from Government;

(b) whether Government are aware that these hostels have put limitation on the duration of the stay of inmates in their hotels;

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

(d) whether Government have any check on these organisations to follow the directions of the Ministry?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) Yes, Sir.

(b) and (c) No, Sir. For hostels constructed with financial assistance under the Scheme of the Ministry, there is no limit on the duration of stay of the inmates in the hostels.

(d) The organisation has to follow the directions provided in the Scheme and for any deviation therefrom, they are required to obtain the permission of this Ministry.

#### Retail pharmacists in the country state-wise

4202. SHRI RAM SINGH SHAKYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) total number of retail pharmacists as in 1981 State-wise;

(b) the total number of fresh licences issued during the year 1982-83 State-wise;

(c) the total number of Pharmacists available for the trade State-wise;

(d) estimated projection of the retail outlet required in the country to meet the projected sales, particularly in the rural areas; and

(e) annual growth rate of the pharmacists from 1975 to 1982 in each State?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI) : (a) to (e) Information is being collected and will be laid on the Table of the Sabha.

**Acquisition of Off-shore supply vessels**

4203. SHRI HARIKESH BAHADUR:  
Will the Minister of SHIPPING AND  
TRANSPORT be pleased to state:

(a) the number of Off-shore supply vessels the ONGC intends to acquire upto 1985;

(b) the name of the private sector companies, who have been given permission to acquire Off-shore supply vessels, their number and at what price;

(c) the number of Off-shore supply vessel the Shipping Corporation of India are going to acquire and at what prices;

(d) the number of applications already cleared by the Shipping Development Fund Committee, but not cleared by the Ministry; and

(e) the reasons thereof?

THE MINISTER OF STATE IN THE  
MINISTRY OF SHIPPING AND  
TRANSPORT (SHRI Z. R. ANSARI) :

(a) The ONGC intends to acquire 36 OSVs upto the first quarter of 1985.

(b) Name of Company	No. of vessel permitted	Price per vessel (In Million)
1. Great Eastern Shipping Company (new)	4	US\$ 4.35
2. Garware Shipping Corporation (new)	5	US\$ 4.55
3. Hede Ferrominas Pvt. Ltd., (Second hand)	1	US\$ 1.95
4. Essar Bulk Carriers (new)	4	US\$ 5.5
5. Varun Shipping Company (new)	2	US\$ 3.2

(c) The S.C.I. is acquiring 10 OSVs at a price of US\$ 4.598 million per vessel.

(d) and (e) Six. These applications have not been approved as it was felt that the number of vessels required for charter hire by ONGC had already been meet and permitting further acquisitions would only cause problems for the acquiring companies.

**Direct Express Trains Between Howrah and Samastipur and Jaynagar and Varanasi**

4204. SHRI BHOGENDRA JHA :  
Will the Minister of RAILWAYS be pleased to state :

(a) whether there have been persistent demands for direct daily express trains between Howrah and Samastipur and between Jayanagar and Varanasi; and

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

THE MINISTER OF RAILWAYS  
(SHRI A. B. A. GHANI KHAN CHOU-  
DHURY) : (a) Yes, Sir.

(b) For lack of resources such as coaches, engines, line and terminal capacity it has not been found feasible to do so between Howrah and Samastipur. However a weekly express has been introduced between Barauni and Howrah from



January, 1984. A regards a train between Jayanagar and Varanasi sufficient justification does not exist.

**Quality of meals served in long distance Trains**

4205. SHRI CHHITTUBHAI GAMIT : Will the Minister of RAILWAYS be pleased be state :

(a) whether Railway authorities concerned check the meals which are being made available to passengers of long distance journey;

(b) whether it is a fact that the meals which are being made available in packets are not of good quality as well as fresh;

(c) if so, steps taken by Government to provide quality food and variety of items in meals in the trains particularly for the passengers travelling on long journeys;

(d) if not, whether the catering department of railways has recently reviewed the situation in the running trains; and

(e) if so, the details regarding the method or procedure decided for the quick availability of meals in the trains ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOU-DHURY) (a) Yes, Sir.

(b) No, Sir.

(c) In the long distance trains, lunch and dinner are served with different menu. Apart from this, different food items are also served on demand on a-la-carte basis.

(d) and (e) Constant efforts are being made by the Railways to improve the catering service in all trains and at all stations.

**Introduction of Mobile Hospitals**

4206. SHRI B. V. DESAI ; Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the mobile hospitals with diagnostic and therapeutic facilities provide an effective alternative low-cost system of health care suited to developing countries;

(b) if so, whether this was communicated by the Medical Adviser to the Commonwealth Secretariat;

(c) if so, whether the mobile hospitals have also been introduced in India;

(d) if so, whether assistance was provided to them by the Commonwealth Secretariat;

(e) in how many States mobile hospitals have been introduced;

(f) what are achievements obtained in India; and

(g) whether more mobile hospitals have been introduced in the country during the current year ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) Mobile hospitals with diagnostic and therapeutic facilities can provide health care facilities only as a temporary measure till static facilities are made available.

(b) No.

(c) to (g) There is no Scheme of establishing mobile hospitals.

**Construction of Budge Budge Namkhana Railway Line**

4207. SHRI AMAL DATTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether construction of the Budge Budge Namkhana Railway line will be taken up in the year 1984-85; and

(b) if not, when it is intended to be taken up ?

**THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOU-DHURY) :** (a) and (b) The project has not been cleared by the Planning Commission for want of resources. Necessary action will be taken on receipt of the clearance.

#### Traffic Explosion in the Capital

4208. **SHRIMATI JAYANTI IPATNAIK :** Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government are aware of the inexorable traffic explosion in the capital;

(b) if so, the measures proposed to be taken to meet the present situation; and

(c) the details thereof ?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) :** (a) Yes, Sir. There has been considerable growth of the vehicle population in the capital.

(b) and (c) A number of steps have already been taken to cope with increased traffic in the capital. These include widening of roads, removal of roundabouts at important inter-sections, building of flyovers, introduction of a system of physical removal of wrongly parked vehicles by cranes, stricter checking and direction of the flow of traffic.

Traffic violations have been sought to be curbed through the M. V. (Amendment) Act, 1982 which provides that every driver must carry a driving licence

along with him while driving, and that the driving licence must have a photograph of driver affixed on the licence. A provision has been made for compounding of certain types of traffic violations so that the cases are disposed off expeditiously. The amount of penalty/fine has been enhanced in respect of traffic offences like allowing unauthorised persons to drive a vehicle, driving at excessive speed, driving recklessly and dangerously racing and trials of speed etc. Further, Delhi Traffic Police has also made the following suggestions to Delhi Administration to meet the situation :

- (1) Road conditions should be improved with adequate lighting facilities.
- (2) The strength of Delhi Traffic Police should be increased in view of the growing population of vehicles on Road.
- (3) Movement of slow moving vehicles in Delhi should be phased out.
- (4) No teh-bazari be allowed on pavement by M. C. D.
- (5) Transport godowns and other commercial establishment should be shifted and given places in the outskirts of Delhi.
- (6) Enforcement and education measures should be stepped up.

मंत्रालय द्वारा राज्यों में स्थित अपने  
विभागों, संबद्ध और अधीनस्थ  
कार्यालयों और उपक्रमों  
को हिन्दी में लिखे  
गए मूल पत्र

4209. श्री रामावतार शास्त्री : क्या नोबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) उनके मंत्रालय ने 1981-82, 1982-83 और 1983-84 के दौरान बलग-अलग, राजभाषा अधिनियम, 1963 के उपबंधों के अनुसार देश के "क" "ख" और "ग" राज्यों में स्थित अपने विभागों, संबद्ध और अधीनस्थ कार्यालयों उपक्रमों को कुल कितने मूल पत्र लिखे ;

(ख) उन मूल पत्रों में से, राज्य-वार और वर्ष-वार, कितने मूल पत्र हिन्दी में और कितने अंग्रेजी में लिखे गए ;

(ग) इन वर्षों के दौरान वर्ष-वार, उनके मंत्रालय को उक्त "क" "ख" और "ग" राज्यों में स्थित मंत्रालय के विभागों, संबद्ध और अधीनस्थ कार्यालयों और उप-क्रमों से वर्ष-वार कितने मूल पत्र प्राप्त हुए ; और

(घ) इन मूल पत्रों में से, राज्य-वार कितने मूल पत्र हिन्दी में और कितने अंग्रेजी में प्राप्त हुए ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउर्रहमान अंसारी) :  
(क) से (घ) सूचना एकत्रित की जा रही है और सभापटल पर रख दी जाएगी ।

#### Recovery of Loans Outstanding Against Shipping Companies

4210. SHRI K. PRADHANI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that for the last seven years, shipping companies have

not been able to pay back the loans granted to them for development purposes;

(b) if so, which are these companies in the private and public sectors and the amount of loan outstanding against each of them till the end of December, 1983 by way of principal and interest; and

(c) how do Government propose to recover these loans particularly when there is presently a recession in the shipping industry ?

THE MINISTER OF STATE IN THE  
MINISTRY OF SHIPPING AND  
TRANSPORT (SHRI Z. R. ANSARI) :

(a) and (b) A few shipping companies have not paid the loans granted to them by the S. D. F. C. since 1977. The amounts of principal and interest outstanding against these companies as on 31-12-1983 are given in the attached statements.

(c) In those cases where the companies appeared viable in the long run, the SDFC has re-scheduled the amounts due from the companies upto 1982-83 and also granted a moratorium on the repayments. It is expected that the recession will be over in a year or so after which these companies are expected to make the repayments of the rescheduled amounts. In the case of M/s. Nilhat Shipping Company Ltd., Calcutta, Government have decided to fore-close the mortgage and recover its dues by the sale of the vessels of the company.

## Statement

Name of the Shipping Co.	Principal Amount over due as on 31-12-83	Half yearly interest over due as on 31-12-83	Year from which amount is outstanding	
			(a) Principal	(b) Interest
<b>(a) PUBLIC SECTOR :</b>				
Mogul Line Ltd.	13,25,77,631.29	8,25,50, 83,17	1977	1980
<b>(b) PRIVATE SECTOR :</b>				
1. Nilhat Shipping Co. Ltd.	2,91,32,000.00	4,39,45,491.58	1977	1977
2. Damodar Bulk Carrier Ltd.	13,89,68,865.00	3,11,53,263.20	1977	1982

## Seats in Delhi University L.L.B. Classes

4211. SHRI BHEEKHABHAI : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) the total number of seats for the L.L.B. Classes in Delhi University day and evening classes for the Law Classes, during 1983 Session;

(b) total number of Scheduled Castes and Tribes candidates admitted in the L.L.B. Classes (day Class and Evening Class) during 1983, session;

(c) whether it is a fact that Scheduled Castes and Scheduled Tribes candidates quota of seats was not filled up by the Delhi University during 1983;

(d) if so, the Government Policy for reservation of seats in the L.L.B. Class, in day and Night classes in the Delhi University;

(e) whether Delhi University propose to increase the L.L.B. Class seats; and

(f) if so, the total number of such seats and what will be the percentage for

Scheduled Castes and Tribes in these classes in Delhi ?

THE DEPUTY MINISTER IN THE MINISTERIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) to (d) Total number of students admitted in first year (1983-84) in L.L.B. Classes and number of SC/ST candidates admitted are given below :—

Class	Total No.	No. of SC	No. of ST
Day Class	630	69	42
Evening Class	868	206	11

As per Government/UGC guidelines 15% of seats are reserved for Scheduled Castes and 7½% for Scheduled Tribes candidates. The University is making all efforts to ensure that seats reserved for Scheduled Castes/Scheduled Tribes candidates are filled by such candidates. As per information made available by the University, no student belonging to SC/ST has been denied admission to these classes.

(e) and (f) At present there is no proposal to increase the number of seats in L.L.B. Classes.

**Fertility Control Measures**

4212. SHRI ARJUN SETHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that India has been experimenting during the last couple of years with various fertility control Measures with mixed success, and in a bid to put more teeth into its efforts, various national laboratories have been working on newer and better technologies ; and

(b) if so, what has been the performance based on studies made by the Indian Council of Medical Research, New Delhi and how much money has been spent and since when it has been working on such experiments etc. ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) and (b) For the last about four years, the Indian Council of Medical Research has established a National Programme of Research in Human Reproduction involving various institutions as Collaborating Centres. The main approaches of the research being followed are :

- (1) Improving the efficacy and acceptability of existing contraceptives ;
- (2) Studying the efficiency, safety and acceptability of newer/improved methods of contraception ;
- (3) Studying the psycho-social, cultural and behavioural aspects, including the service delivery for improving acceptance and continuation rates of Family Planning methods ; and
- (4) Mission-oriented basic research for evolving newer methods of contraception. Following these broad approaches, a number of research projects have been taken

up which are at various stages of progress. The total expenditure incurred by the Indian Council of Medical Research in this connection during the last four years is about Rs. 827 lakhs.

**स्टेशन मास्टर्स के रिक्त पद**

4213. श्री एम० के० शंजवलकर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि विभिन्न रेलवे में स्टेशन मास्टर्स के, जोनवार, कितने पद रिक्त पड़े हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी झाँ चौधरी) : क्षेत्रीय रेलों से सूचना एकट्ठी की जा रही है और सभा-मटल पर रकम दी जायेगी ।

**Stoppage of Excavation at Ballal Dhipi**

4214. SHRI R.P. DAS : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that excavation at Ballal Dhipi in the current season has to be stopped due to shortage of fund ; and

(b) if so, the reasons for not allotting adequate funds in view of the importance of the excavation ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) and (b) No Sir. The work of the excavation at Ballal Dhipi, District Nadia, West Bengal, has been closed in February, 1984 for the season 1983-84. An amount of Rs. 1,25,073.02 has been spent on this excavation. After reviewing the results of the current season's work, future programme of excavation at the site will be decided.

**Delhi University Teacher's Demands**

4215. SHRI PIYUSH TIRKI : Will the Minister of EDUCATION AND CULTURE be pleased to state ;

(a) whether it is a fact that for the last fortnight the teacher's of Delhi University have been agitating for fulfilment of certain demands ;

(b) if so, details of their demands ; and

(c) what steps are being taken by Government to fulfil the demands of the teachers ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) According to the information furnished by the Delhi University, the Delhi University Teachers' Association has been submitting various demands from time to time. On February 8, 1984 they informed the University that they have decided to launch a relay hunger strike. On February 25, 1984 they informed that the relay hunger strike has been lifted in view of positive response on many of their demands.

(b) The major demands made by the Association are :—

- (i) Take over of the Ayurvedic and Unani Tibbia College by the Delhi University ;
- (ii) Revision of the pay fixation formula under the Merit Promotion Scheme ;
- (iii) Promotion of teachers who were not found fit for higher grades ;
- (iv) Removal of stagnation and Selection Grade Teachers ;
- (v) Scrapping of the requirement of M.Phil/Ph.D. qualifications for

grant of increments after 8 years of service ;

(vi) Extension of the service conditions of University teachers of those working in Government Colleges ; and

(vii) Scrapping of the U.G.C. committee's Report on Central Universities.

(c) The Governing Board of the Tibbia College has been reconstituted by the Delhi Administration. The University has taken up with the agencies concerned the question of revision of pay fixation formula, extension of the conditions of service of University teachers to teachers of Government colleges etc. The Report of the U.G.C. Committee on Central Universities is yet to be examined by the Government.

मकसी और भोपाल के बीच पड़ने वाले स्टेशनों से यात्रा करने वाले यात्रियों के लिए व्यवस्थाएं

4216. श्री सत्यनारायण जटिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या साब-मती एक्सप्रेस गाड़ी के मार्ग में परिवर्तन कर देने के कारण ऐसे यात्रियों के लिए मकसी और भोपाल के बीच पड़ने वाले स्टेशनों पर कोई वैकल्पिक व्यवस्था की गई है, जो उन स्टेशनों से यात्रा करना चाहते हैं, जहां यह गाड़ी पहले रुका करती थी ; और

(ख) यदि नहीं, तो उसके क्या कारण हैं तथा यदि कोई ऐसी व्यवस्था की जानी है, तो इसमें कितना समय लगेगा ?

रेल मंत्री (श्री ए० बी० ए० गनी खां बीबरी) : (क) जी हां। 11/112

बड़ोदरा-उज्जैन पैसेंजर 23-21-1984 से  
भोपाल तक/सि चलायी जा रही है।

(ख) प्रश्न नहीं उठता।

Homeopathic, Ayurvedic and Unani  
Doctors in Railways

4217. SHRI ASHFAQ HUSAIN :  
Will the Minister of RAILWAYS be  
pleased to state :

(a) number of Homeopathic, Ayur-  
vedic and Unani Doctors in various  
zonal Railways as on 31 January, 1984  
zone-wise and system-wise ;

(b) whether Railways give recognition  
to Homeopathic, Ayurvedic and Unani  
system ; and

(c) if so, pay scale of the doctors  
employed by the Railways under these  
systems ?

THE MINISTER OF RAILWAYS  
(SHRI A.B.A. GHANI KHAN CHOU-  
DHURY) : (a) Railways do not have  
any Homeopathic, Ayurvedic or Unani  
Doctors on their pay rolls.

(b) Railways have, however, provided  
certain facilities in railway premises for  
the benefit of railwaymen to avail of  
Homeopathic, Ayurvedic and Unani sys-  
tem of medicines under the Staff Benefit  
Fund scheme.

(c) Does not arise.

Pay Scales of T.F.Rs. in Electric  
Engine Shed, Tundla

4218. SHRI DAYA RAM SHAKYA :  
Will the Minister of RAILWAYS be  
pleased to refer to the reply given to Un-  
starred Question No. 5021 on 22 Decem-  
ber, 1983 regarding the pay scales of  
T.F.Rs in Electric engine shed, Tundla  
and state :

(a) whether it is a fact that the post  
of T.F.R./Tundla grade Rs. 700-900 is  
going to be upgraded as SEFO,LR in  
grade Rs. 840-1040 (RS) ; and

(b) if so, the details thereof ?

THE MINISTER OF RAILWAYS  
(SHRI A.B.A. GHANI KHAN CHOU-  
DHURY) : (a) No, Sir.

(b) Does not arise.

National Distant Learning Centre

4219. SHRI SANAT KUMAR MAN-  
DAL : Will the Minister of EDUCATION  
AND CULTURE be pleased to state :

(a) whether Government have under  
consideration a proposal to set up a  
National Distant Learning Centre which  
will produce special educational packages  
and software for the children not attend-  
ing schools;

(b) if so, the broad outlines of the  
proposed Centre, its location and *modus  
operandi* of teaching the children and  
training of teachers to take care of those  
children who are to be brought under the  
'distant learning' system; and

(c) when the Centre is likely to start  
functioning and whether such Centres will  
be set up in the States also after some  
time ?

THE DEPUTY MINISTER IN THE  
MINISTRIES OF EDUCATION AND  
CULTURE AND SOCIAL WELFARE  
(SHRI P. K. THUNGNON) : (a) The pro-  
posal to set up a separate National  
Institute of Distant Learning has been  
deferred for the present. It has been  
decided to continued the Open School as  
part of the Central Board of Secondary  
Education for the time being.

(b) and (c) Do not arise.

**Road over Bridge at Ambarnath**

4220. SHRI J. S. PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact, that the construction of a road over-bridge on railway lines at Ambarnath was sanctioned some time back;

(b) if so, when, and what is the present status of the said work;

(c) the total estimated cost of the project, and how it is to be met;

(d) the specific reasons for the delay in completing the vital bridge; and

(e) steps the Railway authorities have taken or propose to take to overcome these difficulties, and ensure the completion of this vital bridge at the earliest ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUHDURY) : (a) Yes, Sir.

(b) The work was included in the Railways Works Programme 1979-80. The tenders for Railways portion of work have been invited. State Government have also yet to start work on approaches

(c) The estimated cost of the road over bridge is Rs. 37.01 lakhs, out of which the Railway's share is Rs. 19.38 lakhs and State Government/Local Authority will bear 17.63 lakhs.

(d) The Local Authority could not acquire the land for construction of approaches which had private encroachments. Hence the general arrangement and plan for road approaches to be executed by Local Authority had to be changed by them. The Local Authority then approached various authorities including BMRDA to approve revised plans. The final approval is still awaited from the State Government.

(e) The Railways are pursuing the matter with the Municipal Commissioner, Kalyan and the State Government to expedite acceptance of the revised plans for the bridge.

**Coupon system for Bus Commuters in Delhi**

4221. SHRI SUSHIL BHATTACHARYA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state whether Government propose to consider favourable coupon system as introduced in some metropolitan cities for the convenience of commuters as well as bus conductors in the capital in view of the shortage of coins, specially of small denominations ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : At present no such proposal is under consideration of the Delhi Transport Corporation.

**Adjustment of Boat and Bus Timings for the Bus Passengers of Shoal Bay-Weight-Myo to Bamboo Flat Jetty**

4222. SHRI AJIT BAG : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government are aware of the plight of the bus passengers from Shoal Bay-wright-Myo to Bamboo Flat Jetty to avail the boat journey in Andman and Nicobar Islands;

(b) whether Government are also aware that there is no coordination between the Transport and the Marine department for which the passengers have to suffer; and

(c) if so, steps to be taken to adjust the timings of the boat and the bus so that passengers arriving by the bus may avail the boat at 9.30 a.m. ?



**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) :**  
 (a) to (c) Information is being collected from the Administration of Andaman and Nicobar Islands, and will be placed on the table of the Sabha.

**Losses of Paradip Port**

**4223. SHRI LAKSHMAN MALLICK:**  
 Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) what have been the total losses of the Paradip Port Trust since its inceptions; and

(b) the annual income of the Paradip Port of its own resources, excluding Central Government's financial assistance during last three years and out of this income what is the quantum of financials loss or gain during the said period ?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT. (SHRI Z. R. ANSARI) :**

(a) The total loss of Paradip Port since its inception upto 31st March 83 in Rs. 32.13 crores.

(b) The information for the last three years is as follows :

Year	Income (Rs. in crores)	Surplus/deficit (Rs. in crores)
1980-81	10.07	(-) 6.18
1981-82	9.81	(-) 8.83
1982-83	" 20.18	(+) 2.86

**Target for Universalisation of Primary Education**

**4224. KUMARI PUSHPA DEVI SINGH :**  
**SHRI SATISH AGARWAL :**

Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) the target set for the coverage at the end of the sixth plan for the universalisation of primary education ;

(b) the achievement made, so far, under the above programme;

(c) the steps taken to achieve the target; and

(d) the details thereof ?

**THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) :**

(a) and (b) The targets of enrolment at the end of the Sixth Plan, in the context of achieving universalisation of elementary education by 1990, are 95% enrolment at the primary level and 50% enrolment at the middle level. A statement-I indicating the State-wise likely enrolment ratios in the elementary stage (classes 1-5 ; age-group 6-11 and classes 6-8 ; age-group 11-14) by the end of 1983-84 is attached.

(c) and (d) A statement-II showing various measures envisaged and undertaken to achieve the goal of Universalisation of Elementary Education is attached.

## Statement-I

*Enrolment Ratios Estimated in the elementary stage (classes I-V : age group 6-11 and classes VI-VIII age group 11-14) by the end of 1983-84*

Sl. No.	States/UTs.	Classes I-V age-group 6-11	Classes VI-VIII age-group 11-14
1	2	3	4
1.	Andhra Pradesh	97.3	44.9
2.	Assam	70.4*	59.2*
3.	Bihar	83.0	34.0
4.	Gujarat	109.0	65.0
5.	Haryana	82.8	57.0
6.	Himachal Pradesh	91.0	64.0
7.	Jammu & Kashmir	91.0	52.0
8.	Karnataka	86.7	35.9
9.	Kerala	99.5*	90.3*
10.	Madhya Pradesh	69.0	33.0
11.	Maharashtra	115.0*	52.0
12.	Meghalaya	116.7*	46.6*
13.	Manipur	105.8	71.0*
14.	Nagaland	120.0	102.6
15.	Orissa	89.0	40.0
16.	Punjab	103.0	72.0
17.	Rajasthan	85.0	30.0
18.	Sikkim	182.1*	68.4*
19.	Tamil Nadu	96.2	63.1*
20.	Tripura	103.9	47.5
21.	Uttar Pradesh	78.0	44.0
22.	West Bengal	98.3*	N.A.
23.	A & N Islands	140.9	101.2
24.	Arunachal Pradesh	93.8	33.1
25.	Chandigarh	102.4*	89.5*
26.	Dadra & Nagar Haveli	93.0	38.0
27.	Delhi	106.7*	90.4*
28.	Goa Daman & Diu	110.6*	89.5*
29.	Lakshadweep	162.0	105.0
30.	Mizoram	103.5	93.5
31.	Pondicherry	118.0	108.0
Total (States/UTs).		93.3*	50.7*

Source : State Plan Documents.

\*Estimated on the basis of 1971 population estimates.

**Statement-II**

*Measures envisaged and undertaken to achieve Universalisation of Elementary Education :*

- (i) 'Elementary Education' has been included in the Minimum Needs Programme (MNP) and in the new Twenty Point Programme of the Government and, elementary education has been accorded a high priority in Education under the Sixth Five Year Plan.
- (ii) Opening of primary and middle schools within easy walking distance covering the needs of all habitations.
- (iii) Intensification of the utilisation of existing schooling facilities.
- (iv) Conversion of single-teacher schools into two-teacher schools.
- (v) Improvement of physical facilities of primary and middle schools.
- (vi) Provision of non-formal part-time education on an extensive scale.
- (vii) Appointment of woman-teachers on a larger scale and provision of creches/pre-schools as adjuncts of primary and middle schools.
- (viii) Improvement of teacher competence through application of better standards of educational qualification and inservice training.
- (ix) Special attention to girls and to target groups like scheduled castes, scheduled tribes, landless labourers and slum-dwellers.
- (x) Adequate provision of incentives like free textbooks and stationary, free uniforms particularly for girls, attendance scholarships particularly for girls and mid-day-meals.
- (xi) Improvement of quality of education through decentralisation of curricula making them relevant to the needs, life situations and environments of children in diverse social, economic, cultural and geographical conditions.
- (xii) Introduction of an ungraded school system and elimination of stagnation so that every child shall complete one class each year and will be promoted to next higher class till he completes class VIII, but with adequate safeguards by way of periodic assessment and evaluation on a continuing basis.
- (xiii) Provision of multiple-point entry, into any class in the elementary stage.
- (xiv) Concentrated efforts in the nine educationally backward States, augmented by special Central assistance for non-formal programmes in these States, and also in backward areas/pockets in each State.
- (xv) Monitoring of attendance in Primary and middle schools.
- (xvi) Strengthening of the supervisory machinery and decentralisation of administration of elementary education down to the block-level.
- (xvii) Parental education to overcome their apathy towards the education of children especially girls and setting up of school committees in all schools particularly in the rural and backward areas.

- (xviii) Greater use of mass media for elementary education including teacher training.
- (xix) Constitution of a National Committee on Elementary Education to guide the implementation of the programme of Universalisation in nine educationally backward States and setting up of State Task Forces for Elementary Education, in these States.
- (xx) Central paper assistance to all States/Union Territories for the production of teaching and learning materials for non-formal education programme for elementary age-group children.
- (xxi) Mounting of national campaigns for intensive efforts for increasing enrolment and retention during the campaign period with follow-up action throughout the academic year.

**Chartering of OSV's by Parties other than ONGC**

4725. SHRI T.S. NEGI : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

- (a) whether it is a fact that the Shipping Companies who have got permission to acquire OSV Off-shore Supply vessels, can offer these for being chartered by parties outside India also;
- (b) if so, how many companies are prepared to do it;
- (c) if the Companies state that they would not depend solely on ONGC, whether Government would permit acquisition of such OSVs; and
- (d) if not, the reasons therefor ?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND**

**TRANSPORT (SHRI Z.R. ANSARI) :**  
(a) Yes.

(b) None of the companies which have been given permission to acquire Off-shore Supply vessels have asked for permission to offer their vessels for being chartered by parties outside India so far.

(c) and (d) Government have so far permitted acquisition of OSVs to meet only domestic requirements. The present policy, therefore, is not to permit the acquisition on the basis of employment abroad as it is felt that such companies would face serious financial problems due to the steep fall in the charter hire rates in the international market.

**Clash between the ticket checking staff and ticketless travellers near Gonda (NER)**

4226. DR. A. U. AZMI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that some persons were killed and some were injured during the clash between the ticket checking staff and the ticketless travellers near Gonda on North Eastern Railway on 29 February, 1984;

(b) if so, what steps his Ministry propose to take to provide adequate protection to the ticket checking staff ; and

(c) what are the details of the people killed and injured ?

**THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) :** (a) Yes, Sir. One person was killed and 26 persons sustained injuries on 28.2.1984 in this incident.

(b) This is a law and order problem and is tackled by GRP, working under

the direct control of State Police. They provide protection to passengers and railway employees including the ticket-checking staff as and when necessary.

(c) One outsider was killed due to firing by armed GRP personnel and 26 persons : 11 GRP, 1 ticket-checking staff and 14 RPF personnel sustained injuries due to brick-bating and stone throwing by the mob.

**Theft of Panch Loka Idols from  
Tamil Nadu Temples**

4227. SHRI ERA MOHAN : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) the number of theft of Panch Loka idols (Idols of Gods and Goddesses made of 5 metals) from the Temples of Tamil Nadu during the past 5 years (year-wise) ;

(b) the number of such Idols that have been recovered (Year-wise figures) and the number of persons arrested ;

(c) the number of theft in which the CBI has been requested by the Tamil Nadu Government to investigate and capture the culprits; and

(d) whether there is any proposal to seek the direct assistance of CBI to investigate because of increasing number of such thefts of precious idols ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGNON) : (a) As per the information supplied by the Tamil Nadu Government, the Year-wise figures of thefts of Panchaloha idols during the past 5 years are as under :

1979	1980	1981	1982	1983
101	106	114	113	101

(b) The year-wise figures of such idols reported recovered and the number of persons reported arrested are as under, as intimated by the Central Bureau of Investigation :

*No. of Panchaloha idols reported recovered*

1979	1980	1981	1982	1983
27	32	20	20	17

*No. of persons reported arrested*

1979	1980	1981	1982	1983
18	23	23	19	17

(c) and (d) As intimated by the Tamil Nadu Government, C. B. I. was not requested to investigate cases of idols thefts but only assistance of Interpol Wing of C.B.I. was sought.

**टिकट निरीक्षक स्टाफ (उत्तर रेलवे)  
के विरुद्ध भ्रष्टाचार की  
शिकायतें**

4228. श्री धार० एन० राकेश : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे के उन टिकट निरीक्षक कर्मचारियों की कुल संख्या कितनी है जिनके खिलाफ भ्रष्टाचार की शिकायतों पर कार्यवाही की जा रही है तथा तत्संबंधी ब्यौरा क्या है ;

(ख) बीकानेर मंडल के उन टिकट निरीक्षक कर्मचारियों की संख्या कितनी है जिनके खिलाफ सतर्कता विभाग में मामले लम्बित पड़े हुए हैं तथा उनकी ड्यूटी के स्थान तथा अन्य ब्यौरा क्या है ; और

(ग) क्या माग (ख) में उल्लिखित इन दोषी कर्मचारियों की संपत्तियों का कोई मूल्यांकन किया गया है ?

रेल मंत्री (श्री ए० बी० ए० गनी खां चौधरी): (क) उत्तर रेलवे में 18 कर्मचारियों 'प्रभात 11' चल टिकट परीक्षकों, 3 वरिष्ठ टिकट परीक्षकों, 3 टिकट क्लेक्करों और एक कंडक्टर के विरुद्ध शिकायतों से प्रोद त्रुत भ्रष्टाचार के आरोपों के कारण अनुशासनात्मक कार्रवाई की जा रही है।

(ख) बीकानेर मंडल के रतनगढ़, बीकानेर तथा हनुमानगढ़ स्टेशनों के एक वरिष्ठ टिकट परीक्षक तथा दो चल टिकट परीक्षकों के विरुद्ध अनुशासनात्मक कार्रवाई चल रही है।

(ग) जी नहीं।

**Claims of compensation for lost goods  
in Transit**

4229. SHRI B.D. SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) the extent of rise in the claims for compensation on account of goods lost in transit in 1983 and how does it compare with the claims preferred during 1981 and 1982 ;

(b) the reasons for the rise, if so, in the amount of claims ;

(c) whether Government are aware that loss of goods in transit is due to lapses on the part of railway employees ; and

(d) if so, what steps have been taken by the Government to improve the situation ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) and (b) The number of claims for compensation preferred on account of goods lost in transit during 1983 has shown a decrease of 27.2% and

18.6% respectively as compared to the numbers of claims preferred during 1981 and 1982. There is, however, an increase in the amount of compensation paid during 1983 as compared to 1981 and 1982 which is mainly due to rise in price of commodities and settlement of more high valuation claims.

(c) and (d) Loss of goods during transit is due to various reasons including the lapses on the part of Railway employees. Wherever staff have been found responsible for lapses, disciplinary action is taken against them depending upon the seriousness of the lapse and the value of goods involved. Staff are educated about claims prevention measures by holding seminars. Special drives are also launched from time to time to ensure that claims prevention measures are observed by the staff.

**खजुराहो काम्पलेक्स में मंदिर**

4230. श्री फूल चन्द वर्मा : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) खजुराहो का निर्माण कितने वर्ष पूर्व किया गया था ;

(ख) खजुराहो काम्पलेक्स में कितने मंदिर हैं और उनका व्योरा क्या है ;

(ग) सरकार उनके रख रखाव पर प्रति वर्ष कितनी धनराशि खर्च करती है और वहां पर कितने कर्मचारी कार्यरत है ;

(घ) क्या सरकार ने खजुराहो के मंदिर के संरक्षण हेतु कोई योजना तैयार की है ; और

(ङ) यदि हां, तो तत्संबंधी व्योरा क्या है ?

शिक्षा तथा संस्कृति और समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के०

बुंगन) : (क) खजुराहो स्थित मंदिरों का निर्माण काल लगभग 9वीं से 12वीं ईसा शती है।

(ख) खजुराहो में 22 केन्द्र परिरक्षित मंदिर हैं। बसुवा पत्थर और ग्रैनाइट से बने ये मंदिर सनातन धर्म तथा जैन धर्म से संबंधित हैं। इनमें से कुछ के बाहरी भाग सादे हैं, जबकि अन्य मंदिरों के बाहरी भाग आकर्षक उच्चबंद की विशेषताओं और मूर्तियों की विविधता से विशिष्ट हैं।

(ग) वर्ष 1902-03 के दौरान इन मंदिरों के अनुरक्षण और परिरक्षण पर 2,76,321 रुपये की राशि खर्च हुई। इन मंदिरों के अनुरक्षण और सुरक्षा के लिए 30 नैमित्तिक चौकीदारों के अतिरिक्त 62 कर्मचारी कार्यरत हैं।

(घ) और (ङ) खजुराहो के मंदिरों की आवश्यकताओं को दृष्टि में रखकर प्रति वर्ष वार्षिक तथा विशेष भ्रमणों कायं किये जाते हैं। तथापि खजुराहो में चलाई गई कार्यशाला के विशेषज्ञों द्वारा, जिनमें दो यूनेस्को के विशेषज्ञ भी थे, दिये गये सुझावों के अनुसार भविष्य के लिए कार्यक्रम तैयार करने हेतु आंकड़े एकत्र किये जा रहे हैं।

#### Regularisation of Casual Labourers Working in the Ministry

4231. SHRI K. B. S. MANI : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that the casual labourers working in his Ministry are automatically made regular after working from certain number of days;

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

(c) number of casual labourers in his Ministry who have been made regular during the last one year ;

(d) number of casual labourers who are working for more than two years and have not been made regular and what are the reasons therefore ;

(e) whether Government have formulated any time-bound programme for making them regular ;

(f) if so, the details thereof ; and

(g) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) and (b) The casual labourers are not automatically made regular after working for certain number of days. According to the procedure laid-down by the Government, while filling-up group 'D' vacancies, each Department/Ministry has first to approach the Director General, Employment and Training, to nominate persons available in the Surplus Cell. In case of such persons are available, the vacancies are filled-up from amongst the daily-wage employees who satisfy the following conditions :—

(i) that they have been engaged through Employment Exchange;

(ii) that they possess experience of a minimum of two years of continuous service as casual labourers in the office/establishment to which they are to be appointed and have put in at least 240 days as casual labourers (including broken period of service) during each of the two years of service ;

(iii) that they possess the qualifications prescribed in the Recruitment Rules.

(c) 12 casual labourers were made regular during the last one year.

(d) At present there are 23 casual labourers who have been working in this Ministry for more than two years but have not been made regular so far due to non-availability of regular vacancies.

(e) to (g) As the regular appointment depends on the availability of regular vacancies, the questions do not arise.

#### Freight revenue

4232. SHRI SURAJ BHAN :  
SHRI ATAL BIHARI VAJ-  
PAYEE

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that for 1983-84 the Railways had estimated a surplus of Rs. 205 crores, while the current estimates indicate the revenue off-targets by about Rs. 465 crores, if so, the facts thereof;

(b) what was the estimated freight movement target and how much it has actually been in the current year and how much loss of freight revenue has been caused by this shortfall;

(c) what have been the comparative costs of fuel consumption of 1983-84 and of the previous year for the same amount of freight movement; and

(d) the reasons of the revenue targets for 1983-84 falling short by about Rs. 465 crores.

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) In the Budget Estimate relating to 1983-84, a gross surplus of Rs. 205.73 crores was estimated after meeting full dividend payment. It is, however, not true that the revenues are off-targets

by Rs. 465 crores. As per the Revised Estimate for 1983-84, the drop in net Railway Revenue is Rs. 332.70 crores as compared with the Budget Estimate.

(b) As per the Budget Estimate for 1983-84, the estimated originating revenue freight target was 241 million tonnes. There has been a shortfall in the actual loading observed during the course of the year with reference to the proportionate budgeted targets. As against a proportionate target of 198.05 million tonnes to end of January 1984, the tonnes actually loaded were 187.70 million. Based on trends, the target for the year has been revised to 230 million tonnes. The shortfall in loading has resulted in shortfall in freight earnings. On the basis of the shortfall in the freight loading and other factors such as variation in leads, change in product-mix etc. it is anticipated that the drop in freight earnings will be Rs. 114.19 crores.

(c) The final figures of the fuel consumption for 1983-84 will be available when accounts for March 1984 are closed.

It is, however, added that comparative costs on a straight basis may not be readily available and adjustments will have to be made in the booked figures on account of factors such as changes in traction and apportionment between freight services and other services in the case of electrical traction and also for variation in prices in the two periods.

The total expenditure in fuel on 1982-83 was Rs. 760.10 crores (net). Against this, the anticipated expenditure for 1983-84 is Rs. 824.56 crores. This takes into account the price variation also.

(d) As mentioned in the reply against (a) above, the revenue target has not fallen short by Rs. 465 crores.

The reasons for the shortfall in net Railway Revenue indicated in the reply against (a) are a drop in goods and passenger earnings as compared to the Bud-



getted levels accompanied by an increase in Ordinary Working Expenses on account of Interim Relief to Staff, additional instalments of dearness allowance, increase in price of fuel, upgradation of posts, more than the normal breaches due to floods, more intensive patrolling of tracks etc.

**Misleading of Indian pilots by Lahore control tower**

4233. SHRI CHHOTAY SINGH  
YADAV :  
SHRI RASHEED MASOOD :  
DR. A.U. AZMI :

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Lahore Control Tower has been misleading the Air India pilots by giving them wrong course; and

(b) if so, what are the details thereof and what is the reaction of the Government with regard thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM) : (a) and (b) Government have seen press reports to this effect.

A report from Air India in this regard is awaited.

**Science kit in primary schools**

4234. PROF. SAIF-UD-DIN SOZ : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether Government are aware that it is necessary to impart education relating to latest advancement in Science or Technology from the very early stage say at the elementary level so that children become conscious of the world they have to face ahead; and

(b) if so, whether Government propose to take measures to equip all the elementary schools with "the bare minimum Science-Kit" devised especially for promoting consciousness regarding Science or Technology?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) Yes, Sir.

(b) School education is primarily the responsibility of States and mostly managed by them. However, National Council of Educational Research and Training (NCERT) have developed and started supplying science kits to schools since 1969-70, in a limited way. Some States/Union Territories have already equipped their schools with science kits of NCERT design while others are trying to do so. The contents of the kits are modified as per changes in the curriculum as and when needed.

**Printing paper for publisher of books**

4235. SHRI K. A. RAJAN : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether Government are aware that white printing paper which is to be supplied to the text book publishers at concessional prices by the paper manufacturers is selling in the open market for nearly Rs. 13 per kg. instead of at the recommended price of Rs. 5.25;

(b) if so, the details thereof;

(c) whether this has affected the book publishing industry; and

(d) if so, the steps being taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) The price of concessional white printing paper being supplied to the educational sector

has been fixed at Rs. 5,400/- per tonne with effect from 1.4.1983 vide the Paper (Control) Order 1979. The paper is being supplied by the manufacturers to various allottees at the stipulated price, for conversion into exercise books/text books. The Government has not received any report from State/Union Territory of concessional white printing paper being sold at Rs. 13 per Kg.

(h) to (d) Does not arise.

भांसी रेलवे स्टेशन के बाहर दुकानों का आबंटन

4236. श्री हरीश कुमार गंगवार :  
श्री राम लाल राही :

क्या रेल मंत्री भांसी रेलवे स्टेशन के सामने दुकानों का आबंटन के बारे में दिनांक 22 दिसम्बर, 1983 के अतारांकित प्रश्न संख्या 4913 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) रेलवे प्रशासन ने उन 10 दुकानों को किस आधार पर आबंटित किया था ;

(ख) उन दुकानों के आबंटन में विस्थापित ठेलेवालों को प्राथमिकता न देने के क्या कारण हैं ;

(ग) उक्त उत्तर के साथ संलग्न विवरण में क्र० सं० 1, 6, 7, 8, 9 और 10 में दर्शाए गए छः व्यक्तियों को किन आधारों पर ठेलेवाला माना गया ;

(घ) क्या ठेलेवालों को इन दुकानों का आबंटन न करने के कारण बताने के संबंध में प्रतिष्ठित जन नेताओं से कोई पत्र प्राप्त हुए हैं ; और

(ङ) यदि हां, तो उस पर क्या कार्य-बाही की गई है ?

रेल मंत्री (श्री ए० बी० ए० गनी खाँ चौधरी) : (क) स्थानीय समाचार-पत्रों में व्यापक प्रचार करके तथा विभिन्न कार्यालयों में नोटिस लगाकर मुहरबंद खुली निविदाएं आमंत्रित करने के बाद सबसे अधिक बोली लगाने वालों को दस दुकानें आबंटित की गयी थीं ।

(ख) आय बढ़ाने की दृष्टि से रेलवे ने भांसी में दस दुकानों का निर्माण किया था । व्यापक प्रचार करके सभी बोली दाताओं को समान अवसर देने की नीति अपनायी गयी थी इसलिए किसी कोटि विशेष को तरजीह देने का प्रश्न नहीं उठता ।

(ग) पहले के आवेदनों अथवा उनको दिये गये नोटिसों अथवा उनकी इस घोषणा के आधार पर कि वे दुकानों के आबंटन से पूर्व ठेले पर सामान बेचा करते थे, छः व्यक्तियों को ठेले वाले के रूप में माना गया था ।

(घ) भारतीय रिपब्लिकन पार्टी के श्री वृन्दावन कुशवाहा से एक भ्रम्यावेदन प्राप्त हुआ था जिसे श्री राजनारायण, संसद सदस्य द्वारा समुचित रूप से अग्रेषित किया गया था । 13.2.1984 को श्री निरंकार नाथ पांडेय तथा विरोधी दलों के कुछ अन्य सदस्य भांसी में मंडल रेल प्रबंध से मिले और यह पूछ-ताछ की कि विस्थापित ठेले वालों को दुकानें आबंटित क्यों नहीं की गयीं ।

(ङ) श्री निरंकार नाथ पांडेय तथा अन्य को मंडल रेल प्रबंधक द्वारा यह बताया गया कि वर्तमान नीति के अनुसार, सबसे ऊची बोली दाताओं को आबंटन किया जाता है तथा जहां ठेले वाले सफल बोली दाताओं में आये हैं, उन्हें दुकानें आबंटन की गयी हैं ।

**Level crossing near Yevat Railway Station**

4237. SHRI S. B. PATIL : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering to construct a railway level crossing at K.M. No. 239/2 Bombay-Madras railway line near Yevat Railway Station;

(b) whether it is a fact that Zilla Parishad, Pune has deposited Rs. 3.5 lakh towards its construction cost and that Bhima Sabakari Sakhar Karkhana has agreed to bear the recurring expenditure on staff (Gatemen's salary etc); and

(c) if so, when the work on this railway level crossing will start?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) and (b) Yes, sir.

(c) This work is expected to be started in April, 1984.

**Over-bridge at Rayagada Railway Station**

4238. SHRI A. C. DAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal under consideration to construct an over-bridge at Rayagada Railway Station during the year 1984-85; and

(b) if so, by what time the construction work will be started?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) and (b) No, Sir. However, a proposal for construction of a road over bridge in lieu of existing level crossing at Rayagada received from the State Government is under the joint examination of the Railways and the State Government. The proposal will be considered for including in the Railways future Works Programme as and when it is

finalized and mutually accepted by the Railway and the State Government subject to the availability of funds.

**Undertaking Dredging Operations near Malwan Port**

4239. PROF. MADHU DANDAVATE : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that the Malwan Port on the West Coast is not covered by the coastal shipping service from Bombay to Panaji ;

(b) if so, whether it is a fact that the port is not covered because of the shallowness of sea water near the port ; and

(c) if so, whether Government proposes to undertake dredging operations near the Malwan Port so that the ships can be anchored near the port to meet the requirements of the coastal passengers ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) and (b) Yes.

(c) No, Malwan Port is a minor port in the State of Maharashtra. The responsibility for development and management of minor ports is that of the State Government concerned.

**Central Schools in Tamil Nadu**

4240. SHRI N. DENNIS : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether a number of central schools are to be opened in Tamil Nadu ; and

(b) if so, details of the places where these are to be opened ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND

**CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON); : (a) and (b)** Locations of Kendriya Vidyalayas (Central Schools) to be opened are decided by the Kendriya Vidyalaya Sangathan at the time of commencement of the academic session. It is not possible to indicate at this stage the number or names of such places in Tamil Nadu, where new schools will be opened.

**Missing Servants of Indian Embassy Working for Pak Intelligence**

4241. SHRI RASHEED MASOOD :  
PROF. AJIT KUMAR  
MEHTA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that the two servants working with the Indian Counsellor in Islamabad, who disappeared under mysterious circumstances recently and later reached India, have been actually working for Pakistan intelligence ; and

(b) if so, what are the details thereof and what action has been taken by the Government in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A.A. RAHIM) : (a) and (b) Two India based domestic servants of a Counsellor of the Indian Embassy, Islamabad disappeared from his residence in the early hours of 2nd January, 1984. The Pakistan Government was immediately approached for tracing the missing servants. Subsequently the two servants reappeared in India. There was evidence of the connivance of Pakistan authorities in the disappearance of these two servants from their residence and in their subsequent return to India. Investigations also revealed that there was an attempt by the Pakistan intelligence agencies to cultivate and use one of the servants.

The servants are no longer in the employ of the Government officer. Their

disappearance and the attempts to use them were taken up suitably with the Pakistan authorities.

**पिपरा और जीवधारा रेलवे स्टेशनों पर प्लेटफार्मों पर श्रेष्ठ**

4242. श्री कमला मिश्र मधुकर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर पूर्व रेलवे की मुजफ्फरपुर नरकोटिया ब्रांच लाइन में पिपरा और जीवधारा स्टेशनों के प्लेटफार्मों पर अभी तक श्रेष्ठों की व्यवस्था नहीं की गई है ;

(ख) यदि हां, तो उसके क्या कारण हैं ; और

(ग) उन प्लेटफार्मों पर श्रेष्ठों की व्यवस्था कब तक कर दी जाएगी ?

रेल मंत्री (श्री ए० बी० ए० गनी ज़ाँ चौधरी) : (क) से (ग) जी हां, पिपरा रेलवे स्टेशन के प्लेटफार्म पर 182 वर्ग मी० के श्रेष्ठ की पहले से ही व्यवस्था है। जीवधारा स्टेशन में 21 वर्ग मीटर क्षेत्रफल का एक प्रतीक्षालय पहले से ही है।

घन की उपलब्धता और विभिन्न स्टेशन की सापेक्ष जरूरतों के आधार पर अतिरिक्त यात्री सुविधाओं की योजनाबद्ध आधार पर व्यवस्था की जाती है। जीवधारा स्टेशन में श्रेष्ठों की व्यवस्था करने के काम की अभी योजना नहीं बनायी गयी है।

**Aggressive Posture of US in Mediterranean**

4243. SHRI BRAJAMOHAN MOHANTY : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government are aware that U.S.A. Head of the State has given clear order to USA Navy ships and their planes in Mediteranean to fire away Syrian controlled positions in Labanon main land ; and

(b) what is the reaction of the Government of India and NAM countries relating to this aggressive posture of a super power ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A.A. RAHIM) : (a) Yes, Sir. The Government has seen the text of the statement made by President Reagan on February 7.

(b) Government has always taken the view that there should be no provocative acts that would escalate the conflict in Labanon and made the search for a peaceful and just solution more difficult.

#### Travelling Facilities for Accredited Correspondents

4244. SHRI A.K. BALAN : Will the Minister for RAILWAYS be pleased to state :

(a) whether there is any proposal to introduce 1st class or 2nd class free travelling facility for the accredited correspondents reporting the Parliament Sessions ; and

(b) whether there is any facility of its kind is available at present ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU DHURY) : (a) No, Sir.

(b) No, Sir.

#### Decision to Amend Indian Medical Council Act

4245. SHRI MADHAVRAO SCINDIA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that the Government have decided to amend the Indian Medical Council Act to provide for nomination of the president of the Medical Council of India ;

(b) if so, the reasons therefor ; and

(c) if not, the facts in this regard ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND) : (a) to (c) The Government intend to amend the provisions of the Indian Medical Council Act, 1956 for the effective functioning of the Medical Council of India which is responsible for the maintenance of minimum standards of medical education in the country.

#### आदिवासियों में साक्षरता

4246. श्री इलीप सिंह भूरिया : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) छठी पंचवर्षीय योजना के दौरान अब तक देश में आदिवासियों की साक्षरता में कितने प्रतिशत वृद्धि हुई है ;

(ख) अपेक्षित सीमा तक वृद्धि न होने के क्या कारण हैं ;

(ग) उन राज्यों के नाम क्या हैं जहाँ पर यह वृद्धि शून्य अथवा बहुत थोड़ी रही है ;

(घ) आदिवासियों में साक्षरता शीघ्रता से बढ़ाने के लिए सरकार द्वारा अब तक लिए गए प्रभावी कदमों का ब्योरा क्या है ;

(ङ) क्या उनके कोई लाभदायक परिणाम प्राप्त हुए हैं ; और

(च) क्या सरकार का विचार देश भर में आदिवासियों के लिए एक समान शिक्षा संहिता बनाने का है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० शुंगन) : (क) योजना-वार साक्षरता संबंधी आंकड़े नहीं हैं। साक्षरता संबंधी सूचना केवल जनसंख्या जनगणना के जरिए ही एकत्र की जाती है। 1971 तथा 1981 की साक्षरता दरें संलग्न विवरण में दी गई हैं। 1971-81 अवधि के दौरान देश में आदिवासियों की साक्षरता-दर 11.30% से बढ़कर 16.35% तक हो गई है।

(ख) यद्यपि, 1971 और 1981 के बीच साक्षरता दर में 5.05% की वृद्धि हुई, फिर भी वृद्धि की दर सामाजिक परिस्थितियों, दूरवर्ती, पर्वतीय और वन-क्षेत्रों में आदिवासी जन संख्या के बाहुल्य, जनजातीय बोलियों में पठन-सामग्री के अभाव, तथा जनजातीय क्षेत्रों में पर्याप्त शैक्षिक अवस्थापना की कमी के कारण अधिक नहीं रही है।

(ग) आदिवासियों की साक्षरता दरों में इस अवधि के दौरान सभी राज्यों में वृद्धि हुई है जिन राज्यों में वृद्धि राष्ट्रीय औसत से नीचे रही है, ये हैं : आंध्र प्रदेश, मध्य प्रदेश, उड़ीसा, राजस्थान, और पश्चिम बंगाल।

(घ) आदिवासियों में साक्षरता विस्तार में वृद्धि करने के लिए सरकार द्वारा उठाए गए कदमों में, अन्य बातों के साथ-साथ जनजातीय क्षेत्रों में शैक्षिक संस्थाओं की स्थापना के लिए मानदंडों में छूट, प्राथमिकता के आधार पर जनजातीय क्षेत्रों में अधिक गैर औपचारिक शिक्षा केन्द्र तथा प्रौढ़ शिक्षा केन्द्र खोलना, जनजातीय भाषाओं में पठन-सामग्री तैयार करना, निःशुल्कता, निःशुल्क वदियां, मध्याह्न भोजन, छात्रवृत्तियां, पुस्तकें तथा लेखन सामग्री आदि निःशुल्क मुहैया करने जैसे विशेष प्रोत्साहन शामिल है।

(ङ) जी, हां।

(च) इस समय ऐसा कोई प्रस्ताव विचाराधीन नहीं है।

#### विवरण

वर्ष 1971 और 1981 की जनगणना के लिए आदिवासियों की साक्षरता दशानि वाला विवरण

क्र० सं०	राज्य/संघ राज्य क्षेत्र	1971	1981 (अनन्तिम)
1	2	3	4
1.	आंध्र प्रदेश	5.34	7.82
2.	असम	26.03	उपलब्ध नहीं
3.	बिहार	11.64	16.99

1	2	3	4
4.	गुजरात	14.12	21.14
5.	हिमाचल प्रदेश	15.89	25.93
6.	कर्नाटक	14.85	20.14*
7.	केरल	25.72	31.79
8.	मध्य प्रदेश	7.62	10.08
9.	महाराष्ट्र	11.74	22.29
10.	मणिपुर	28.71	39.74
11.	मेघालय	26.45	31.55
12.	नागालैंड	24.01	40.32
13.	उड़ीसा	9.46	13.96
14.	राजस्थान	6.47	10.27
15.	सिक्किम	उपलब्ध नहीं	33.13
16.	तमिलनाडु	9.02	20.46
17.	त्रिपुरा	15.03	23.70
18.	उत्तर प्रदेश	14.59	20.45
19.	पश्चिम बंगाल	8.92	13.21
20.	अण्डमान और निकोबार द्वीप समूह	17.85	31.11
21.	अरुणाचल प्रदेश	5.00	14.04
22.	दादरा तथा नागर हवेली	8.90	16.86
23.	गोवा, दमन और दीव	12.73	26.48
24.	लक्षद्वीप	41.37	53.13
25.	मिजोरम	उपलब्ध नहीं	59.63
भारत		11.30	16.35

समाधान किया जाना है।

**Consensus Reached in Sri Lanka  
Talks about Stateless Persons**

4247. SHRI KAMAL NATH : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether at an all Party Conference held in Colombo on 12 February, 1984, a consensus on Stateless Indians was reached ;

(b) if so, the details thereof ; and

(c) the reaction of Indian Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A.A. RAHIM) : (a) and (b) Government have seen press reports suggesting that a consensus has been reached at the All Parties Conference in Sri Lanka to grant Sri Lankan citizenship to all the remaining stateless persons of Indian origin. No decision has, however, been announced. President Jayewardene has separately assured us that he would take steps to register all the remaining stateless persons as Sri Lankan citizens.

(c) Government of India are in favour of this problem being resolved permanently.

**Plan to Meet the Transport Requirements of the Capital by 2000 A.D.**

4248. SHRI JAGPAL SINGH :  
SHRI RAJNATH SONKAR  
SHASTRI :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether keeping in view the present around growth rate of the capital Government have drawn any long term/short term plan to meet the transport requirements by 2000 A.D. ;

(b) if so, the details thereof ;

(c) what is the existing coordination between the authorities concerned with the development of the city such as Delhi Development Authority, Municipal Corporation and the Delhi Transport Corporation for providing transport facilities with the planning and development of the city and what are the shortcomings, if any, in the existing coordination system ; and

(d) how does the Government propose to remove them to achieve the desired results ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) :

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

**Funds for Replacement of EMU in  
Bombay, Calcutta, Madras  
and Delhi**

4249. SHRI SUNIL MAITRA : Will the Minister of RAILWAYS be pleased to state :

(a) what was the total amount of money earmarked each year of the Sixth Plan for Rolling Stock of the Railways ;

(b) what was the amount earmarked separately for replacement of requisition of EMU coaches for Bombay, Calcutta, Madras and Delhi ;

(c) whether the addition of coaches in Bombay, Calcutta, Madras and Delhi has been commensurate with the rise in number of daily commuters ; and

(d) if not, what steps the Railways propose to take to satisfy the increasing demand of more coaches ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) The amount incurred/earmarked for rolling stock during each year of the 6th Plan is as under :



		(Rs. in crores)
1980-81	...	343.25
(Actual outlay)		
1981-82	...	432.59
(Actual outlay)		
1982-83	...	489.33
(Actual outlay)		
1983-84	...	530.03
(Revised Estimate)		
1984-85	...	515.00
(Budget Estimate)		

(b) The number of total coaches supplied to Bombay, Calcutta, Madras and Delhi respectively in the Sixth Plan till January, 1981 is :

Bombay	...	117 coaches
Calcutta	...	249 coaches
Madras	...	82 coaches
Delhi	...	24 coaches

The total outlay on procurement of EMU coaches in the Sixth Plan is expected to be around Rs. 115 crores.

(c) No, Sir.

(d) Manufacture of EMU coaches is proposed to be stepped up in the coming years.

#### Deployment of British Warships to Hormuz strait

4250. SHRI NARAYAN CHOUBEY:  
Will the Minister of EXTERNAL  
AFFAIRS be pleased to state:

(a) whether the attention of the Government has been drawn to the news appearing in press that the U.K. is sending War-ships to the strait of Hormuz to stand by and assist the U.S. navy in its effort to keep the same clear in case Iran blocks the same;

(b) what actually is taking place in that part of the world and whether there is a danger of further escalation of rivalry leading to a most dangerous global dispute and war; and

(c) what steps have India taken as Chairperson of NAM to avert the danger?

THE MINISTER OF STATE IN THE  
MINISTRY OF EXTERNAL AFFAIRS  
(SHRI A.A. RAHIM) : (a) Yes, S.r.

(b) The U.S. naval fleet in coordination with British and French ships has taken certain measures in the region. On January 22, 1984 the American fleet issued a special notice requiring all aircrafts flying above the high seas in the Persian Gulf and the Gulf of Oman, at 20° north

to get in touch, through specific frequencies, with U.S. naval carries otherwise they could be seriously threatened.

The US government has also announced that it would take necessary steps to keep the straits of Hormuz open for traffic.

There is a clear danger of a further escalation which could not only enlarge the conflict but also threaten security and stability in the region.

(c) Prime Minister as Chairperson of the Non-aligned Movement has been in constant touch with the Presidents of Iran and Iraq with a view to bringing about an end to this most unfortunate conflict. The Prime Minister is also consulting with some heads of State and Government regarding the continuing war.

**Capacity utilisation of integral coach  
Factory, Perambur**

4251. SHRI ERA ANBARASU: Will the Minister of RAILWAYS be pleased to state :

(a) whether the installed capacity for coaches and wagons in the Integral Coach Factory, Perambur is being utilised in full;

(b) whether there is any proposal to scrap the manufacture of I class coaches and build only II class AC sleeper coaches; and

(c) if so, what will happen to the capacity available for building I class coaches?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) Yes, the full capacity at Integral Coach Factory, Perambur for coach manufacture is being utilised.

Wagons are not manufactured at Integral Coach Factory (L.C.F.), Perambur.

(b) Manufacture of First Class coaches has been stopped since 1977-78. Now, all other types of coaches including air-conditioned sleeper coaches are being built at L.C.F.

(c) This capacity has been diverted for manufacture of other types of sleeper coaches, Double-Decker coaches, Air-conditioned sleeper coaches etc.

**दमोय रेलवे स्टेशन का निर्माण**

4252. श्री हलबीर सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क). क्या मध्य रेलवे पर कटनी-सिंगरीली लाइन को बिछाते समय कटणी से आगे दमोय रेलवे स्टेशन के निर्माण करने की कोई योजना थी ; और

(ख) यदि हां, तो उसका निर्माण करने के क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खां चौधरी) : (क) और (ख) कटनी-सिंगरीली रेल लाइन बिछाते समय, अपेक्षित होने पर भविष्य में इंदवार (डामया) गांव के निकट एक नया स्टेशन खोलने की व्यवस्था की गयी थी ।

**Anti-Indian activities in Nepal**

4253. SHRI BRAJAMOHAN MOHANTY : Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether an organisation named as Rashtriya Samaj Sudhar Sansthan has been formed in Kathmandu (Nepal) on the initiative of one Manzur World a former employee of American Mission with objective of eliminating Indians from their legitimate economic activities in Nepal;

(b) whether they have started propaganda that local economy is being pre-dominated by Indians; and

(c) if so, what is the reaction of Government of India?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM) : (a) to (c) The Government of India have received reports about the existence of an organisation in Nepal known as the Rashtriya Samaj Sodhar Sansthan under the Chairmanship of one Shri Manzur World. The ostensible purpose of the organisation is to focus attention on such issues as waterways, smuggling, migration into Nepal, work permits, etc. by organising symposia, distribution of leaflets, articles in newspapers and public meetings. The Government of India have noted that, among other things, the organisation is reported to have publicised the question of the so-called influx of Indians into Nepal.

भारतीय चिकित्सा अनुसंधान परिषद्  
द्वारा बीड़ी कर्मकारों को होने  
वाली स्वास्थ्य संबंधी  
खतरों और रोगों  
का सर्वेक्षण

4254. श्रीमती जेबा प्रकाश चौधरी :

श्री ए० आर० मल्लु :

श्रीमती माधुरी सिंह :

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

(क) क्या यह सच है कि भारतीय चिकित्सा अनुसंधान परिषद् ने बीड़ी कर्मकारों को तम्बाकू की चूरे के कारण होने वाले स्वास्थ्य संबंधी खतरों और रोगों के मामलों का कोई अध्ययन करवाया है ;

(ख) यदि हां, तो संबंधी ब्योरा क्या है ; और

(घ) इस व्यवसाय से सम्बद्ध रोगों के प्रभावी नियंत्रण के लिए यदि सरकार द्वारा कोई योजनाएं बनाई हैं, तो उनका ब्योरा क्या है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्रीमती मोहसिना किरचई) : (क) हां ।

(ख) और (ग) भारतीय आयुर्विज्ञान अनुसंधान परिषद् के अधीन राष्ट्रीय व्यवसायिक स्वास्थ्य संस्थान, ग्रहमदाबाद ने बीड़ी का तम्बाकू बनाने वाले श्रमिकों की व्यवसायिक स्वास्थ्य कठिनाइयों का एक अध्ययन किया । इस अध्ययन में शामिल किए गए 100 बीड़ी श्रमिकों में से 69 श्रमिकों में उल्टी होना, चक्कर घाने और सरदर्द होने आदि जैसे छोटे मोटे रोग के लक्षण पाए गए । ये लक्षण केवल ज्यादा धूल उठने से या ज्यादा गर्मी के मौसम के दौरान देखने में आए । कभी-कभार नजर आने वाले ऐसे लक्षणों का प्रभाव कुछ घंटों के लिए ही रहा । ज्यादातर मामलों में ये लक्षण बिना दवाई लिए ही ठीक हो गए और अगले दिन श्रमिक काम जारी रख सके घतः लक्षण गौण थे जिन्होंने श्रमिकों को दैनिक कार्य करने में अक्षम नहीं बनाया । रोग के ये लक्षण किसी विशेष आयु वर्ग, लिंग विशेष, बीमारी के सम्पर्क में रहने की अवधि अथवा धूम्रपान की आदतों वाले लोगों में ही नहीं पाये गये ।

Appoiatment of a second ayurvedic physician in CGHS ayurvedic units

4255. SHRI CHHANGUR RAM : Will the Minister of HEALTH AND FAMILY WELEARE be pleased to state:

(a) what is the norm for appointing a second Ayurvedic Physician in CGHS Ayurvedic units all over India;

(b) whether there is any dispensary where second Ayurvedic Physician has not so far been appointed and if so, reasons therefor;

(c) what is alternative arrangement made in such dispensaries where single Ayurvedic Physician is working, if he proceeding on leave; and

(d) the steps being taken to provide two Ayurvedic Physicians in all such dispensaries?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI : (a) As per the standard staffing pattern a minimum of 2 Ayurvedic Physicians are sanctioned for Ayurvedic Units.

(b) No.

(c) and (d) Do not arise.

#### UK Health Scheme for Orissa

4256. SHRI RASABEHARI BEHERA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether for the improvement of health in Orissa State, the Government of India have evolved a scheme aided by U.K. Government; and

(b) if so, the nature of assistance given and the progress of work made so far and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b) An Area Project with partial assistance from the U. K. Government has been taken up in five district of Orissa with the ultimate objective of reducing fertility and reducing maternal and child mortality and morbidity. The project envisages strengthening of health and family welfare services in these districts. According to

the latest available information an amount of Rs. 1400.38 lakhs has been spent, 555 buildings have been constructed and 8106 personnel at various levels have been trained.

जोधपुर रेलवे स्टेशन पर प्रथम श्रेणी के प्रतीक्षालय में गीजरों की व्यवस्था

4257. श्री बिरदा राम कुलवारिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जोधपुर स्टेशन में प्रतीक्षालयों के साथ लगने वाले स्नानगृहों में गीजरों के न होने के कारण प्रथम दर्जे के यात्रियों को असुविधा का सामना करना पड़ता है ;

(ख) क्या यह भी सच है कि देश में किसी भी स्टेशन पर प्रतीक्षालयों में कोई गीजर नहीं है ;

(ग) यदि हां, तो क्या सरकार ने प्रतीक्षालयों में गीजर लगाने की कोई योजना तैयार की है ; और

(घ) यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी साँ चौधरी) : (क) यह सच है कि जोधपुर स्टेशन के प्रतीक्षा गृहों के साथ लगे स्नान गृहों में गीजरों की व्यवस्था नहीं की गई है। किन्तु, यात्रियों को होने वाली असुविधा के संबंध में कोई शिकायत प्राप्त नहीं हुई है।

(ख) जी हां, सिवाय बम्बई वी० टी० और बम्बई सेंट्रल स्टेशनों के।

(ग) जी नहीं।

(घ) प्रतीक्षा कक्ष अनिवार्य रूप से अल्प अवधि के लिए पारगमन वाले यात्रियों के लिए या सम्बद्ध गाड़ियां पकड़ने के लिए प्रतीक्षारत यात्रियों के लिए बनाए जाते हैं। अतिमहत्वपूर्ण स्टेशनों पर विश्राम कक्षों की व्यवस्था की गयी है, जो पारगमन वाले उन यात्रियों के लिए बनाये जाते हैं जिन्हें ऐसे स्टेशनों पर लम्बी अवधि तक रुकना पड़ता है, और अधिकतर मामलों में ऐसे कक्षों में अधिक परिष्कृत सुविधाएं होती हैं।

**Application of slum improvement schemes on railway land**

4258. SHRIMATI PRAMILA DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether in view of the assurance of the Government to apply Slum Improvement Scheme to the slums on the Central Government lands not to be brought under development for any project in the near future, the same would be applied to the railway land.

(b) if so, whether the Government have identified the areas; and

(c) if not, whether there is any proposal to do so?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY): (a) Yes, Sir, in respect of encroachments on railway land in Greater Bombay, improvement to only those slum areas which are not required by the railways for projects and which are located beyond 50 yards of the Centre line of the nearest track and do not pose safety hazard to the operations, will be permitted after improvement by the railways after observing necessary formalities.

(b) and (c) Suitable instructions have been given to Central and Western Rail-

ways to identify such areas jointly with the Government of Maharashtra.

**जोधपुर और बाड़मेर के बीच एक नयी गाड़ी का शुरु किया जाना**

4259. श्री वृद्धि चन्द्र जैन: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) उत्तर रेलवे के अन्तर्गत राजस्थान के दो महत्वपूर्ण स्थानों, जोधपुर और बाड़मेर के बीच कब से दो पैसेन्जर गाड़ियां चल रही हैं;

(ख) क्या सरकार का विचार वहां यात्रियों की भारी भीड़ को घ्यान में रखते हुए लोगों को सुविधा प्रदान करने हेतु इन दो स्टेशनों के बीच एक नयी गाड़ी शुरू करने का है; और

(ग) यदि हां, तो यह गाड़ी किस ता० से चलनी शुरू हो जाएगी?

रेल मंत्री (श्री ए० बी० ए० गनी खां चौधरी): (क) अक्टूबर, 1956 से जोधपुर और बाड़मेर के बीच 1/2 जे० बी० पैसेन्जर और 97/98 जोधपुर बाड़मेर एक्सप्रेस गाड़ियां चल रही हैं।

(ख) और (ग) जोधपुर और बाड़मेर के बीच एक नयी गाड़ी चलाने का कोई प्रस्ताव नहीं है क्योंकि ये दो जोड़ी गाड़ियां, अर्थात् 1/2 जे० बी० और 97/98 एक्सप्रेस इस खंड की यात्री यातायात की मौजूदा आवश्यकताओं को पर्याप्त रूप से पूरा कर रही हैं। इसके अलावा, संसाधनों के अभाव में, जोधपुर और बाड़मेर के बीच फिलहाल एक अतिरिक्त गाड़ी चलाना भी व्यवहारिक नहीं है।

**Piracy of books**

4260. **SHRIMATI MADHURI SINGH** : Will the Minister of **EDUCATION AND CULTURE** be pleased to state :

(a) whether Government's attention has been drawn to a large-scale piracy of books in the country;

(b) whether it is also a fact that there is no model contract between the author and the publisher resulting in losses to authors; and

(c) if so, the details thereof and the steps proposed to combat piracy and protect author's interests?

**THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND CULTURES AND SOCIAL WELFARE (SHRI P. K. THUNGON)** : (a) Yes, Sir. Through newspaper reports and representations received from book publishers, the Government are aware that there is a widespread piracy of books in the country.

(b) and (c) It is a fact that there is no model contract prescribed. The terms and conditions of a contract in respect of each work are settled mutually by the author and publisher and this in itself does not involve any losses to authors. In so far as the question of piracy is concerned, it is a problem caused by the rapid advance of technology. Piracy is a clandestine activity which causes losses to the country, authors and legitimate publishers. This problem is being studied by the Government in its various aspects with a view to finding suitable remedial measures.

**Fixing the working hours of the Drivers of Private Buses under D. T. C.**

4261. **SHRI MANOHAR LAL SAINI** : Will the Minister of **SHIPPING AND TRANSPORT** be pleased to state :

(a) whether Government are aware that frequent accidents of Delhi Transport

Corporation buses in Delhi are taking place due to fatigue and weariness of the drivers employed by the private operators on whole-day basis; and

(b) if so, what steps does his Ministry propose to take to fix the working hours of the drivers of the private buses under D.T.C. ?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z R. ANSARI)** : (a) and (b) There are number of causative factors responsible for road accidents, fatigue and weariness of drivers being only one such factor. Section 65 of the Motor Vehicles Act, 1939 stipulates that no person shall cause, or allow any person who is employed by him for the purpose of driving a transport vehicle, or who is subject to his control for such purpose, to work—

(a) for more than five hours before he has had an interval of rest of at least half an hour; or

(b) for more than eight hours in one day; or

(c) for more than forty-eight hours in the week.

Accordingly, Private Operators working under the DTC are governed by these provisions of the M V. Act.

**Admission in Kendriya Vidyalayas**

4262. **DR. KRUPASINDHU BHOI** : Will the Minister of **EDUCATION AND CULTURE** be pleased to state :

(a) the criteria being adopted for admission to Kendriya Vidyalayas ;

(b) whether Government have received reports about irregularities in admission students; and

(c) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) Subject to the child qualifying the admission test wherever conducted, transferability of the parents is the sole criterion for admission to Kendriya Vidyalayas.

(b) and (c) Whenever instances of irregular admission are brought to the notice of the Kendriya Vidyalaya Sangathan, these are looked into the appropriate action is taken.

### कोटा-चित्तौड़गढ़ रेल लाइन

4263. प्रो० निर्मला कुमारी झरनाबत : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) कोटा-चित्तौड़गढ़ बड़ी लाइन के निर्माण का कार्य कब तक पूरा होने की योजना है ;

(ख) कोटा और चित्तौड़गढ़ के बीच आने वाले प्रमुख स्टेशनों के नाम क्या हैं और

(ग) क्या बैंगू जोकि इस आदिवासी क्षेत्र का सबसे बड़ा आदिवासी नगर है, को भी इस क्षेत्र के लोगों की मांग ध्यान में रखकर इस रेल लाइन से जोड़ा जाएगा ?

रेल मंत्री (श्री ए० बी० ए० गनी खां शर्मा) : (क) परियोजना का पूरा होना वर्षानुवर्ष धन की उपलब्धता पर निर्भर करता है।

(ख) यह सम्भावना है कि अन्य बातों के साथ-साथ, निम्नलिखित मुख्य स्टेशन अनुमोदित संरक्षण के अन्तर्गत आयेंगे :

कोटा, बूढी, मोहनपुरा, मंडलगढ़, परसोली और चित्तौड़गढ़।

(ग) बेगन अनुमोदित संरक्षण के अन्तर्गत नहीं जाता है।

### गांधी दर्शन के अध्ययन केन्द्रों वाले विश्वविद्यालय

4264. श्री कृष्ण प्रताप सिंह : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में ऐसे कौन से विश्वविद्यालय हैं जिनमें गांधी दर्शन संबंधी अध्ययन केन्द्र स्थापित किए गए हैं ;

(ख) अन्य विश्वविद्यालयों में ऐसे केन्द्र स्थापित न किए जाने के क्या कारण हैं ; और

(ग) सभी विश्वविद्यालय के लिए इस प्रकार के केन्द्रों की स्थापना अनिवार्य करने हेतु सरकार द्वारा क्या कदम उठाए जाने हैं ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० शुंगन) : (क) उपलब्ध सूचना के अनुसार निम्नलिखित विश्वविद्यालय गांधी अध्ययन संबंधी पाठ्यक्रम चला रहे हैं :—

- (1) भागलपुर विश्वविद्यालय, भागलपुर।
- (2) गुजरात विद्यापीठ, अहमदाबाद।
- (3) कर्नाटक विश्वविद्यालय, धारवाड़ :
- (4) मदुरै कामराज विश्वविद्यालय, मदुरै।
- (5) नागपुर विश्वविद्यालय नागपुर।
- (6) पंजाब विश्वविद्यालय, चंडीगढ़।

(7) सागर विश्वविद्यालय, सागर ।

(8) श्री बेंकटेश्वर विश्वविद्यालय  
तिरुपति ।

(ख) और (ग) विश्वविद्यालय अनुदान आयोग ने सभी विश्वविद्यालयों से गांधी अध्ययन को बढ़ावा देने के लिए प्रस्ताव आमंत्रित किये हैं । इस प्रकार से प्राप्त प्रस्तावों पर गुण-दोष के आधार पर विचार किया जाता है और उन विश्वविद्यालयों को, जिनके प्रस्ताव अनुमोदित किये जाते हैं, वित्तीय सहायता दी जाती है । सभी विश्वविद्यालयों में अनिवार्य रूप से गांधी अध्ययन केन्द्र स्थापित करने का कोई प्रस्ताव नहीं है ।

**Funds for implementing "Health for all Programme" during the 5th Plan**

4265. SHRI NITYANANDA MISRA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether some funds have been earmarked for implementing "Health for All Programme" during the Sixth Plan;

(b) if so, the amount earmarked for the above purpose; and

(c) the programmes included therein for the 6th plan ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b) "Health for All by 2000 AD" is the goal which is sought to be achieved by providing better primary health and medical care services in rural/tribal areas, urban slums etc. However, under the Sixth Five Year Plan (1980-85), a sum of Rs. 1753.05 crores have been earmarked for Health Sector programmes.

(c) With a view to achieving the goal of "Health for All by 2000 AD", the

Strategies to be followed during the Sixth Five Year Plan are indicated below :—

(i) Emphasis has been shifted from development of city based curative services and super-specialities to tackling rural health problems. A Rural Health care system based on a combination of preventive, promotive and curative health care services is being built-up starting from the village as the base.

(ii) The infra-structure for rural health care would consist of primary health centres each serving a population of 30,000 and sub-centres each serving a population of 5,000. These norms are relaxed in hilly and tribal areas. The village or a population of 1000 forms the base unit where there is a trained health volunteer chosen by the Community.

(iii) Facilities for treatment in basic specialities are provided at community health centres at the block level. Each centre serves a population of 1,00,000 with a 30 bedded hospital attached. A system of referral of cases from the community health centres to the district hospital/medical college hospitals is being introduced.

(iv) Family Planning has been accorded a high priority in the Sixth Plan with along term goal of reducing the net reproduction rate to unity by 1995.

**Creation of Posts of Research Scientists during 1983-84**

4266. SHRI MANMOHAN TUDU: Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether University Grants Commission has created some posts of new research scientists during 1983-84;



(b) if so, the number of such new research scientists' posts in various grades created by U.G.C. during this period; and

(c) the details thereof ?

**THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) :** (a) to (c) The University Grants Commission has decided to create a Cadre of Research Scientists in the Universities to promote high quality research and to provide opportunities for creative work to persons with outstanding merit. The Cadre will consist of 200 Scientists, 120 at the level of Lecturer, 60 at the level of Reader, and 20 at the level of Professor. To begin with, the Commission has decided to appoint Scientists in 1983-84, at the level of lecturer only. Applications have been invited for these appointments. Selections are to be made by a Committee appointed by the Commission. No appointments have so far been made.

**सीलमपुर में रेलवे स्टेशन बनाना**

4267. श्री निहास सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली देहात सुधार कांग्रेस ने सीलमपुर में एक रेलवे स्टेशन बनाने की मांग की है ; और

(ख) यदि हां, तो इस संबंध में सरकार द्वारा क्या कार्यवाही की गई है ?

रेल मंत्री (श्री ए० बी० ए० गनी साँ चौधरी) : (क) सीलमपुर में रेलवे स्टेशन खोलने से संबंधित दिल्ली देहात सुधार कांग्रेस की मांग का समाचार 26.2.1984 को नयी दिल्ली के 'नव भारत टाइम्स' में छपा था ।

(ख) दिल्ली और दिल्ली शाहदरा स्टेशनों के बीच सीलमपुर में एक फ्लैग

हाल्ट स्टेशन खोलने के प्रस्ताव की पहले भी जांच की गयी थी लेकिन परिचालनिक कठिनाइयों के कारण इसे व्यवहारिक नहीं पाया गया ।

**Legislation on Indian Council of Para-Medical, Rehabilitation Profession**

5268. **SHRI-SAJJAN KUMAR :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 9099 on the 28th April, 1983 regarding legislation on Indian Council of Para-Medical Rehabilitation Profession and state :

(a) whether Government have arrived at any decision so far to bring the legislation on Indian Council of Para-Medical Rehabilitation Profession;

(b) if so, when the proposed legislation is likely to come up;

(c) whether Government are thinking in terms of bringing a legislation for Physio-Therapist and occupational therapist Council Act only in place of Para-Medical Rehabilitation Profession Council Act; and

(d) if so, details thereof ?

**THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI) :** (a) No, Sir.

(b) to (d) The question of introducing a Bill will arise after a decision in this regard is taken. It is not possible to give any firm commitment in this regard.

**Introduction of a Passenger Train between Tatanagar and Banspani**

4269. **SHRI HARIHAR SOREN :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government has a proposal to introduce a passenger train

between Tatanagar and Banspani on South Eastern Railway;

(b) if so, when such proposal is going to be implemented; and

(c) the steps taken in this regard ?

THE MINISTER OF RAILWAYS  
(SHRI A.B.A. GHANI KHAN CHOU-  
DHURY) : (a) No, Sir.

(b) and (c) Do not arise.

**Revision of Pay Scales on Non-Teaching  
Staff of Kendriya Vidyalayas**

4270. SHRI CHINTAMANI PANI-  
GRAHI : Will the Minister of EDUCA-  
TION AND CULTURE be pleased to  
state :

(a) whether any steps have been taken to revise the pay scales of the non-teaching staff of Kendriya Vidyalayas as per Article 49(B) of the Education Code of other employees of the Kendriya Vidyalayas and non-teaching staff of Delhi Administration;

(b) whether the staffing pattern of Delhi Municipal Schools, Sainik Schools, Delhi Administration schools have been adopted for the offices of the Kendriya Vidyalayas and if not, the reasons thereof; and

(c) whether measures have been taken to change the designation of the non-teaching staff of Kendriya Vidyalayas and to increase the number of posts in the office of Kendriya Vidyalayas due to heavy pressure of work and for promotion avenue ?

THE DEPUTY MINISTER IN THE  
MINISTRIES OF EDUCATION AND  
CULTURE AND SOCIAL WELFARE  
(SHRI P.K. THUNGON) : (a) to (c) Ac-  
cording to Article 49(b) of Education  
code for Kendriya Vidyalayas, the scales  
of pay of employees of Kendriya Vidya-

laya Sangathan will be as determined by the Sangathan from time to time.

The question of revision of pay scales of non-teaching staff (Ministerial) of the Kendriya Vidyalaya Sangathan has been considered by the Sangathan at length and it was decided that the present pay scales do not require to be changed. Similarly change in designations of the non-teaching staff is also not considered necessary.

The Kendriya Vidyalaya Sangathan has devised its own norms for determination of non-teaching staff for Kendriya Vidyalayas. The basic ingredient is the student strength in various classes taken together in a particular school. This system is working well. Comparison with Sainik Schools and Delhi Administration Schools is not considered relevant because the nature of these schools and that of Kendriya Vidyalayas in different.

**Official permission to get award of  
rupees one lakh by professor of  
biochemistry, AIIMS**

4271. SHRI R.L.P. VERMA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 3968 on 18 August, 1983 regarding success in developing anti-leprosy and anti-pregnancy vaccine and state whether the Professor of Biochemistry at the All India Institute of Medical Sciences, New Delhi was officially permitted to accept an award of Rs. one lakh from a private Trust when it is on record that he had not succeeded in the control of 'population' and 'leprosy' for which he was given the award according to the citation?

THE MINISTER OF HEALTH AND  
FAMILY WELFARE (SHRI B. SHAN-  
KARANAND) : It has been reported by All India Institute of Medical Sciences, New Delhi, that no permission was granted to or obtained by Dr. G. P. Talwar, Professor of Biochemistry for accepting the award of Rs. one lakh from Ramashwar Das Birla Smarak Kosh.

ईरान-ईराक के संघर्ष को समाप्त  
कराने के लिए गुट-निरपेक्ष  
आन्दोलन के अध्यक्ष के  
रूप में उठाए गए  
कदम

4272. श्री हेमवती नन्वन बहुगुणा :  
क्या विदेश मंत्री यह बताने की कृपा करेंगे  
कि :

(क) गुट निरपेक्ष आंदोलन के अध्यक्ष  
की हैसियत से ईरान ईराक संघर्ष के संबंध  
में प्रधान मंत्री ने क्या कदम उठाए हैं ;  
और

(ख) यदि नहीं, तो उसके क्या कारण  
हैं ?

विदेश मंत्रालय में राज्य मंत्री (श्री ए०  
ए० रहीम) (क) सातवें गुट निरपेक्ष  
शिखर सम्मेलन के बाद से, जिसमें प्रधान  
मंत्री को "नाम" की अध्यक्षता की हैसियत से  
उचित ही आगामी कार्रवाई करने का कार्य  
सौंपने का निर्णय लिया गया, प्रधान मंत्री  
ईरान और ईराक दोनों देशों के नेताओं के  
साथ निरंतर संपर्क बनाए हुए है। इन देशों  
के बीच फिर से भड़क उठी लड़ाई को देखते  
हुए ईरान और ईराक दोनों देशों के राष्ट्र-  
पतियों को सम्बोधित हान ही के संदेश में  
प्रधान मंत्री ने इस संघर्ष को रोकने के लिए  
एक साथ कदम उठाने के वास्ते दोनों देशों  
के नेताओं से अपील की। उन्होंने दोनों देशों  
से यह आश्वासन भी मांगा है कि वे युद्ध में  
एक दूसरे के शहरों और गैर सैनिक जनता  
को अपना निशान नहीं बनाएंगे। प्रधान  
मंत्री ने कई गुट निरपेक्ष देशों के नेताओं को  
भी लिखा है जिसमें उन्होंने उनसे यह कहा  
है कि वे यह बताएं कि इस संघर्ष को शीघ्र

समाप्त करने के क्या तरीके और उपाय  
हो सकते हैं।

(ख) प्रश्न नहीं उठता।

अनुसूचित जातियों/अनुसूचित जन-  
जातियों को मध्य प्रदेश में रेलवे  
स्टेशनों पर दिये गये  
कंटरिंग/बुक स्टाल  
साइकिल स्टैंड  
के ठेके

4273. श्री राम प्रसाद अहिरयार :  
क्या रेल मंत्री यह बताने की कृपा करेंगे  
कि अनुसूचित जातियों तथा अनुसूचित जन  
जातियों के उन व्यक्तियों की संख्या कितनी  
है जिन्हें मध्य प्रदेश के रेलवे स्टेशनों पर  
कंटरिंग/बुक स्टाल /साइकिल स्टैंड के ठेके  
दिये गये तथा बीना, खुरई तथा सागर  
रेलवे स्टेशनों पर भी इस प्रकार के दिये  
गये ठेकों की इस समय संख्या क्या है ?

रेल मंत्री (श्री ए० बी० ए० गनी झां  
चौधरी) : मध्य प्रदेश में विभिन्न स्टेशनों  
पर अनुसूचित जातियों और अनुसूचित जन  
जातियों के लोगों को खान पान/बेडिंग के  
34 ठेके दिये गये हैं। यद्यपि खुरई और  
सागर स्टेशनों पर कोई ठेका अनुसूचित  
जातियों एवं अनुसूचित जन जातियों के  
पास नहीं है जबकि बीना में एक ठेका  
उनके पास है।

**Implementation of Madan Committee  
recommendations in Delhi  
Polytechnic**

4274. SHRI MOHAMMAD ASRAR  
AHMAD : Will the Minister of EDUCA-  
TION AND CULTURE be pleased to  
state :

(a) whether it is a fact that Govern-  
ment have accepted the recommendations  
of the Madan Committee;

(b) if so, when;

(c) what is the position of its implementation in various states and in Union Territory;

(d) whether it is also a fact that there has been a long delay in implementing it in Delhi Polytechnic;

(e) if so, the reasons thereof;

(f) if not, when did the Ministry give its technical approval; and

(g) what positive and concrete steps the Ministry proposed to take in order to see that it is implemented in Delhi Polytechnic, speedily and without any further delay?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) Yes, Sir.

(b) The recommendations of the Madan Committee which were approved by the All India Council for Technical Education with minor modifications were sent to all the State Governments/Union Territories in October 1978 for implementation.

(c) to (g) The responsibility for implementation of the recommendations lies with the State Governments depending upon the respective State Plan provisions made for the purpose.

Technical approval for implementing the recommendations of the Madan Committee Report for Boys' Polytechnics in Delhi were conveyed to the Delhi Administration in August 1981. The proposal for sanction of posts was received from the Delhi Administration only in January 1984 and is under examination of this Ministry. However, no proposal for implementation of the Madan Committee Report with regard to Women's Polytechnic has been received in this Ministry.

**Loss of manpower and production due to T. B. disease**

4275. SHRI BALASAHEB VIKHE PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government have any statistics about the number of T.B. patients in the country and the total manhours lost daily as a result of prevalence of Tuberculosis and the losses suffered daily in terms of production;

(b) how many anti Tuberculosis service centres are operating in the country and their location; and

(c) whether any steps have been taken on the question of supplying anti-Tuberculosis drugs to the patients otherwise than through centre under National Tuberculosis Programme?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) According to the findings of the National Sample TB Survey conducted by the ICMR in 1955-58 and on the basis of the limited surveys conducted in different parts of the country in the subsequent years, it is estimated that there are at present about 10 million persons suffering from radiologically active TB disease of the lungs of which about 2.5 million are sputum positive or infectious. Reliable data regarding the total man hours lost and the losses suffered daily in terms of production are not available.

(b) A statement showing the total number of Direct TB Centres, TB clinics, TB beds functioning in the country State/Union Territory wise is attached.

(c) Anti TB drugs for treatment of the TB patients are being made available at all the peripheral health and medical institutions including the primary health centres by the Central as well as the State Governments.

## Statement

*Treatment facilities available for treatment of TB patients*

Sl. No.	Name of State/Union Territories	No. of Distts.	No. of District TB Centres	Total No. of other TB Clinics	No. of TB Beds
1	2	3	4	5	6
1.	Andhra Pradesh	23	23	26	2699
2.	Assam	16	10	8	799
3.	Bihar	33	25	18	1799
4.	Gujarat	19	19	6	3488
5.	Haryana	12	9	5	295
6.	Himachal Pradesh	12	8	10	643
7.	Jammu & Kashmir	14	9	5	655
8.	Karnataka	19	19	5	3373
9.	Kerala	12	10	11	2537
10.	Madhya Pradesh	45	45	7	1911
11.	Maharashtra	30	26	27	7234
12.	Manipur	8	2	1	110
13.	Meghalaya	5	2	—	304
14.	Nagaland	7	1	2	100
15.	Orissa	13	13	2	801
16.	Punjab*	12	10	6	921
17.	Rajasthan	27	26	2	2028
18.	Sikkim	4	1	4	100
19.	Tamil Nadu	16	15	41	3569
20.	Tripura	3	2	—	50
21.	Uttar Pradesh	56	56	19	3437
22.	West Bengal	16	16	102	5948
<i>Union Territories</i>					
23.	Andaman & Nicobar Islands	2	1	1	67
24.	Arunachal Pradesh	5	1	4	182
25.	Chandigarh	1	1	—	10
26.	Dadra & Nagar Haveli	1	—	—	—
27.	Delhi	1	1	11	1539
28.	Goa, Daman & Diu	3	1	3	276
29.	Lakshadweep	1	—	—	—
30.	Mizoram	3	1	1	92
31.	Pondicherry	1	1	3	178
		420	354	330	45145

\*Figures as on 31.3.1979.

**Central Road Transport Finance Corporation**

4276. SHRI K. T. KOSALRAM : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the reasons for delay in the setting up of a Central Road Transport Finance Corporation; and

(b) how the Government propose to overcome the existing cumbersome procedure for loans to this sector in the absence of such a Corporation?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) :

(a) and (b) After detailed examination of different aspects of the proposal for the creation of a Central Road Transport Development Finance Corporation, it has been decided that in the first place efforts should be made to remove the constraints in the utilisation of adequate and timely loans from the existing sources. Efforts are, therefore, being made to make available financial assistance to STUs from IDBI etc. on liberalised terms and at lower rate of interest.

UGC grant for Vidyasagar University,  
West Bengal

4277. SHRIMATI GEETA MUKHERJEE : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether Government have received any proposal from Government of West Bengal to expedite the University Grants Commission grant for Vidyasagar University in West Bengal; and

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

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) and (b) The Vidyasagar University which came into existence in January, 1981 is yet to be declared fit by the UGC

for financial assistance from Central Sources under Section 12-A of the UGC Act. For this purpose, the Commission had requested the Government of West Bengal to furnish the necessary information about the fulfilment of the conditions laid down in the rules. The requisite information is still to be furnished by the State Government.

वाराणसी और मुगल सराय रेलवे  
स्टेशनों पर चोरी, डकैती,  
उठाईगिरी और जाली  
टिकटों की बिक्री की  
घटनाएं

4278. श्री राजनाथ सोनकर शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि पिछले कुछ वर्षों के दौरान उत्तर रेलवे के मुगलसराय रेलवे स्टेशन पर चोरी, डकैती, उठाईगिरी और जाली टिकटों की बिक्री जैसे अपराधों में अत्यधिक वृद्धि हुई है ;

(ख) क्या इन घटनाओं में वाराणसी, मुगलसराय और वाराणसी सी० टी० स्टेशनों पर काम कर रहे कुछ कर्मचारियों और अधिकारियों के संगठित गिरोह का हाथ है ; और

(ग) पिछले तीन वर्षों के दौरान वाराणसी और मुगल सराय रेलवे स्टेशनों के प्राप्तपास ऐसी कितनी घटनाओं से संबंधित रिपोर्ट दर्ज की गई है और राजकीय रेलवे पुलिस और रेलवे सुरक्षा बल द्वारा इनमें से कितने मामलों का पता लगाया गया और उन पर क्या कार्यवाही की गई है ?

रेल मंत्री (श्री ए० बी० ए० गनो खां चौधरी) : (क) और (ख) जी नहीं ।

(ग) एक बिबरन संलग्न है ।

## विवरण

## बाराणसी

## मुगलसराय

	बाराणसी			मुगलसराय		
	1981	1982	1983	1981	1982	1983
यात्री सम्पत्ति की चोरी						
दरजं किये गये मामले पकड़े गये	189	148	160	39	65	79
बरायत की गयी सम्पत्ति (₹०)	52	40	37	6	11	8
गिरफ्तार किये गये	4883	33748	9000	1120	37260	6685
	59	42	39	7	12	39
इकंती						
दरजं किये गये मामले पकड़े गये	—	—	—	—	—	—
बरायत की गयी सम्पत्ति (₹०)	—	—	—	—	—	—
गिरफ्तार किये गये	—	—	—	—	—	—
बुक किये गये परेषणों की उठाईगिरी						
दरजं किये गये मामले पकड़े गये	3	9	8	13	17	10
बरायत की गयी सम्पत्ति (₹०)	—	2	2	13	17	10
गिरफ्तार किये गये	1780	2812	1398	1921	612	517
	—	—	—	12	5	2
जाली टिकटों की बिन्दी						
दरजं किये गये मामले पकड़े गये	—	—	2	—	—	—
बरायत की गयी सम्पत्ति (₹०)	—	—	1	—	—	—
गिरफ्तार किये गये	—	—	—	—	—	—
	—	—	4	—	—	—

Enhancement in grant for the welfare of children in need of care and protection

4279. SHRI SUBHASH CHANDRA BOSE ALLURI : Will the Minister of SOCIAL WELFARE be pleased to state :

(a) what is the monthly rate of grant in aid given per child under the Scheme Programme for the Welfare of Children in need of care and protection;

(b) whether Government propose to enhance the grant in aid; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGOON) : (a) The existing rates are shown below :—

*Recurring :—*

- (i) Maintenance (food, clothing, soap, oil, etc.) @ Rs. 60/- per child per month;
- (ii) Contingencies like water, electricity, postage, stationery etc. @Rs. 100/- per month per cottage (for 25 children)
- (iii) Bed and bedding @Rs. 30/- per child per year recurring and @Rs. 30/- per child non-recurring;
- (iv) Part-time vocational services @Rs. 10/- per child per month;
- (v) Salaries of House Mother @Rs. 200/- per month;

(vi) Remuneration to supervisory and administrative staff of parent organisation @Rs. 200/- per month per two cottages;

(vii) Salaries of one cook/helper per cottage @Rs. 100/- each per month.

(viii) Rent @ Rs. 16/- per child per month;

*Non-Recurring*

(ix) Furniture, equipment and utensils @Rs. 3000/- per cottage; and

(x) Building fund for construction of cottage in accordance with the schedule of rates of the P.W.D. of the State/UT, concerned.

The financial assistance of the Government, shared equally by the Government of India and the State Government, is limited to 90 per cent of the estimated cost or actual expenditure whichever is less. 10 per cent has to be borne by the voluntary organisation. Items at (i), (ii), (iii) (recurring only) and (iv) have been grouped into a total recurring cost of Rs. 76.50 per child per month with freedom to re-adjust amount under individual items.

(b) It has been decided to enhance the rates of grant-in-aid from 1 April 1984.

(c) The following rates for different items under the Scheme for the welfare of children in need of care and protection would come into force with effect from 1st April, 1984.



<i>I. Recurring Grant</i>	<i>Scale of Grant</i>
(i) Consolidated for all recurring items e. g. food, clothing, soap, oil, electricity & water charges, postage, stationery, education, <i>text-book</i> , vocational training, health, recreation, salary of house-mothers, supervisors, helpers, etc.	Rs. 150/- per child per month (maximum)
(ii) Rent	Rs. 40/- per child per month (Maximum) (to be stopped, if construction grant is given, when the cottage is constructed).
 <i>II. Non-recurring Grant</i>	
(i) <i>Initial non-recurring Grant</i> Furniture, vocational training equipment, utensils, bed & bedding, etc.	Rs. 500/- per child (maximum).
(ii) Capital Grant for construction of cottage (s).	Rs. 6,000/- per child (Maximum)

#### PATTERN OF EXPENDITURE

##### STATES

1. Central share	—	45%
2. State share	—	45%
3. Voluntary organisation	—	10%

##### UTs.

1. Central share	—	90%
2. Voluntary organisation	—	10%

**I.I.T. for Kerala**

4280. SHRI P.K. KODIYAN :  
SHRI G.M. BANATWALLA :  
SHRI A.K. BALAN :

Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether Government are aware that the Kerala State does not have a technical institution of the level of Indian Institute of Technology (I. I. T.) with ample facilities for advance studies and research work in Science, technology and Engineering ;

(b) whether the Kerala Government have requested the Union Government to establish such an Institution in the State ; and

(c) if so, the details thereof and Union Government's reaction thereto ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) to (c) No proposal from the State Government of Kerala has been received in the Ministry with regard to the setting up of an institute at the level of Indian Institute of Technology in the State. The Indian Institute of Technology are national institutes providing facilities for education, training and research in engineering and technology at the highest level and have an All India character. These institutes are not set up on a State-wise basis.

**Medical Colleges Derecognised by  
M. C. I.**

4281. SHRI MOHANLAL PATEL :  
SHRI PIYUSH TIRKI :

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

(a) the number of medical colleges de-recognised by the Medical Council of India during the last five years ;

(b) their names, location, date and reasons for de-recognition ;

(c) whether it is a fact that they were de-recognised later on and if so, after how many years ; and

(d) what happened to those students who graduated during the period of de-recognition of these medical colleges ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND) : (a) to (d) No medical college was de-recognised by the Medical Council of India during the last five years. However, it was found on inspection by the Council that an certain medical colleges, the facilities provided by way of staff, building, hospital, equipment, library and laboratory, etc. were not adequate. These colleges were advised to remove the deficiencies. The compliance reports received from them would be taken into account by the Medical Council of India for according recognition/approval to their medical qualifications.

**Conversion of Metre Gauge Lines**

4282. SHRI MOHANLAL PATEL :  
Will the Minister of RAILWAYS be pleased to state :

(a) what is the total length in kilometres of the metre-gauge track in the country at present ;

(b) the total length in kilometres of metre gauge track converted upto the year 1982-83 ;

(c) whether there is any programme under the consideration of the Government to convert more metre-gauge line into broad gauge during the year 1984-85 and 1985-86, if so, the details thereof ; and

(d) what is the progress made so far in regard to the conversion of Delhi-Ahmedabad metre-gauge lines into broad gauge ?

**THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) :** (a) 24,514 Kms. (As on 31.3.83)

(b) 2,163 Kms. (Upto 31.3.83).

(c) Yes, Sir. Several gauge conversion projects (MG to BG) involving 3500 kms. of MG track would be in different stages of progress as on 1.4.84. Out of this, 367 kms. of MG track is planned to be converted in 1984-85 and 182 kms. in 1985-86, as per details given below :

*In 1984-85*

1. Virangam-Okha-Porbander (Ph. II) — 289 kms.
2. Suratgarh-Sarupsar-Anupgarh — 78 kms.

*In 1985-86*

1. Suratgarh-Bikaner — 182 kms.

(d) This project has not yet been cleared by the Planning Commission.

**Financial Assistance for Regional Engineering College, Calicut**

4283. **SHRI A. NEELALOHITHA-DASAN NADAR :** Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether Government of Kerala has requested the Union Government for additional financial assistance for the Regional Engineering College, Calicut ; and

(b) if so, details of the request and the action taken thereon ?

**THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) :** (a) and (b) The State Government of Kerala had requested for additional financial assistance to Regional Engineering College, Calicut, for the construction of three new hostels (2 for boys and 1 for girls) and for maintenance and special repairs of existing two hostels at an estimated cost of Rs. 170.00 lakhs.

The State Government and the College have been advised to immediately take up the maintenance work and major repairs of the two existing hostel buildings and plan the construction of a new single seated hostel for 200 students. The College has also been advised to construct one more floor on the existing girls hostel for 30 more girl students. Funds for these works would be released early in the next financial year (1984-85).

**Changing the Schedule of Cochin-Nizamuddin Jayanti Janta Express**

4284. **SHRI A. NEELALOHITHA-DASAN NADAR :** Will the Minister of RAILWAYS be pleased to state :

(a) the reasons for not running of the Cochin-Nizamuddin Jayanti Janta Express on certain days as before;

(b) whether Government are aware of the difficulties faced by passengers due to this ; and

(c) if so, whether Government propose to run the Jayanti Janta between Cochin-Nizamuddin as it was running before ?

**THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) :** (a) to (c) With a view to obtain optimum utilization of the available coaching stock, days of running of I31/132 Jayanti Janta Express have been rationali-

sed and with this rationalisation, a new weekly train *viz.*, 905/906 has been introduced between Bangalore and Hazrat Nizamuddin via Manmad-Daund-Quntakal. The Railways therefore do not propose to change the days of 131/132.

**Study by ICMR Regarding Health Hazards of Farms and Industrial Workers**

4285. SHRI AMARSINH RATHAWA :  
SHRI NAVIN RAVANI :  
SHRI SANAT KUMAR MANDAL :  
SHRI G.Y. KRISHNAN :

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

(a) whether the Indian Council of Medical Research (ICMR) is currently studying the occupational health hazards of farm and industrial workers;

(b) if so, what are the main industries which are being studied by Indian Council of Medical Research ;

(c) what are the findings of Indian Council of Medical Research ;

(d) what steps have been suggested by the Indian Council of Medical Research for the remedy ; and

(e) the action taken by the Government to implement them ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) to (e) Yes. The Indian Council of Medical Research, through its National Institute of Occupational Health, Ahmedabad, is engaged in studying the occupational health hazards of farm and industrial workers. The main industries studied are, textile, asbes-

tos, ceramics, foundry, slate pencil, quartz crushing, pesticide formulation, dyes and glass industries. Studies were also taken up amongst the bidi tobacco processing workers and coir workers.

A health survey of workers employed in slate-pencil and quartz-crushing industries, revealed evidence of very high prevalence of silicosis dust disease of the lungs amongst workers. The observed dust concentrations were several times higher than the recommended safe levels. The environmental-cum-health survey in foundry and ceramics industries revealed exposures to high degrees of heat stress and, to a lesser extent, the existence of problems relating to inhalation of harmful dusts by the workers. A survey on the health hazards to workers engaged in asbestos industries has shown that the incidence and prevalence of asbestosis vary with the maintenance of hygienic conditions and medical and health monitoring by the industries. Among the textile workers, the study revealed that those who are regularly engaged in night shift, suffer from psychosomatic problems. The workers in weaving sheds exposed to high levels of noise, suffer from hearing impairment and psychological problems. Use of ear-plugs and ear-muffs proved beneficial to check the hearing impairments in these cases. In the field of pesticides, the study, revealed that while spraying BHC, the workers should use proper safety precaution and need to be monitored for longterm effects through determination of the concentrations of BHC residues in their blood. The study on the toxicological evaluation of aerial spraying of Malathion, revealed the risks to exposed persons like pilots, loaders, etc. A study on the occupational health problems amongst the bidi tobacco processing workers revealed, mild symptoms like vomiting, giddiness, headache, etc. These symptoms which occurred only occasionally, persisted for a few hours. In most of the cases, the symptoms subsided without the use of any medication and the workers could continue the work next day. An industrial hygiene survey in the coir processing industry in Karnataka, revealed that the workers

employed in this process were not exposed to any significant risk from exposure to coir dust as had been assumed earlier.

The findings and the recommendations of the I.C.M.R. are communicated to the concerned user departments under the Govt. of India and the State Governments and also to the managements of the industries employing the workers, for necessary action

**Foodgrains Damaged due to Transport  
in open Wagons**

4286. SHRI AMARSINH RATHAWA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that foodgrains are being transported in open wagons and also it is being unloaded on open platforms ;

(b) if so, what is the quantity of foodgrains damaged or lost during transit during the last 3 years; and

(c) what steps have been taken or being taken to prevent such losses in future ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUHDURY) : (a) Normally foodgrains are moved in covered wagons. Keeping in view the limited supply of covered wagons and also to ensure movement of other important items like cement, fertilizer, etc., Railways have to offer some open wagons for movement of foodgrains in the-rainy busy season when there are competing demands for all covered stock. This is normally done in fair weather from December to April.

Covered shed accommodation is provided at important stations for unloading of various goods taking into account the importance of stations concerned and the quantum and nature of traffic deal with, requiring covered accommodations subject to availability of funds. Foodgrains are

mostly moved by Food Corporation of India, who generally have their own sidings for loading/unloading of foodgrains on their own accounts by their own labour.

(b) The statistics regarding quantity of foodgrains in open wagons damaged or lost are not maintained.

(c) whenever open wagons are supplied for loading of foodgrains on Food Corporation of India account, the wagons are covered by tarpaulins and the movement is arranged in block loads which are escorted by R.P.F. staff. These block rakes are inspected on the way at specified points to put right displacement of tarpaulins or loosening of lashings, if any found.

**Scheme Proposed by a Consortium of  
Major Foreign Banks for  
Rescuing Indian  
Shipping**

4287 SHRI B.V. DESAI : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether a consortium of major foreign banks has approached the Union Government with a novel scheme in an effort to rescue Indian shipping which is now in deep distress ;

(b) if so, what are the broad outlines of the proposed scheme ;

(c) whether one of the features of the scheme is that the Euro-dollar bonds to be issued by the Government in favour of the lending institutions will acquire liquidity ;

(d) if so, whether Government have approved the offer of the consortium of major foreign banks ; and

(e) if so, by what time the final decision in this is likely to be taken ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : (a) No such offer has been received. Government have however received an offer from a foreign bank for arranging to raise funds in the international market for financing the expansion and re-structuring plans of the Indian shipping industry.

(b) to (e) Does not arise.

**Construction of Budge Budge-Namkhana Railway Line**

4288. SHRI AMAL DATTA : Will the Minister of RAILWAYS be pleased to state :

(a) the details of new railway lines/ conversion of lines which have been approved by the Railway Board after the proposal to construct a railway line from Budge Budge to Namkhana was approved; giving date on which approved, estimated cost on the date of approval, revision of cost, if any, carried out since then ; and

(b) which of the lines so approved have been taken up for construction and the money spent on each of them, year-wise figures ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) and (b) A statement is attached.

**Statement**

*Statement of the New Line/Gauge Conversion Projects, which were approved subsequent to the approval of construction of a New Line from Budge Budge to Namkhana in 1981-82*

(Rs. in crores)

S.No.	Name of Project	Year or W.P.	Approved cost	Outlays		
			Latest cost	81-82	82-83	83-84
1	2	3	4	5	6	7
<i>New Lines</i>						
1.	Bhuj-Naliya	81-82	22.00 41.00	0.25	3.00	4.45
2.	Bhatinda Bye Pass	82-83	2.96 4.28	—	0.60	0.55
3.	Kalka-Parwanoo	82-83	1.60 6.50	—	0.50	0.01
4.	Alleppey-Kayankulam	82-83	11.10	—	1.40	0.01

1	2	3	4	5	6	7
5.	Construction of a rail cum-road bridge across Brahmaputra at Jogighopa alongwith a PG railway line from Jogighopa to Gauhati.	83-84	87.73	—	—	0.69
6.	Mathura-Alwar	83-84	34.75	—	—	1.01
7.	Eklakhi-Balurghat	83-84	36.38	—	—	1.01
8.	Adilabad-Pimpalkutti	83-84	8.39	—	—	1.31
9.	Rewa-Sultanpur via Garhi Manikpur	84-85	200.00	—	—	—
10.	Tamluk-Digha	84-85	43.72	—	—	—
11.	Talcher-Sambalpur	84-85	46.39	—	—	—
<i>Gauge Conversions</i>						
1.	Suratgarh-Sarupsar Anupgarh	82-83	16.64	—	2.00	4.00
2.	Suratgarh-Bikaner	82-83	36.00	—	2.80	2.26
			43.38			

**Expenditure on medical services during the last three years**

4289. SHRI AMAL DATTA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the total expenditure incurred by the Central Government on rendering medical services during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI) : According to the information collected from the office of the Comptroller & Auditor General of India, the total expenditure incurred by the Government on rendering medical services during the last three years is as under :—

	Rs.
1979-80	72,34,78,624
1980-81	84,17,95,460
1981-82	105,48,34,536

**Deteriorating quality of higher education**

4290. SHRI NAVIN RAVANI : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that is a deterioration in the quality of higher education since independence;

(b) if so, whether Government propose to conduct a survey to find out the various facts responsible for the deterioration; and

(c) what other steps Government propose to take to improve the quality of higher education?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGNON) : (a) The

expansion in higher education since independence has been phenomenal. This quantitative expansion was not adequately accompanied by qualitative improvements which are essential for the proper growth of higher education. This situation had an adverse impact on the standards of teaching, research and examinations in the Universities.

(b) No, Sir.

(c) Qualitative improvements in education are a continuous process. The UGS has been implementing various measures to strengthen the infrastructure in Universities and Colleges, to improve and update the courses of study, to support research efforts, and to introduce reforms in the examination system, all of which have a significant bearing on quality and standards of higher education

**Railways revenue performance in January 1983 and January 1984**

4291. SHRI NAVIN RAVANI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that revenue performance of the railways has shown a marked improvement during January, 1984 than the corresponding period of the last year, if so, the percentage; and

(b) the details thereof region-wise?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUHDURY) : (a) The revenue earnings of the railways during January/84 (Rs. 445.63 crores) were more by Rs. 78.68 crores (21.44%) over the corresponding period of the last year i.e. January/83 (Rs. 366.95 crores).

(b) The region-wise details may be seen from the subjoined table :—



(Figures in crores)

Railway	January 1983	January 1984	Variation	Percentage Variation
Central	62.34	77.62	+ 15.28	+ 24.51%
Eastern	45.13	51.92	+ 6.79	+ 15.04%
Northern	74.11	63.41	- 10.70	- 14.44%
North Eastern	7.47	13.24	+ 5.77	+ 77.24%
North East Frontier	9.78	11.68	+ 1.90	+ 19.43%
Southern	24.26	34.10	+ 9.84	+ 40.56%
South Central	31.53	47.46	+ 15.93	+ 50.52%
South Eastern	63.22	77.51	+ 14.29	+ 22.60%
Western	49.11	68.69	+ 19.58	+ 39.87%
<b>Total</b>	<b>366.95</b>	<b>445.63</b>	<b>+ 78.68</b>	<b>+ 21.44%</b>

**राजभाषा अधिनियम, 1963 की धारा  
3 (3) का क्रियान्वयन**

4292. श्री रामावतार शास्त्री : क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजभाषा अधिनियम, 1963 की धारा 3 (3) में उल्लिखित 14 मुद्दों को क, ख और ग तीनों श्रेणियों के राज्यों के लिये द्विभाषी रूप में क्रियान्वित करने का प्रावधान है ;

(ख) यदि हां, तो क, ख और ग राज्यों में स्थित उनके मंत्रालय, विभागों, संबद्ध एवं अधीनस्थ कार्यालयों एवं उपक्रमों द्वारा वर्ष 1981-82, 1982-83 और 1983-84 के दौरान धारा 3(3) की क्रियान्विति की

प्रतिशतता का राज्यवार एवं वर्षवार ब्योरा क्या है ;

(ग) तीनों श्रेणियों के राज्यों में उक्त सभी चौदह मुद्दों को शत-प्रतिशत द्विभाषी करने में क्या कठिनाइयाँ हैं ; और

(घ) इन कठिनाईयों पर नियंत्रण पाने के लिए सरकार द्वारा क्या कार्यवाही की गई है या करने का विचार है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० बुंगल) : (क) जी हां ।

(ख) से (घ) जानकारी एकत्रित की जा रही है और सदन के पटल पर रख दी जाएगी ।

**Indian flagships harassed at EEC ports**

4293. SHRI K. PRADHANI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that Indian flagships are being harassed at EEC (European) ports for trivial reasons;

(b) if, so, whether Government have made a suitable move in the matter; and

(c) if so, the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) No Indian shipowner has so far reported harassment at EEC port for trivial reasons.

(b) and (c) Do not arise.

**India's assistance to Iran**

4294 SHRI ARJUN SETHI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any request has been made by Iran Government seeking India's help for its reconstruction in different projects; and

(b) if so, the details regarding the fields in which assistance has been sought alongwith agreement etc.

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) No, Sir.

(b) Question does not arise.

**Site museum at Ballal Dhipi**

4295. SHRI R. P. DAS: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether there is any proposal for a site museum for display of the finds at

the present excavation site at Ballal Dhipi;

(b) if not, what are the other alternatives for exhibition of the rare articles; and

(c) the details as to how these would be preserved, displayed and utilised by the scholars?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir.

(b) and (c) The question of preservation, exhibition of rare articles antiquities and facilities to the scholars for their study will arise after the excavations at the site are finally over.

**Preservation of exposed structure at Ballal Dhipi**

4296. SHRI R. P. DAS: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government are aware of the recent discovery during excavation of the Ballal Dhipi conducted by the Archaeological Survey of India;

(b) if so, what are the conservation measures that have been adopted so far for preservation of the exposed structure; and

(c) arrangements made for their protection and maintenance?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) The conservation measures that have been adopted for preservation of the exposed structures are as under:

1. Consolidation of the brick structure with lime surkhi to prevent percolation due to rain water and providing easy drainage;
2. Use of special sized bricks set with composite mortar fill up the voids in the exposed structures ; and
3. Providing the exposed walls with brick paved apron set over lime concrete bed.

(c) At present round the clock watch and ward has been arranged. Necessary conservation measures have been undertaken to preserve the structures properly.

#### Excavation of Ballal Dhipi

4297. SHRI R.P. DAS : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) what are the main findings from the excavations conducted by the Archaeological Survey of India at Ballal Dhipi in the State of West Bengal during the last two seasons 1982-83 and 1983-84 ;

(b) the details thereof ; and

(c) the future programme of the excavation at the mound ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) and (b) During the

seasons 1982-83 and 1983-84, a massive brick temple, datable to circa 10-11th century A.D , which is cruciform on plan, pyramidal in elevation and enclosed within a huge wall, has been brought to light as a result of excavation at Ballal Dhipi. A noteworthy feature of the temple complex is represented by a drainage system connected through a crocodile-faced gargoyle with a circular brick-lined *kund*. Other notable antiquities unearthed include objects of copper like lamp, ladle and lid, stucco heads and a stone figure .

(c) After reviewing the results of the current season's work, future programme of excavation at the site will be decided.

पंचवर्षी तथा छठी योजनाओं में  
बिछाई गई रेलवे लाइनों

4298. श्री सत्यनारायण जटिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि देश में प्रथम पंचवर्षीय योजना से छठी पंचवर्षीय योजना तक की अवधि के दौरान 1 मार्च, 1984 तक बिछाई गई विभिन्न क्षेत्रों की रेलवे लाइनों का राज्य-वार ब्यौरा क्या है ?

रेल मंत्री (श्री ए० बी० ए० गनौ साँ चौधरी) : पहली पंचवर्षीय योजना से छठी पंचवर्षीय योजना (1-3-84 तक) की अवधि के दौरान खोली गयी नयी रेल लाइनों का राज्य-वार और आमानवार ब्यौरा ।

(किलोमीटर)

राज्य केन्द्र शामिल क्षेत्र	बड़ी लाइन	मीटर लाइन	छोटी लाइन
1	2	3	4
1. आंध्र प्रदेश	362.35	—	—
2. असम	106.00	355.15	—
3. बिहार	496.58	183.28	—

1	2	3	4
4. गुजरात	317.89	456.71	11.29
5. हरियाणा	120.82	3.00	—
6. हिमाचल प्रदेश	—	—	81.11
7. जम्मू और कश्मीर	83.37	—	—
8. कर्नाटक	119.34	211.67	—
9. केरल	125.75	155.35	—
10. मध्य प्रदेश	1003.03	59.84	—
11. महाराष्ट्र	204.25	242.45	—
12. उड़ीसा	659.24	—	—
13. पंजाब	88.61	—	—
14. राजस्थान	27.56	391.72	—
15. तमिलनाडु	145.99	376.34	—
16. त्रिपुरा	—	15.00	—
17. उत्तर प्रदेश	786.72	29.30	—
18. पश्चिम बंगाल	573.26	7.95	—
19. चण्डीगढ़	6.08	—	—
20. दिल्ली	57.36	—	—
21. गोवा	—	22.53	—

#### गाड़ियों का विलम्ब से चलना

4299. श्री सत्यनारायण जटिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गाड़ियों के विलम्ब से चलने के क्या कारण हैं तथा उनका समय से चलना सुनिश्चित करने के लिए क्या उपाय किये गए हैं ; और

(ख) फरवरी, 1984 में भोपाल स्टेशन पर 16 अप जी० टी० एक्सप्रेस तथा नागदा स्टेशन पर 25 डाउन बम्बई डीलक्स, पृथक-पृथक रूप से कितने दिन विलम्ब से पहुंची तथा कितने दिन समय पर पहुंची और इन गाड़ियों के विलम्ब से चलने के क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खाँ चौधरी) : (क) खतरे की जंजीर खींचने, शरारती तत्वों की गतिविधियों होस पाइप बलग करने, दुर्घटनाओं, जन-आंदोलनों, बर्षा/भाइन में दरारें पड़ने, चल-स्टाक की खराबी, सिगनलों में खराबी/त्रुटि तथा अन्य परिचालनिक खराबियों के कारण कुछ गाड़ियां देरी से चलती हैं। रेलवे बोर्ड कार्यालय में खोले गये विशेष सैल में 220 महत्वपूर्ण मेल/एक्सप्रेस गाड़ियों के समय पालन निष्पादन की निगरानी दिन प्रतिदिन के आधार पर की जाती है। गाड़ियों के समय से चलने से सम्बन्धित मामलों पर महा प्रबंधकों और मण्डल रेल प्रबंधकों द्वारा व्यक्तिगत रूप से ध्यान दिया जा रहा। खतरे की जंजीर खींचने, होस पाइप बलग करने तथा आसामाजिक तत्वों की अन्य गतिविधियों की रोकथाम करने के लिए सम्बन्धित राज्य सरकार के साथ सम्पर्क बनाये रखा जा रहा है।

(ख) फरवरी, 1984 के दौरान, 16 अप्रैल नयी दिल्ली-भद्रास जी० टी० एक्सप्रेस भोगाल में 7 दिन सही समय पर पहुंची और कुहरे वाले मौसम, खतरे की जंजीर खींचने, सिगनल और दूर-संचार में खराबी/त्रुटि हो जाने तथा अन्य परिचालनिक खराबियों के कारण 22 दिन विलम्ब से पहुंची तथा 25 हाउन बम्बई सेंट्रल नयी दिल्ली वातानुकूल एक्सप्रेस नागदा में 13 दिन सही समय पर पहुंची और दुर्घटना, खतरे की जंजीर खींचने तथा यांत्रिक त्रुटियों आदि के कारण 7 दिन विलम्ब से पहुंची।

चित्तौड़गढ़, नीमच, रतलाम, इंदौर,

खंडवा, नागदा और उज्जैन में

रेल कर्मचारियों को आवास

4300. श्री सत्यनारायण जटिया : क्या

रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) चित्तौड़गढ़, नीमच, रतलाम, इंदौर, खंडवा, नागदा, उज्जैन मुख्यालयों सहित पश्चिमी रेलवे के सम्पूर्ण रेलवे डिभिजन में ; मार्च, 1984 को कुल कर्मचारियों की श्रेणी वार संख्या कितनी है तथा इनमें से श्रेणी-वार संख्या कितने कर्मचारियों को रेलवे आवास आवंटित किए गए हैं ;

(ख) उपरोक्त भाग (क) में उल्लिखित बिना आवास वाले कर्मचारियों को आवास प्रदान करने के लिए क्या कदम उठाए गए हैं ; और

(ग) रेल कर्मचारियों को आवास देने की योजना और नीति को किस प्रकार लागू किया जा रहा है ?

रेल मंत्री (श्री ए० बी० ए० गनी खाँ चौधरी) : (क) से (ग) सूचना इकट्ठी की जा रही है और सभापटल पर रख दी जायेगी।

#### Heun Tsang Memorial

4301. PROF. NARAIN CHAND PARASHAR : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether Heun Tsang Memorial at Nalanda (Bihar) has since been completed and has started functioning ;

(b) if so, the nature and the pattern of activities carried on the Memorial and the total cost of the project as also the pattern of its management ; and

(c) the likely date by which it would be completed and the date when the construction work was taken up as also the reasons for delay ?

**THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) :** (a) No, Sir.

(b) The total expenditure for which approval has so far been accorded is Rs. 35.55 lakhs. The Memorial is now at the final stages of completion.

(c) The Memorial is almost complete except finishing touches such as landscaping etc. The construction work was undertaken in the year 1961 which was considerably delayed because of delay in import of glazed turquoise blue roof-tiles from Japan for the outer covering of the roof of the Memorial Hall.

**Adoption of 10+2 Systems  
by States**

4302. **PROF. NARAIN CHAND  
PARASHAR :**

**SHRI KRISHAN PRATAP  
SINGH :**

Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) the names of the States/Union Territories which have adopted the 10+2 system for schools alongwith the dates from which the system has been adopted.

(b) the dates by which the remaining States/Union Territories are likely to implement the switchover ;

(c) whether any State/Union Territory has expressed the total inability to accept this pattern ;

(d) if so, the names thereof and the reasons for not accepting this system ; and

(e) the steps taken or proposed to be taken by Government for a uniform pattern of school education in the country ?

**THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) :** (a) 17 States and 9 Union Territories have adopted the 10+2 System for schools. They are :—

1. Andhra Pradesh
2. Assam
3. Bihar
4. Gujarat
5. Jammu & Kashmir
6. Karnataka
7. Kerala
8. Maharashtra
9. Manipur
10. Meghalaya
11. Nagaland
12. Orissa
13. Sikkim
14. Tamil Nadu
15. Tripura
16. Uttar Pradesh
17. West Bengal
18. Andaman & Nicobar Islands
19. Arunachal Pradesh
20. Chandigarh
21. Dadra & Nagar Haveli
22. Delhi
23. Goa, Daman & Diu
24. Lakshadweep
25. Mizoram
26. Pondicherry

Information in regard to dates from which the system has been adopted is not readily available.

(b) No final dates have been fixed by which the remaining States/Union Territories are to implement the switchover. In the Conference of Education Secretaries of States/Union Territories held on 5th & 6th January, 1983, it was urged that the States should switchover to the +2 system before the 1984-85 academic session,

(c) No, Sir.

(d) Does not arise.

(e) School education is primarily the responsibility of the state Governments of India has been from time to time recommending to the States to adopt similar pattern for Education. The NCERT has also prepared the "Curriculum for the Ten-Year School—A Framework" for adoption/adaptation by States.

**Impact of Increase in Fares on  
Railway Earnings**

4303. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have analysed the impact of the increase in fares or upward rationalisation in categories of fares for passengers on total earnings (from passenger fares) of the Railways during the past three years ;

(b) if so, whether it is a fact that Railways have stood to benefit only when the railway passenger fares are lower than prevalent passenger fares by bus services on the roads on any given section of less than 50 kilometres ;

(c) if so, whether the Government would prepare the fare structure for passengers in such a way so as to ensure cheaper service of the railways as to avoid any possible loss of service on account of diversion of passenger traffic from railway to road transport ; and

(d) if so, the likely date by which it would be examined ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) Yes, Sir.

(b) to (d) Resource cost-wise it is beneficial for the national economy to arrange for the short distance traffic to be carried by modes of transportation

other than by rail. This policy has been recommended by the National Transport Policy Committee, Rail Tariff Enquiry Committee etc. and has been accepted by the Government and the fare structure evolved has been to achieve this policy objective. This has been spelt out in the various budget speeches also in the recent past. The question of re-adjusting the fare structure counter to this policy objective does not arise.

**इलाहाबाद डिवीजन में कार्यरत  
इलेक्ट्रिकल इंजीनियरों का  
स्थानान्तरण**

4304. श्री दयाराम शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) इलाहाबाद डिवीजन में ऐसे कितने वरिष्ठ डिवीजनल इलेक्ट्रिकल इंजीनियर अथवा डिवीजनल इलेक्ट्रिकल इंजीनियर हैं हैं जो इस डिवीजन में 10 मान से अधिक समय से काम कर रहे हैं और इसके क्या कारण हैं ;

(ख) क्या सरकार द्वारा बनाए गए नियमों के अन्तर्गत एक डिवीजन में अधिकारी लगातार केवल 5 वर्ष तक कार्य कर सकते हैं ; यदि हां, तो इन इंजीनियरों का दस वर्ष तक एक ही डिवीजन में रहने के क्या कारण हैं ; और

(ग) क्या सरकार इन अधिकारियों का शीघ्र स्थानान्तरण करेगी जिन्होंने निर्धारित नियमों के अन्तर्गत एक स्टेशन पर रहने की प्रवृत्ति पूरी कर ली है ?

रेल मंत्री (श्री ए० बी० ए० गनी सां चौधरी) : (क) दो । वे इलाहाबाद मंडल पर विभिन्न क्षमता में कार्यरत हैं ।

(ख) किसी विशेष मंडल अधिकारियों के तैनात रहने की अवधि के लिए कोई नियम निर्धारित नहीं है।

(ग) प्रश्न नहीं उठता।

#### Replacement of Unworkable Wagons and Compartments

4305. SHRI A.K. ROY : Will the Minister of RAILWAYS be pleased to state :

(a) number of railways wagons and compartments requiring immediate replacement as on 1 January, 1984 ;

(b) number of railway wagons and compartments requiring replacements in 1983-84 ;

(c) number of railway wagons and compartments that would be replaced in 1983-84.

(d) funds required to replace all the damaged and unworkable wagons and compartments and the same becoming so in 1983-84 and the funds available so far ; and

(e) whether it is a fact that the number of unworkable wagons and compartments is increasing, if so the remedial steps taken therefor ?

THE MINISTER OF RAILWAYS (SHRI A.B.A GHANI KHAN CHOU-DHURY) : (a) and (b) Replacement of wagons and coaches are planned on the basis of codal life of Rolling Stock but actual condemnation is done on condition basis of the individual type of Stock. For purposes of advance planning, information regarding rolling stock on the basis of prescribed codal life is maintained financial year-wise and not for each month. The numbers of wagons and coaches that were overaged as on 31-3-83 and those which will become overaged during 1983-84 are given below :—

	Overaged as on 31-3-83	Becoming overaged during 1983-84
<i>Wagons</i>		
(in terms of four wheelers) }	BG 25492	2140
	MG 6196	137
	NG 3948	—
<i>Coaches</i>		
Passenger carrying vehicles }	BG 722	545
	MG 983	242
	NG 399	35

(c) The numbers of wagons and coaches that are expected to be built during 1983-84 are given below :—

#### *Wagons*

(in terms of four wheelers) }	BG 16202
	MG 400
	NG —

#### *Coaches*

Passenger carrying vehicles }	BG 1150
	MG 100
	NG 50



(d) All wagons and coaches needing repairs do not however require replacements. Rolling Stock economical to repair is repaired and put back into service. Only wagons and coaches which are uneconomical to repair are condemned. Replacement of condemned wagons and coaches are planned through annual Rolling Stock Programme.

(e) No, Sir.

#### Capacity Utilisation of Railway Locomotives

4306. SHRI A.K. ROY : Will the Minister of RAILWAYS be pleased to state :

(a) capacity utilisation of railway locomotives in terms of hour per day or

in any other scale for steam, diesel and electric separately as on 1 January, 1984 ;

(b) optimum utilisation which should have been achieved for the same ;

(c) whether it is a fact that the capacity utilisation of the railway locomotives is on the decrease in the last ten years ; and

(d) if so, remedial steps taken in this regard ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) The hours worked per day per engine available for use during 19.2-83 were :—

	Steam	Diesel	Electric
Broad Gauge	10.2	18.9	19.3
Metre Gauge	8.69	18.8	13.5

(b) The target for optimum utilisation of diesel and electric locomotives is 18.9 hours per day per engine on line. No such targets have been laid down for steam locomotives but the normal practice is to allow for 15% ineffectives on calendar day basis ; the hours

worked per day per engine available for use is about 8 to 11 hours.

(c) The corresponding figures of hours worked per day per engine available for use ten years earlier, viz., during 1972-73 were ;

	Steam	Diesel	Electric
Broad Gauge	11.9	18.9	16.9
Metre Gauge	10.3	16.0	12.1

As far as steam locomotives are concerned, the decline in their utilisation is an inevitable corollary to progressively increasing dieselisation/electrification as a result of which the steam locomotives have been relegated to the less important services. There has been an improvement in the utilisation figures of diesel and electric locomotives.

(d) In order to further improve the utilization of diesel and electric locomotives, the following steps have been taken :—

- (i) proper train ordering and scheduling of goods trains ;
- (ii) extended runs of goods trains with the same locomotive ;

- (iii) effective monitoring of diesel and electric locomotives to minimise idle hours and light running of locomotives ;
- (iv) arrangement of overlapping crew at crew-changing points to minimise detention ;
- (v) making through freight trains by-pass congested areas for higher average speed ;
- (vi) regular trip and weekly maintenance schedules for routine check-up of locomotives at the nearest loco shed instead of at the home-shed ;
- (vii) intensification of preventive and periodic maintenance of locomotives in sheds to reduce failures etc.

**Strengthening the Management of  
Population Schemes/Programmes**

4307. SHRI SANAT KUMAR MANDAL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether his Ministry has drawn up any population centred integrated community development programme within the broad basic needs approach, emphasising maternal and child health nutrition and family planning ;

(b) if so, the broad outlines thereof and targets set down for family planning ;

(c) whether his attention has been drawn to the observations made by the executive director of the international committee on the management of population programmes on 19 February, 1981 that the worst managers and doctors who could not be fitted into any other sphere of Governmental and medical activity were shunted to the family planning departments ; and

(d) if so, his reaction thereto and how he proposes to strengthen the management of population schemes/programmes ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) and (b) Maternal and Child Health services have been integrated with nutrition and family planning and are being provided as a part of total health care to the community through a large network of primary health centres, dispensaries, sub-centres, rural hospitals etc in the rural areas and hospitals, maternity homes, paediatric units, newborn units, urban family welfare centres, MCH centres and post-partum centres etc. in urban areas. The targets set down for family planning for the current Plan period are 2.00 million sterilizations, 7.70 million IUD insertions and a level of 11 00 million C.C. and O.P. Users (equivalent) to be reached by 1984-85.

(c) & (d) The Family Welfare Programme has been integrated with Health Programme and various medical and para-medical personnel are engaged in the promotion of the Programme. The Ministry of Health and Family Welfare is manned by professionals from various disciplines.

In order to upgrade their professional and management skills, personnel at various levels are being exposed to various training programmes.

**Doubling of Diva-Vasai Railway Line  
Link.**

4308. SHRI J.S. PATIL. : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Central Railway authorities have declared that the Diva-Vasai Railway link line is meant only for goods traffic and that no passenger services could be commenced as long as the line remains a single line.

(b) whether the Railways have any plans to convert the single line link into a double line link ;

(c) if so, the details thereof ;

(d) what are the specific difficulties in commencing passenger trains on this link, other than that this is a single line link ; and

(e) what steps the Railways are taking or propose to take to overcome these difficulties and start passenger trains on this line ?

**THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) :** (a) Sir, Diva-Vasai link has been opened for goods traffic only. However, the section being single line section is not the reason for not running passenger services. The infrastructure facilities required for running passenger services have not been provided on this rail link.

(b) No Sir.

(c) Does not arise.

(d) & (e) Introduction of passenger services will require EMU rakes and several other infrastructural facilities which the Railways do not have. For lack of resources it will not be possible for the Railways to develop the requisite facilities essential for running of passenger services in the near future.

**Profits/Losses etc. of Public Sector Undertakings Under the Ministry of Shipping and Transport**

4309. SHRI J.S. PATIL : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the names of the Public Sector Undertakings that come under his Ministry ; and

(b) their (i) authorised and issued/ subscribed capital (ii) reserves (iii) assets

(iv) bad debts (v) profits earned or losses incurred by each of these under takings as on for the year ended on 31 March, 1980, 31 March, 1981, 31 March, 1982 and 31 March, 1983 ?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R.ANSARI) :** (a) The following Public Sector Undertakings are under the Ministry of Shipping and Transport :—

- (1) Shipping Corporation of India Limited.
- (2) Moghul Line Limited.
- (3) Hindustan Shipyard Limited.
- (4) Cochin Shipyard Limited.
- (5) Central Inland Water Transport Corporation.
- (6) Dredging Corporation of India.
- (7) Indian Road Construction Corporation.
- (8) Delhi Transport Corporation.

(b) The information is being collected and will be laid on the Table of the House.

**Extension of Bombay-Pune Sinhagad Express upto Dound**

4310. SHRI J.S. PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the General Manager, Central Railway has received a proposal from Pravase Vyaspeeth, Daily Tarun Bharat, Pune, that the Bombay-Pune Sinhagad Express be extended upto Dound station ;

(b) if so, when and what are the reasons given in support of that demand ; and

(c) what decision the railways have taken about that demand ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY) : (a) and (b) Yes, Sir. A request was received from Pravasi Vyaspeeth, Daily Tarun Bharat, Pune in December, 1983 for extension of 309/310 Bombay-Pune Sinhagad Express to/from Dound for daily commuters between Pune and Dound as also for passenger from Ahmedabad, Baramati and Walchandnagar for going to Bombay.

(c) 309/310 Bombay-Pune Sinhagad Express is a well patronised and an over-crowded train. Its extension to Dound will deprive the travelling public of Pune of an existing originating service and is, therefore, not desirable.

#### Amenities at Karjat Railway Station

4311. SHRI J. S. PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the General Manager, Central Railway has received complaints/suggestions regarding inadequate passenger amenities at Karjat Railway Station from Pravasi Vyaspeeth, Daily Tarun Bharat, Pune;

(b) if so, when and what are the complaints/suggestions made; and

(c) action the Railways have taken/propose to take in this regard ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY) : (a) and (b) Yes, Sir. A letter from Pravasi Vyaspeeth, Daily 'Tarun Bharat, enclosing a copy of press report which appeared in Marathi Daily 'Tarun Bharat' dated 3-12-83 was received by the General Manager, Central Railway, which related to closure of lavatory blocks and urinals on platforms and inadequacy of the benches at Karjat Railway Station.

(c) The lavatory block on the up platform has been recommissioned after renovation.

Number of benches provided on the up as well as down platforms as also in the waiting rooms/halls at this station are considered adequate.

#### Appointment of Hindi Teachers in Non-Hindi Speaking States

4312. SHRI CHINTAMANI JENA : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) what is the Government policy in regard the appointment of Hindi teachers in Non-Hindi speaking States;

(b) the number of posts created in such States during the years 1981, 1982 and 1983 under State Plan and under Central Plan separately and particularly for Orissa;

(c) the number of posts, filled during the said period, against the allotted posts;

(d) whether it is a fact that all the posts sanctioned were not filled during the above period; and

(e) if so, the reasons therefor; and what instructions are being issued to those States to fill up the remaining posts ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) Under the scheme 'Appointment of Hindi teachers in non-Hindi speaking States/Union Territories', Central assistance is given to the non-Hindi speaking State Governments for appointments of Hindi teachers. The expenditure is shared on 50 : 50 basis with a view to involving the State Govts. in the implementation of this scheme to a larger extent.

(b) to (e) The information is being collected and will be laid on the table of the Sabha.

**Modernisation Plan for Jagannath Temple,  
Puri**

4313. SHRI CHINTAMANI JENA : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether it is a fact that Managing Committee of the Historic Jagannath Temple in Orissa has sent a modernisation plan of the Jagannath Temple to the Archaeological Department of India for approval;

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

(c) when the said plan was submitted; and

(d) what is the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) No, Sir.

(b) to (d) Question does not arise.

**Bridge at Andha Dera in South Andaman**

4315. SHRI AJIT BAG : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that the bridge at Andha Dera, South Andaman was dismantled more than a decade ago and not yet restored;

(b) if so, details thereof;

(c) whether it is also a fact that the bus service to and from Bamboo Flat was suspended on this route due to the dismantling of the bridge;

(d) whether Government are aware of the hardship of the school going children and others; and

(e) if so, steps proposed to be taken to restore the bus service upto road point near the Camp and expedite the work on the bridge ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) :

(a) to (e) No, Sir. A bridge there which accommodates 15 sluice gates has been closed to heavy vehicular traffic, and not dismantled, as it had become unsafe due to damaged foundations and cracks developed after an earth-quake. As there was never any bus service plying on this road the question of its suspension did not arise. Construction of a new bridge with Sluice gates adjacent to the existing one has been taken up and is nearing completion.

**Construction of the road from Junglighat  
Jetty to Dairy Farm via Fishermen's  
Colony**

4316. SHRI AJIT BAG : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) steps taken so far by the Government to complete the road from Junglighat Jetty to Dairy Farm via Fishermen's Colony in Andaman and Nicobar Islands; and

(b) details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) :

(a) and (b) Dairy Farm is already connected to Junglighat Jetty by an all-weather road. However, there is a proposal for construction of a road from Junglighat Jetty to Dairy Farm via Fishermen's Colony along the sea shore mainly for the pedestrians. The length of the road is half a Kilo-metre and the work is already in progress.

**Manufacture of Norplant Implants**

4317. SHRI A. R. MALLU : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that the Population Advisory Council has entered into an agreement with an international pharmaceutical organisation, based in Finland, for large scale manufacture of Norplant implants; and

(b) if so, the details regarding the terms of agreement ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) No.

(b) Does not arise.

**Construction of New Airports by Pakistan**

4318. SHRI N. E. HORO : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government have received any information that Pakistan plans to construct seven new airports including one at Muzaffarabad in occupied Kashmir during the next five years; and

(b) if so, the reaction of Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM) : (a) Government have seen reports to this effect.

(b) Government's position in this regard is well known. Pakistan has no local standi in Pak-occupied Kashmir and any such action by Pakistan Government in an area which is an integral part of India is illegal and has a bearing on our security.

**Mentally Retarded People in the Country**

4319. SHRI DHARAM DASS SHASTRI :  
SHRI K. LAKKAPPA :

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

(a) whether Government are aware that there is an increase of mentally retarded people in the country at the rate of 2 per cent every year;

(b) whether it is a fact that due to inadequate health care facilities there is an increase in the mentally retarded people;

(c) whether Government have taken any steps to prevent such retardation; and

(d) if so, details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M JOSHI) : (a) to (d) There are no studies relating to the prevalence or incidence rate of mental retardation to indicate the rate at which such cases are increasing. However, it is generally acknowledged that one of the etiological factor for mental retardation is inadequate maternal and child care. Steps have been initiated by the Government to private mental health facilities at the institutional levels as well as peripheral levels. The improvement in primary health care facilities and implementation of the integrated child development scheme would also have a beneficial impact.

**Proposal for a container Traffic Station Terminal and Replacement of Obsolete Equipments at Calcutta Port**

4320. SHRI NIREN GHOSH : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether a proposal for a Container Traffic Station Terminal to be built

at Calcutta Port and replacement of obsolete equipments there, was under consideration;

(b) if so, whether the Container Traffic Terminal has come up;

(c) whether the obsolete equipments have been replaced; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) and (b) Yes, a proposal for a Container Terminal at Calcutta has been formulated and is under consideration. The schemes for replacement of obsolete equipment at Calcutta Port have been sanctioned separately.

(c) and (d) 7 nos. 6 tonne capacity and 2 nos. 10 tonne capacity mobile cranes already been procured by the Port in replacement of the obsolete equipments. Orders for procurement of 8 nos. 3 tonne wharf and electric cranes has also been placed.

#### Progress in Deepening the Draught of Calcutta and Haldia Ports

4321. SHRI NIREN GHOSH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) how far the work on the scheme for deepening the draught of Calcutta and Haldia Ports has progressed;

(b) has the draught been increased at all; and

(c) if so, to what extent?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) Out of 2800 meters of upstream guide-wall to be constructed at Balari Bar, about 1800 meters has already been raised

to about 5 meters above the riverbed, which is the designed height.

(b) and (c) Over the period from December, 1982 to February, 1984 the navigation track at certain portions have shown improvement in the depth by more than 0.3 meters. As compared to January, 1984, the major portion of the Balari Bar is tending to improve.

#### Pedestrian crossing bridge at Betul Railway Station

4322. SHRI GHUFRAN AZAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a pedestrian crossing bridge is under construction at Betul Railway Station in Madhya Pradesh;

(b) whether it is also a fact that the first and last points of the bridge is at the platforms;

(c) whether residents of the colony adjoining the Railway Station had gheraoed the General Manager, Bombay circle, in the month of January, 1984 for about 4 hours and submitted a memorandum to expand the construction of the crossing bridge connecting with the colony; and

(d) if so, what is the reaction of the Government and by when a final decision is likely to be taken in this regard?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOU-DHURY): (a) Sir, a foot over bridge is under construction at Betul as part of doubling project.

(b) The proposed foot over bridge will connect the platforms and is being provided for the use of railway passengers.

(c) A memorandum was submitted to the General Manager, Central Railway on his inspection on 23-1-1984 for extending

this foot over bridge for connecting the colony.

(d) A decision has been taken on merits to extend the foot over bridge to cover all the tracks for the facility of passengers coming from opposite side.

**Increasing the Frequency of Trains running between Bandel and Naihati**

4323. PROF. RUPCHAND PAL : Will the Minister of RAILWAYS be pleased to state :

(a) how many trains are running at present between Bandel and Naihati on Eastern Railway; and

(b) whether Government are proposing to increase the frequency of trains on the above line in view of considerable increase in the number of commuters ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOU-DHURY) : (a) Nineteen pairs of trains are running at present between Bandel and Naihati.

(b) No, Sir.

**Subway at Balarambati (West Bengal)**

4324. PROF. RUPCHAND PAL : Will the MINISTER OF RAILWAYS be pleased to state :

(a) whether Government are aware that local people of Haripal of West Bengal have been agitating for a long time for a subway at Balarambati in the Howrah-Burdwan chord line; and

(b) if so, what steps the Government propose to take for construction of a subway to facilitate movement of bullock carts and other vehicles from the western side of the railway line to the eastern side ?

THE MINISTER OF RAILWAY (SHRI A. B. A. GHANI KHAN CHOU-

DHURY) : (a) and (b) Sir, Government is not aware of any agitation in this regard. However a level crossing already exists at Howrah and of Balarambati station for the use of public and vehicles to go from west to east side. The provision of a subway as such is not considered justified. Further, as per extant rules cost of any additional facility required has to be borne by the State Government/Local Authority. No Such proposal on this basis has yet been received.

**Conversion Programme in Saurashtra Region**

4325. SHRI NAVIN RAVANI : SHRI MOHANLAL PATEL :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any other conversion programme apart from Viramgam-Okha-Porbander line in Saurashtra region of Gujarat State under consideration of the Government; and

(b) if so, the details thereof ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOU-DHURY) : (a) No, Sir.

(b) Does not arise.

**कुछ अन्तर्राज्यीय सड़कों को राष्ट्रीय राजमार्ग घोषित करना**

4326. श्री हरीश रावत : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कुछ अन्तर्राज्यीय सड़कों को राजमार्ग घोषित करने की मांग की गई है ; और

(ख) यदि हां, तो मंत्रालय की इस संबंध में क्या प्रतिक्रिया है ?



नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बियाजरहमान अंसारी) : (क) और (ख) जो हां, विस्तीय कठिनाइयों और अन्य प्राथमिकताओं को ध्यान में रखते हुए ऐसे अधिकतर मामलों में अनुरोध स्वीकार करना संभव नहीं है। छठी योजना (1980-85) में उत्तर और पूर्वोत्तर क्षेत्र की विशेष आवश्यकताओं को ध्यान में रखते हुए उस क्षेत्र में लगभग 1869 किलोमीटर लम्बी 6 राज्य सड़कों को राष्ट्रीय राजमार्ग प्रणाली में जोड़ा गया है। इसके प्रतिरिक्त राष्ट्रीय राजमार्ग संख्या-2 को जयपुर से ब्यावर तक बढ़ाया गया है और पांडिचेरी जो कि अब तक किसी भी राष्ट्रीय राजमार्ग से नहीं जुड़ा था, को राष्ट्रीय राजमार्ग में जोड़ दिया गया है। पूर्वोत्तर क्षेत्र सहित कुल 2375 किलोमीटर लम्बी सड़क बनाई गयी और राष्ट्रीय राजमार्गों की कुल लम्बाई इस समय 31398 किलोमीटर है।

#### परीक्षाओं को स्थगित करना

4327. श्री हरीश रावत : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल मंत्रालय में पिछले तीन वर्षों के दौरान अनियमितताओं और अन्य कारणों के कारण विभिन्न पदों के लिए होने वाली परीक्षाओं को एक से अधिक बार स्थगित किया गया है ;

(ख) यदि हां, तो उपरोक्त परीक्षाएं कितनी बार स्थगित की गईं और स्थगन के क्या कारण थे ; और

(ग) उनके मंत्रालय द्वारा इस मामले में क्या उपचारात्मक कदम उठाने का विचार है ?

रेल मंत्री (श्री ए० बी० ए० गनी खां चौधरी) : (क) और (ख) सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी।

(ग) कर्मचारियों की व्यवस्था करने के लिए रेल सेवा आयोगों द्वारा अनुपालन की जाने वाली प्रक्रिया में सुधार लाने और उसे सरल एवं कारगर बनाने का प्रस्ताव है। रेल सेवा आयोगों के लिए प्रक्रिया नियमावली का मसौदा पहले ही समेकित किया जा चुका है जिस पर इस मंत्रालय में विचार किया जा रहा है।

#### उत्तर प्रदेश के पहाड़ी जिलों के मंदिरों से चोरी हुई मूर्तियां

4328. श्री हरीश रावत : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश के पहाड़ी जिलों में पिछले तीन वर्षों के दौरान विभिन्न मंदिरों से कितनी बहुमूल्य मूर्तियां चोरी हुई हैं ;

(ख) क्या मूर्ति चोरों से बरामद की गयी विभिन्न मूर्तियों को संबंधित मंदिरों में पुनः स्थापित किया गया है ; और

(ग) यदि नहीं, तो क्या उनका मंत्रालय इस क्षेत्र के किसी महत्वपूर्ण नगर में इन मूर्तियों के लिए एक संग्रहालय की स्थापना करने का विचार करेगा ?

शिक्षा तथा संस्कृति और समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० बुंगन) : (क) पिछले तीन वर्षों के दौरान उत्तर प्रदेश के पहाड़ी जिलों में अवस्थित

केन्द्र परिरक्षित संस्मारकों से कोई भी बहु-मूल्य मूर्ति की चोरी नहीं हुई है।

(ख) और (ग) प्रश्न ही नहीं उठता।

इज्जत नगर डिबीजन (उत्तर रेलवे)  
में भर्ती किये गये कर्मचारी और  
अनिवार्य रूप से सेवा निवृत्त  
किये गये कर्मचारी

4329. श्री जयपाल सिंह कश्यप : क्या

रेल मंत्री यह बताने की कृपा करेंगे कि वर्ष 1983 और 1984 में उत्तर रेलवे की इज्जत नगर डिबीजन में कितने नये कर्मचारियों की भर्ती की गई, कितने कर्मचारी सेवा निवृत्त हुए तथा कितने कर्मचारी अनिवार्य रूप से सेवा-निवृत्त किए गए ?

रेल मंत्री (श्री ए० बी० ए० गनी खाँ चौधरी) : एक विवरण संलग्न है।

### विवरण

	1983		1984	
	श्रेणी-III	श्रेणी-IV	श्रेणी-III	श्रेणी-IV
(1) भर्ती किये गये कर्मचारियों की संख्या	89	498	17	13
(2) सेवानिवृत्त कर्मचारियों की संख्या	106	156	18	36
(3) अनिवार्य रूप से सेवा-निवृत्त किये गये कर्मचारियों की संख्या	16	—	2	—

देश में शराब की दुकानों की संख्या

4330. श्री रामबिलास पासवान : क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि देश में 1980 में राज्यवार और 31 दिसम्बर 1983 को शराब की दुकानों की राज्य-वार संख्या क्रमशः कितनी-कितनी थी ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० शुंगन) : सूचना एकत्रित की जा रही है

और यथाशीघ्र सदन के पटल पर रख दी जाएगी।

डा० राम मनोहर लोहिया अस्पताल  
कामनवैल्थ कंटरोल यूनिट का  
बंद किया जाना

4331. श्री राम बिलास पासवान : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राष्ट्र मंडल देशों की बैठक के समय राम मनोहर

लोहिया अस्पताल, नई दिल्ली कोरोनरी केयर यूनिट (सी० सी० यू०) आरम्भ किया गया था ;

(ख) क्या यह भी सच है कि यह यूनिट अपने उद्घाटन के बाद से ही बंद पड़ा है और यदि नहीं, तो उसमें कितने व्यक्तियों का इलाज किया गया है ?

(ग) यदि यूनिट बंद पड़ा है तो उसके क्या कारण हैं ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में उप मंत्री (कुमारी कुमुदबेन एम० जोशी) : (क) से (ग) नहीं। कोरोनरी केयर यूनिट को पूर्ण रूप से बसाने के लिए अभी सभी सुविधाओं की व्यवस्था नहीं हो पायी है।

कनाडा में एशियाई डाक्टरों की बहा

4332. श्री रामबिलास पासवान : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने दिनांक 14 फरवरी 1984 के "पेट्रीओट" में प्रकाशित प्रेस रिपोर्ट को देखा है कि जिसमें यह बताया गया है कि कनाडा में एशियाई डाक्टर विशेषकर भारत से गये डाक्टर वहां डाक्टरों से भिन्न अन्य छोटे मोटे कार्य कर रहे हैं और उन्हें वहां उपयुक्त कार्य नहीं मिल रहा है ; और

(ख) यदि हां, तो क्या सरकार का विचार उन्हें वापस बुलाने तथा अच्छे प्रोत्साहन देने का है और यदि नहीं, तो उसके क्या कारण हैं ?

विदेश मंत्रालयों में राज्य मंत्री (श्री ए० ए० रहीम) : (क) 14 फरवरी, 1984

को "पेट्रियट" में छपी इस खबर को सरकार ने देखा है।

(ख) सरकार ने पहले ही कुछ ऐसे रचनात्मक कदम उठाए हैं कि डाक्टर देश में ही रहें।

चैकिंग ब्रांच में पदों का दर्जा बढ़ाया जाना

4333. श्री मूल चन्दा डागा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल विभाग के चैकिंग ब्रांच में कुछ प्रतिशत पदों को 1 जनवरी, 1984 से पदोन्नत किया गया है ;

(ख) यदि हां, तो उक्त पदों के क्रमः विवरण और प्रतिशत क्या हैं ;

(ग) क्या यह सच है कि प्रथम श्रेणी के कोचों के कंडक्टरों के पदों को उन्नत किए जाने के मामले में पूर्णतः उपेक्षा बरती गई है ;

(घ) यदि हां, तो इसके क्या कारण हैं, जबकि अन्य शाखाओं में 425-640 रुपये के मान के सभी अन्य पदों को उन्नत किया गया है ; और

(ङ) क्या प्रथम श्रेणी और वातानुकूलित कोचों के कंडक्टरों ने इस संबंध में रेल विभाग को एक ज्ञापन दिया है और यदि हां, तो सरकार द्वारा इस बारे में क्या कार्यवाही की गई है ?

रेल मंत्री (श्री ए० बी० ए० गनी खां चौधरी) : (क) जी हां।

(ख) इस संबंध में लिए निम्नलिखित

तालिका में संशोधित प्रतिशत दिया गया है : —

बैंड (६०)	...	प्रतिशत
260-400	...	20
330-560	...	37
425-640	...	29
550-750	...	9
700-900	...	5

(ग) जी नहीं।

(घ) प्रश्न नहीं उठता।

(ङ) संशोधित प्रतिशत स्वीकृति करते समय गाड़ी कंडक्टरों के अभ्यावेदनों को ध्यान में रखा गया है।

**कल्याण विस्तार परियोजनाओं (शहरी) के उद्देश्य और प्रयोजन और वित्तीय सहायता**

4334. श्री मूल चन्द्र डागा : क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) उन स्थानों के नाम क्या हैं जहां अभी भी कल्याण विस्तार परियोजनाएं (शहरी) चल रही हैं और इनके उद्देश्य और प्रायोजन क्या हैं ; और

(ख) केन्द्रीय समाज कल्याण बोर्ड ने वर्ष 1983-84 में इन परियोजनाओं के लिए सहायता या अन्य रूप में कितनी धनराशि दी है और इस धनराशि का परियोजना-वार ब्यौरा क्या है और यह धनराशि किस आधार पर दी गई है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० शुंगन) : (क) और (ख) कल्याण विस्तार परियोजनाओं (शहरी) के लिए योजनाबद्ध बजट और राज्य समाज कल्याण सलाहकार बोर्ड की सिफारिश के आधार पर सहायता स्वीकृत की जाती है। योजना के उद्देश्य और लक्ष्य निम्नलिखित हैं :—

- (1) शहरी समुदाय को प्रभावित करने वाली विभिन्न समस्याओं के समाधान के लिए स्थानीय लोगों द्वारा पहल करने और नेतृत्व का विकास करना ;
- (2) स्वास्थ्य शिक्षा और समाज कल्याण के क्षेत्रों में कुछ न्यूनतम कल्याण सेवाओं को केन्द्र रूप प्रदान करना जो कि स्वयं-सहायता के आधार पर समुदाय के प्रयास का केन्द्र बिन्दु बन सके। स्वयं-सहायता का सिद्धांत इस कार्यक्रम को कार्य रूप प्रदान करने हेतु निर्देशक नियम बन जायेगा ;
- (3) समुदाय के मध्य इसके सदस्यों के लिए बेहतर जीवन हेतु अवसर उत्पन्न करने के लिए सामुहिक प्रयोजन का विकास करना ;
- (4) बेहतर नागरिक सेवाएँ और सुख-सुविधाएँ प्रदान करने और समुदाय के सामाजिक और आर्थिक जीवन को सुधारने के लिए अन्य राष्ट्रीय और अन्तर्राष्ट्रीय एजेंसियों के सहयोग से काम करना।

वर्ष 1983-84 के दौरान 14 मार्च 1984 तक परियोजनाओं को स्वीकृत की

गई धनराशि और उन स्थानों के नाम जहाँ पर परियोजनाएँ अभी चल रही है, जिन का ब्योरा सभा पटल पर रखे गये विवरण में दिया गया है। [संघालय में रखा गया : बेसिए संख्या LT-8019/84]

#### Overbridges on Vulnerable Level Crossings

4335. DR. VASANT KUMAR PANDIT : Will the Minister of RAILWAYS be pleased to state :

(a) the number of un-manned railway level crossings on all railways passing through Madhya Pradesh;

(b) whether there is a plan to convert un-manned railway level crossings into manual or automatic and to construct over-bridges, if so, details of the projections for the next 3 years;

(c) the number of accidents in Madhya Pradesh State on railway crossing and loss of life during 1980, 1981, 1982 and 1983; and

(d) whether the Government of Madhya Pradesh has offered any co-operation or financial aid to build over-bridges on vulnerable Railway crossings ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOU-DHURY) : (a) Sir, the number of un-manned level crossings in Madhya Pradesh is approximately 1763.

(b) The Railways undertake periodical censuses of rail and road traffic at all un-manned level crossings and proposals for manning are finalized wherever justified. Railways have identified 1600 un-manned level crossings in all States, where buses regularly ply and are potentially hazardous for manning in phased programme of 4 years. 1200 of these will be manned entirely at Railway's cost and for 400 the State Governments will be asked to bear initial cost. Under this scheme the un-manned level crossings in Madhya Pradesh

State which have been or will be taken up for manning are as under :—

	No. of un-manned level crossings to be manned	
1982—83	—	32
1983—84	—	35
1984—85	—	17
1985—86	—	15

Provision of Road over bridges is considered in replacement of busy manned level crossings only.

(c) Accident statistics are not maintained State-wise. The number of accidents at un-manned level crossings in the 7 Railway Divisions which serve the State of Madhya Pradesh in addition to areas in adjoining States during each year from 1980 to 1983 together with the number of persons who lost their lives in these accidents are as under :—

Year	No. of accidents at un-manned level crossings	Persons killed
1980	6	3
1981	3	—
1982	8	12
1983	6	10

(d) As per extant rules the State Governments have to bear about 50% of the cost of road over/under bridges constructed in replacement of busy level crossings. Road over bridges at Morena, Vidisha, Itarsi, Birla Nagar, Manendragarh & Rajnandgaon in Madhya Pradesh are already sanctioned on cost sharing basis.

#### Maintenance of Engines on Neral-Matheran Line

4336. DR. VASANT KUMAR PANDIT : Will the Minister of RAILWAYS be pleased to state :

(a) whether passenger and goods traffic service is grossly affected and inefficiently run between Neral and Matheran (Central Railway) due to lack of proper Maintenance of engines causing several break-downs and cancellation of half way rejection of traffic;

(b) whether there is a public demand to run a shuttle service between Aaman Lodge, the Motor car road terminus and Matheran Station;

(c) whether survey has been done to start this service so that the losses on the main line can be made good;

(d) whether there is a proposal to electrify the Neral-Matheran line to eliminate the outdated and aged engines and modify the traffic to the prestigious hill station and tourist centres nearest to Bombay; and

(e) steps being taken to remedy the prevent disruption in railway service and tackle the new problems of this 'most essential' rail traffic ?

**THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY) :** (a) No, Sir. During the last twelve months only one train was cancelled in October 1983 due to locomotive failure. On 3rd January, 1984, three trains were cancelled due to a derailment.

(b) No, Sir.

(c) Does not arise, in view of reply to part (b).

(d) No, Sir.

(e) As the diesel locomotives operating on this section were put on line during 1955-57, the question of repowering/rehabilitation of these locos and or going in for new locos is under consideration.

**Increase in Financial Assistance to Medical Colleges**

4337. **SHRI K. MALLANNA :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that union Health and Family Welfare Ministry has recently raised its financial assistance to every medical college imparting medical education; and

(b) if so, the names of such colleges and what are the directions issued by the Central Government to them so far as the question of their saving in rural areas is concerned ?

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND) :** (a) and (b) The Government of India do not provide financial assistance to medical colleges. However, for the implementation of the Re-orientation of Medical Education Scheme whereunder the medical colleges are directly involved in the delivery of health care services to the rural and semi-urban population, financial allocation of Rs. 16.4 lakhs each has been provided to 105 medical colleges and the Post-Graduate Institute of Medical Education and Research, Chandigarh. In addition, three mobile clinics have been provided to each of these medical colleges.

**Recommendations of W.H.O. against use of Tranquilisers**

4338. **SHRI D.M. PUTTE GOWDA :**  
**SHRI BALKRISHNA**  
**WASNIK :**

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

(a) whether the World Health Organisation has recently recommended against the use of tranquilisers used to lessen anxiety, induce sleep and reduce muscular spasms;

(b) if so, the names of such tranquilisers;

(c) what are the reactions of using these tranquilisers; and

(d) steps contemplated by Government on the recommendations of the World Health Organisation ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI) : (a) and (b) The World Health Organisation has recommended that the following 33 tranquilisers be dispensed only by prescription :

Aldrazolam, bromazepam, camazepam, chlordiazepoxide, clobazam, clonazepam, clonazepam, clonazepam, clonazepam, clonazepam, clonazepam, delorazepam, diazepam, estazolam, ethyl loflazepate, fludiazepam, flunitrazepam, flurazepam, halazepam, haloxazolam, ketazolam, loprazolam, loprazepam, lormetazepam, prazepam, temazepam, meclazepam, nimetazepam, nitrazepam, nordazepam, oxazepam, oxazolam, pinazepam, tetrazepam and triazolam.

(c) Misuse and abuse of these tranquilisers, which are dependence producing, could lead to public health and social problems.

(d) The World Organization recommendations are under scrutiny by Government insofar as they are applicable to India.

#### Meeting of South Asian Countries

4339. SHRI K. PRADHANI :  
SHRI B. V. DESAI :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the first meeting of the Standing Committee for South Asian Regional Co-operation (SARC) was held in the capital last month;

(b) if so, the countries which participated in this meeting and the matters discussed thereat; and

(c) the consensus arrived at the conference for the promotion of regional

co-operation in South Asia in the Political, economic, social and cultural fields aimed at collective self-reliance ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM) : (a) Yes, Sir. The first meeting of the Standing Committee of South Asian Regional Cooperation was held in New Delhi on 27-28 February 1984.

(b) The countries which participated in the meeting were Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan, and Sri Lanka. The Standing Committee reviewed the progress in the implementation of the Integrated Programme of Action launched by the Foreign Ministers in August 1983. The Committee also discussed the World Economic Situation.

(c) The Standing Committee approved the recommendations of the Technical Committee in the nine agreed areas of cooperation which had met earlier during the period October 1983 to January 1984. These areas are transport, postal services, agriculture, telecommunications, science & technology, meteorology, sports, arts & culture, rural development and health and population. The Committee agreed on guidelines for future work. It expressed its grave concern at the continuing impasse in the North-South dialogue and drew particular attention to some immediate issues of concern to this region such as the convening of an International Conference on Money and Finance for Development and the replenishment of the International Development Association.

#### Salient Features of Health Policy

4340. SHRI BHEEKHABHAI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the salient features of Health Policy already announced;

(b) the system of treatment approved for far flung areas till now inaccessible;

(c) the systems of pathies adopted for tribal areas;

(d) the weightage given to tribal people who suffer from specific diseases, like skin, malnutrition, LVD etc.; and

(e) the steps proposed to be taken in this regard ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) :** (a) The 'National Health Policy' lays stress on the preventive, promotive, public health and rehabilitative aspects of health care and points to the need of establishing comprehensive, primary health care services to reach the population in the remotest areas of the country, the need to view health and human development as a vital component of overall, integrated socio-economic development, decentralised system of health care delivery with maximum community and individual self-reliance and participation. The Policy also lays stress on ensuring adequate nutrition, safe drinking water supply and improved sanitation for all segments of the population.

(b) and (c) The infrastructure to provide promotive, preventive and curative health services to the people of farflung tribal and hilly areas of the country would consist of community health centres, primary health centres, subsidiary health centres and sub-centres besides trained village Health Guides as the base unit. The population coverage norms in case of tribal and hilly areas have been relaxed. A primary health centre and sub-centre would cover a population of 20,000 and 3,000 respectively in tribal/hilly areas instead of 30,000 and 5,000 respectively in the non-tribal/non-hill areas.

(d) and (e) In order to combat under-nutrition and mal-nutrition among the vulnerable sections of the society like tribal people, the Government of India is implementing the following programmes specifically designed to reach the tribal people :—

(i) Special Nutrition Programme.

(ii) Integrated Child Development Services.

(iii) Prophylaxis against Nutritional Anemia and

(iv) Prophylaxis against Vitamin A deficiency.

In so far as the STD including Skin Diseases is concerned, the treatment to the patients is provided free of cost, by the STD Clinics established at the Backward and Tribal areas.

#### Mobile Surgical Units in States

4341. **SHRI BHEEKHABHAI :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that Mobile surgical units working in some States have proved every efficacious in eradication of diseases;

(b) the names of such States/Union Territories which have adopted mobile units; and

(c) whether it is a fact that both allopathy and indigenous systems of medicines have realised the efficacy of mobile units both for surgery and medicine ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) :** (a) to (c) There is no scheme of mobile surgical units. However, 3 mobile clinics have been provided to each Medical College under Reorientation of Medical Education Scheme.

#### Expenditure Incurred on Maintenance of National Highways During 1982-83

4342. **SHRI BHEEKHABHAI :** Will the Minister of SHIPPING AND TRANSPORT be pleased to state the expenditure



incurred on maintenance of each National Highway during 1982-83 ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : Rs. 5907.23 lakhs were spent on the maintenance and repairs of National Highways in the country as a whole during 1982-83. The record of expenditure on maintenance of National Highways is kept State-wise and not National Highways-wise as asked for in the question.

Conversion of Pratap Nagar Dabgoi-Chhota Udepur M. G. Line

4343. SHRI AMARSINH RATHAWA: Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to convert Pratapnagar-Dabgoi-Chhota Udepur and upto Indore from metre gauge into broad gauge;

(b) if so, the details thereof and by when the conversion work is likely to be started and completed; and

(c) if not, whether Government will consider the said proposal for the easy transportation and traffic for the benefit of the people of that area ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOU-DHURY): (a) No, Sir. However, a traffic survey was carried out by the Railway, as a deposit work on behalf of the State Government of Gujarat, for the conversion of Pratapnagar-Chhota Udepur and Chhuchhupara-Tankhala NG line to BG and the report was sent to the State Government in Dec. '82, who have not responded any further in the matter

(b) Does not arise.

(c) The present resources position does not permit taking up of the proposed project.

मोतीहारी में गांधी जी के नाम पर विश्वविद्यालय की स्थापना

4344. श्री कमला मिश्र मधुकर : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सभी दलों की यह मांग है कि बिहार के पूर्वी चम्पारण जिले में मोतीहारी में जहाँ पर गांधी जी ने अंग्रेजों के खिलाफ पहली बार आंदोलन शुरू किया था, गांधी जी के नाम पर एक विश्वविद्यालय स्थापित किया जाए ;

(ख) यदि हाँ, तो इस संबंध में क्या कार्यवाही की गई है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० चुंगन) : (क) पूर्वी चम्पारण जिले में गांधी जी के नाम पर एक विश्वविद्यालय की स्थापना के लिए गांधी स्मारक समिति, मोतीहारी की ओर से बिहार के राज्यपाल को प्रस्तुत प्रस्ताव की एक प्रति सरकार को प्राप्त हुई थी। एक संसद सदस्य ने भी इसी प्रकार का मुझाव दिया था।

(ख) और (ग) उन्हें सूचित किया गया है कि नये विश्वविद्यालयों की स्थापना की प्रमुख जिम्मेदारी राज्य सरकारों की होती है और इस मामले में बिहार सरकार से सम्यक स्थापित किया जाना चाहिए।

नेताजी पर क्रूरदर्शन फिल्म

4345. श्री सत्य नारायण जटिया : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नेताजी सुभाष चन्द्र बोस पर बनी फिल्म के एक प्रिंट को जनवरी, 1984 में दूरदर्शन पर प्रदर्शित किये जाने से पूर्व ब्रिटेन में स्थित भारतीय उच्चायोग को उपलब्ध कराया गया था ; और

(ख) क्या भारतीय उच्चायोग ने इस फिल्म के प्रदर्शन पर अपनी सहमति प्रकट की थी अथवा इसका विरोध किया गया था ; और इस संबंध में ब्यौरा क्या है ?

विदेश मंत्रालयों में राज्य मंत्री (श्री ए० ए० रहीम) : (क) नेताजी सुभाष चन्द्र बोस पर बनी फिल्म का कोई प्रिंट उपलब्ध नहीं कराया गया था लेकिन हार्ड कमीशन के लिए 22 दिसम्बर, 1983 को सार्वजनिक प्रदर्शन से पूर्व इसे दिखाने की व्यवस्था की गई थी ।

(ख) इस फिल्म का स्वरूप जानने के बाद हार्ड कमिशनर ने 23 दिसंबर को ग्रनेडा टी० वी० के अध्यक्ष को पत्र लिखा कि इस फिल्म में भारत के श्रेष्ठ नेताओं पर लांछन लगाए गए हैं जो सरासर अनुचित हैं । उन्होंने कहा कि इसमें समुचित मंशोधन किया जाना चाहिए । फिल्म में कोई परिवर्तन नहीं किया गया और इसे 4 जनवरी 1984 को टेलीविजन पर दिखाया गया । इसके बाद यह मामला ब्रिटिश सरकार के साथ उठाया गया है और इस फिल्म के स्वरूप पर अप्रसन्नता व्यक्त करते हुए उन से यह अनुरोध किया गया है कि वे यह सुनिश्चित करने के लिए अपने सद्भाव का प्रयोग करें कि यह फिल्म भविष्य में यूनाइटेड किंगडम या कहीं अन्यत्र नहीं दिखाई जाए ।

#### Introduction of Audit Education in States

4346. SHRI DILEEP SINGH BHURIA: Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) the name of States and Districts in which Schemes of Adult Education and Functional Education have been introduced during the Sixth Five Year Plan period;

(b) the amount of expenditure incurred on these schemes so far, and the full details in this regard;

(c) the percentage of increase in the literacy as a result of these Schemes;

(d) whether desired results of these schemes have not been achieved;

(e) if so, the reasons therefor; and

(f) whether Government propose to drop these schemes ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGNON) : (a) Adult Education is included under the Minimum Needs Programme in the Sixth Five Year Plan. The Government of India is providing cent percent assistance to the States for running Adult Education Centres under the Rural Functional Literacy Programmes. Similarly the State Governments are also organising Adult Education Programme through its own resources. By the end of December 1983, 316 Rural Functional Literacy Projects were functioning in different States/UTs of India. A statement to that effect is laid on the Table of the House. [Placed in Library. See No. LT-8020/84]. In the year 1983-84, 70 new Rural Functional Literacy Projects have been sanctioned to State Governments & UTs. In all 386 districts will be covered under Rural Functional Literacy Programme by the close of the current financial year 1983-84.

(b) The Sixth Five Year Plan provides an outlay of Rs. 128 crore (Rs. 60 crore in Central Sector and Rs. 68 crore in

State Sector). During the first three years of the Plan, an expenditure of Rs. 61.10

crores has been incurred as per details given below :

(Rs. in crores)

Year	Central Sector	State Sector	Total
1980-81	6.08	9.38	15.46
1981-82	8.92	10.15	19.07
1982-83	15.29	11.28 (anticipated)	26.57
			61.10

For the year 1983-84, an outlay of Rs. 40.04 crore exists :

Year	Central Sector	State Sector	Total
1983-84	22.0	18.04	40.04

(c) to (f) To reach the goal of 100 per cent literacy by 1990 about 110 million adult illiterates will have to be covered under Adult Education Programme. The progress made during the first three years of the Sixth Plan in enrolling adult illiterates under the Adults Education Programme is as under :

1980-81	...	25.91 lakhs
1981-82	...	30.99 lakhs
1982-83		43.57 lakhs

Thus, over 10 million adults have been covered during the first three years. The target for 1983-84 is 52.07 lakhs and the coverage upto December, 1983 is 46.16 lakh. These details will show that progress made in increasing literacy is encouraging and it will continue till the goal of cent percent literacy is achieved.

#### केन्द्रीय आदिवासी विश्वविद्यालय

4347. श्री इलीप सिंह भूरिया : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार देश में आदिवासियों की समस्याओं के संदर्भ में अनुसंधान और विशेष शिक्षा तथा प्रशिक्षण के लिए एक केन्द्रीय आदिवासी विश्वविद्यालय स्थापित करने का है ;

(ख) क्या आदिवासियों को शिक्षा और प्रशिक्षण सुविधाएं उपलब्ध कराने के लिए केन्द्रीय स्तर पर कोई विशेष योजना कार्यान्वित की जा रही है अथवा क्रियान्वित किए जाने का प्रस्ताव है ; और

(ग) यदि हाँ, तो तत्संबंधी और क्या है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० शुंगन) : (क) जी, नहीं।

(ख) और (ग) जी, हाँ। अनुसूचित जातियों/अनुसूचित जनजातियों की उच्च शिक्षा की आवश्यकताओं को पूरा करने के लिए विशेष कार्यक्रम निम्नलिखित हैं :

(1) अनुसूचित जाति के लिए 15% तथा अनुसूचित जनजाति के लिए 7.5% तक सीटों का आरक्षण।

(2) विशेष प्रशिक्षण, उपचारी शिक्षण आदि के लिए वित्तीय सहायता।

(3) विश्वविद्यालयों द्वारा प्रदत्त जूनियर शिक्षावृत्तियों में 10% के आरक्षण के अतिरिक्त विश्वविद्यालय अनुदान आयोग को, अ० जा०/अ० ज० जा० के छात्रों को सीधे ही 50 शिक्षावृत्तियाँ देने की एक विशेष योजना है।

(4) अनुसूचित जाति/अनुसूचित जनजाति के कालेज अध्यापकों के लिए प्रति वर्ष 50 अध्यापक शिक्षावृत्तियों की एक विशेष योजना शुरू की गई है।

(5) सीमावर्ती पहाड़ी क्षेत्रों के अनुसूचित जनजाति के छात्रों के लिए 25 स्नातकोत्तर छात्रवृत्तियों की एक योजना प्रारम्भ की गई है।

(6) पर्याप्त रूप से अ० जा०/अ० ज० जा० के छात्रों की आवश्यकताओं को पूरा करने वाले कालेजों को पात्रता की शर्तों में छीन देकर विकास अनुदान प्रदान किये जाते हैं।

#### Anti-India Propaganda on British TV

4348. SHRI BHOGEN德拉 JHA : Will the Minister of EXTERNAL AFFAIRS be pleased to refer to the reply given in response to the calling attention on 27th February, 1984 regarding Anti-India propaganda on British Television on behalf of the so Called Jammu & Kashmir Liberation front leaders regarding execution of Maqbool Butt :

(a) whether the Government of United Kingdom or the British Television has since replied to the Indian protest;

(b) if so, details thereabout;

(c) if not, further steps taken thereon;

(d) whether the Indian High Commission in UK has initiated any legal action of its own, if not the reasons therefor; and

(e) what political steps have been taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM) : (a) and (b) The Chairman of the Independent Broadcasting Authority of Britain has written to our High Commissioner in the United Kingdom to acknowledge that the T. V programme in question contains some offensive portions and to express regret that this took place.

(c) does not arise.

(d) Government has not initiated any legal action as it was not considered necessary.

(e) Our High Commission are vigilant about any outpouring of offensive sentiments in the British media. The matter has been taken up vigorously with the British authorities and it is our expectation that they and the British media will not be insensitive to the reactions of the India Parliament and Public.

**Accident of 1 Up Ranchi Express  
at Chandil on January 18, 1984**

**4349. SHRI NARAYAN CHOUBEY :**  
Will the Minister of RAILWAYS be  
pleased to state :

(a) the reasons for the accident of 15  
Up Ranchi Express at Chandil on January  
18, 1984;

(b) when and how does the accident  
happened;

(c) what is the extent of damage  
caused by this accident:

(d) how many persons were involved;  
and

(e) what relief was given to them ?

**THE MINISTER OF RAILWAYS  
(SHRI A. B. A. GHANI KHAN CHOU-  
DHURY) :** (a) and (b) On 18-1-84 at  
about 03.30 hrs. 15 Up Howrah-Ranchi-  
Hatia Express derailed by four coaches  
while entering Chandil station, due to  
track defect.

(c) The cost of damage to Railway  
property due to this accident is estimated  
as Rs. 75000/-

(d) and (e) No person was killed or  
injured in this accident. As such the  
question of giving monetary relief to any  
person did not arise. All the passengers  
were accommodated in the train which  
later resumed journey with depleted load.

**Indian Freighter Damodar General  
Detained by the South Eastern  
Port of Ulsa**

**4350. SHRI E. BALANANDAN :**  
Will the Minister of SHIPPING AND  
TRANSPORT be pleased to state :

(a) whether Government are aware  
of the news item "Freighter Detained"  
appearing in the 'Hindustan Times' dated  
January 25, 1984 reporting that the Indian

freighter Damodar General of Bombay  
was detained by the south eastern port of  
Ulsa on 23rd January, 1984; and

(b) if so, who were the owner of the  
freighter and what was the reason for her  
detention ?

**THE MINISTER OF STATE IN THE  
MINISTRY OF SHIPPING AND  
TRANSPORT (SHRI Z. R. ANSARI) :**

(a) Yes.

(b) The owners of the arrested vessel  
Damodar T. J. Park, are M/s. Damodar  
Bulk Carriers Ltd. Bombay. According to  
the available information one of the  
Damodar Bulk Carrier's vessels, m. v.  
Damodar Ganga was chartered to M/s.  
Ideomar S. A. for a period of 9 months  
from 14-5-83. The time charterers, in  
September/October 1983, loaded the vessel  
with general cargo from South America to  
consignees in the following countries :

- (A) Japan
- (B) Taiwan
- (C) South Korea
- (D) Singapore
- (E) Indonesia

During the voyage, commencing Octo-  
ber 1983, the charterers did not pay the  
charter hire and the vessel on discharging  
Indonesian cargo at Jakarta could not  
proceed further as the charterers were  
unable to pay for voyage costs to proceed  
to other destinations. London solicitors  
of consignees informed that M/s. Ideomar  
were bankrupt. However, they were in-  
sistent that the cargo be delivered at the  
consigned destination mentioned in Bills  
of Lading at owner's expense. It was  
estimated that it would cost the owners  
USD 1,000,000 which they could ill-afford.  
Owners refused to proceed from Jakarta  
unless the cargo interests were prepared  
to contribute towards the voyage or alter-  
natively accept their cargo at Jakarta  
where the vessel was waiting. Consignees  
appointed M/s. Clyde of London, a firm  
of solicitors, to negotiate with the owners.  
However, the South Korean consignee  
refused to participate in these negotiations.

In order to force the issue the South Korean consignee M/s. Kukje Corporation arrested another vessel of DBC's m. v. Damodar General T J. Park which was discharging cargo at Ulsan, South Korea. The South Korean law favours such an action though Japanese and Indonesian laws do not favour such action. As a result of a settlement between the consignees and the owner, the vessel was released from her arrest and sailed from Ulsan on the 16th February, 1984.

**Proposal for another Integrated  
Coach Building units in Perambur**

4351. SHRI ERA ANBARASU : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to have another independent full fledged integrated coach building units in Perambur to meet exclusively the export orders for coaches;

(b) whether there is any proposal to have another such unit in Uttar Pradesh; and

(c) if so, the details of these projects ?

THE MINISTER OF RAILWAYS  
(SHRI A. B. A. GHANI KHAN CHOU-  
DHURY) : (a) No, Sir.

(b) and (c) The Planning Commission has approved in principle to set up another coach building unit in Railway Sector, but its location is yet to be decided. A technical study including its location has been entrusted to M/s. Rail India Technical & Economic Services Ltd. Therefore, the decision regarding its location will only be taken on finalisation of the detailed Project Report including location Survey.

**Electric Traction between Chingleput  
and Kancheepuram**

4352. SHRI ERA ANBARASU : Will the Minister of RAILWAYS be pleased to state :

(a) whether representations have been received for electric traction between Chingleput and Kancheepuram, the famous centre of silk and zari saries in the country; and

(b) if so the action taken thereon ?

THE MINISTER OF RAILWAYS  
(SHRI A. B. A. GHANI KHAN CHOU-  
DHURY) : (a) No, Sir.

(b) Does not arise.

**Programme for Education of  
Communicable Diseases**

4353. SHRIMATI JAYANTI PAT-  
NAIK : Will the Minister of HEALTH  
AND FAMILY WELFARE be pleased to  
state :

(a) whether programme have been launched by the Government in different parts of the country for the eradication/control of communicable diseases;

(b) if so, the diseases for which national eradication/control programme have been launched in Orissa and other States; and

(c) the details of the achievement made during the Sixth Plan in eradicating/controlling such communicable diseases in Orissa and other States ?

THE MINISTER OF STATE IN THE  
MINISTRY OF HEALTH AND  
FAMILY WELFARE (SHRIMATI  
MOHSINA KIDWAI) : (a) Yes.

(b) The following National Eradica-  
tion/Control Programmes have been  
launched in India (including Orissa) :

(i) National Leprosy Eradication  
Programme.

(ii) National Malaria Eradication Pro-  
gramme.

(iii) National TB Control Programme.

(iv) National Filaria Control Programme.

(c) Detailed notes showing achievements made during the Sixth Plan for implementation of these National Programme's in India including Orissa are given in the statements laid on the Table of the House. [Placed in library. See No. LT-8021/84]

**शंटमैनो, लीवरमैनो और स्विचमैनो  
के ड्यूटी के घंटे**

4354. श्री एन० के० शंजवलकर :  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि शंटमैन, लीवरमैन और चतुर्थ श्रेणी में स्विचमैन जंक्शनों पर अभी भी 10 घंटे की ड्यूटी दे रहे हैं ; और

(ख) क्या उनके द्वारा की गयी दो घंटों की अतिरिक्त ड्यूटी के लिए उनको कोई समयोपरि भत्ता दिया जा रहा है ?

रेल मंत्री (श्री ए० बी० ए० गनी खां चौधरी) : (क) और (ख) कर्मचारियों की इन कोटियों को 'सतत' या 'अनिवार्यतः सविरामी' के रूप में वर्गीकृत किया गया है जो उनके कार्यभार पर प्राधान्य होता है और उनके दैनिक रोस्टर घंटे 8 से 12 घंटे के बीच होते हैं। जंक्शनों पर उनकी रोस्टर ड्यूटी सामान्यतः 8 घंटे की होती है, यदि कार्यभार को देखते हुए अपेक्षित हो। निर्धारित नियमों के अनुसार समयोपरि का भुगतान किया जाता है, यदि उन्हें नियोजन काल विनियम के अन्तर्गत यथानिर्धारित रोस्टर घंटों से अधिक काम करना पड़ता है।

**साइड स्टेशनों पर स्टेशन मास्टरो  
के कर्तव्य**

4355. श्री एन० के० शंजवलकर :  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) स्टेशन मास्टरो के मुख्य कर्तव्य क्या हैं ;

(ख) साइड स्टेशनों पर टिकटों के वितरण और, एकत्रण, पार्सल और अन्य वस्तुओं की बुकिंग करने तथा अन्य कई कार्य लिये जैन के क्या कारण हैं जबकि उनका कार्य केवल गाड़ियों के आने-जाने को नियमित करना है ; और

(ग) क्या यह भी सच है कि इन स्टेशनों पर उनसे 12 घंटे तक काम लिया जाता है ?

रेल मंत्री (श्री ए० बी० ए० गनी खां चौधरी) : (क) यातायात विभाग से सम्बद्ध स्टेशन मास्टरो की मुख्य ड्यूटियां परिवहन तथा स्टेशनों के वाणिज्यिक कार्य से सम्बन्धित हैं।

परिवहन ड्यूटियों में गाड़ी पास करने, शंटिंग और संरक्षा सुनिश्चित करने आदि के कार्य शामिल हैं। वाणिज्यिक ड्यूटियों में टिकटों की मांग करना एवं उनका स्टॉक करना, टिकटों को जारी करने तथा इकट्ठा करने, माल, पार्सल तथा सामान की बुकिंग एवं सुपुदंगी, नकदी का प्रेषण आदि कार्य शामिल हैं।

(ख) बड़े स्टेशनों पर जहां कार्यभार के आधार पर औचित्य होता है वाणिज्यिक ड्यूटियों के लिए अलग वाणिज्यिक कर्मचारियों की व्यवस्था की जाती है। बहर-

हाल, छोटे स्टेशनों पर जहां अलग वाणिज्यिक कर्मचारियों की तैनाती के औचित्य सिद्ध करने के लिए कार्य भार अधिक नहीं होता है, वहां वाणिज्यिक ड्यूटियां स्टेशन मास्टर द्वारा निष्पादित की जाती हैं।

(ग) छोटे स्टेशनों पर तैनात स्टेशन मास्टर जिन्हें इनके कार्यभार के आधार पर नियोजन विनियमन घंटों के अन्तर्गत 'अत्यावश्यक विरामी' के रूप में वर्गीकृत किया गया है और जिन्हें स्टेशन से 0.5 कि० मी० की दूरी के भीतर क्वार्टर दिया गया है, एक दिन में 12 घंटे कार्य करने तथा प्रारम्भिक पूरक कार्य के लिए अपेक्षित समय, यदि कोई हो, तक कार्य करने के लिए रॉस्टर में रखे जाते हैं।

नैमित्तिक श्रमिकों, परिचरों (एटेंडेंट)  
शॉटमैन और लीवरमैन की  
नियुक्ति

4356. श्री एन० के० शोअबलकर :  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे में पोर्टरों (एटेंडेंट), शॉटमैन, लीवरमैन के कई पद रिक्त पड़े हैं और क्या उन व्यक्तियों को जिन्होंने वर्ष 1978 में नैमित्तिक श्रमिक रूप में काम किया था, अभी तक इन पदों पर नियुक्त नहीं किया गया है ; और

(ख) इस सम्बन्ध में कर्मचारी संघ के साथ कोई समझौता हुआ था और यदि हां, हां, तो उन्हें अभी तक नियुक्त न करने के क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खां

बोधरी) : (क) और (ख) क्षेत्रीय रेलों से सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी।

Loss Incurred by State Road  
Transport Corporations

4357. SHRI ARJUN SETHI :  
SHRI LAKSHMAN  
MALLICK :

Will the Minister of SHIPPING AND  
TRANSPORT be pleased to state :

(a) whether it is a fact that Central Government provides financial assistance to State Road Transport Corporation;

(b) if so, whether Central Government is also receiving the reports regarding the performance and loss or profit of such Corporations from the State Governments;

(c) if so, the names of the Corporations which have suffered losses or earned profit during the last two years upto 29th February, 1984 and to what extent; and

(d) The reasons of such losses ?

THE MINISTER OF STATE IN THE  
MINISTRY OF SHIPPING AND  
TRANSPORT (SHRI Z. R. ANSARI) :  
(a) Yes Sir.

(b) Yes Sir, The Directorate of Transport Research of the Ministry collects data on physical and financial performance of STUs for analysis and supply to Govt's Deptts.

(c) and (d) A statement of losses is given in the Annexure. Generally STUs suffer losses due to increase in the prices of petroleum products and other inputs, mounting wage bills and wide gap in fare earnings and cost of operation etc.



## Statement

	Amount in lakhs of Rupees	
	1981—82	1982—83
1. Andhra Pradesh SRTC	1485.86	908.00
2. Bihar SRTC	539.53	N.A.
3. Calcutta STC	1655.74	N.A.
4. D.T.C.	5115.28	2893.00
5. Duragapur S.T.C.	199.00	N.A.
6. Gujarat S.R.T.C.	3675.00	N.A.
7. Karnataka SRTC	900.00	1400.00 (Approx.)
8. Kerala SRTC	1604.45	1414.51
9. Madhya Pradesh SRTC	675.00	691.45
10. Maharashtra SRTC	3155.81	1700.00 (Approx.)
11. North Bengal STC	465.44	N.A.
12. Orissa SRTC	307.95	393.32
13. PEPUSU RTC	736.41	800.04
14. Rajashtan SRTC	1103.89	669.71
15. Uttar Pradesh SRTC	267.94	N.A.
16. Assam STC	272.79	N.A.
17. Himachal RTC	440.00	290.00
18. Jammu & Kashmir RTC	74.91	N.A.
19. Meghalaya Transport Corpn.	97.84 (Approx)	N.A.
20. Manipur SRTC	46.19	74.59
21. Tripura RTC	132.95	N.A.

N. B. :—Figures of Profit/losses upto 29th February of any year normally become available after the closing of the financial year and finalisation of audited accounts.

**Grant of Permanency to  
Gangmen**

4358. SHRI CHINTAMANI JENA :  
Will the Minister of RAILWAYS be pleased to state :

(a) what is the number of total Gangmen working in the Railways in various Zones, Zone-wise and how many of them whose services are not made payment yet, zone-wise ;and

(b) what is the criteria adopted for making a Gangmen permanent ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) Information is being collected from the zonal railways and the same will be laid on the Table of the Sabha.

(b) Seniority in service is the criterion for making a working gangman permanent (appointed against substantive vacancies in permanent posts).

**Non-Formal Education Centres in  
Orissa**

4359. SHRI CHINTAMANI JENA :  
Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether the State Government of Orissa have sent a proposal to the Centre for sanctioning of financial aids for opening of some new non-formal education centres in the State of Orissa for boys and girls separately during the year 1983-84 ;

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

(c) what are the number of such centres likely to be opened in the current, year and during next three years ; and

(d) whether it is a fact that State of Orissa is one of the educationally back-

ward State if so, what special measures are being taken to bring it at par with the all India average ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) to (c) During 1983-84 the State Government of Orissa proposed opening of 3,000 non-formal education centres under the Centrally sponsored scheme of Non-formal Education for elementary age-group children on 50:50 sharing basis, and 560 non-formal education centres exclusively for girls under the liberalised scheme of assistance on 90:10 sharing basis. An amount of Rs. 15,86,250 for opening 3000 new non-formal centres and Rs. 3,60,990 for opening 560 centres exclusively for girls during 1983-84 was sanctioned as Central share to the Government of Orissa. The number of non-formal education centres proposed to be opened by Orissa during the next three years is not available.

(d) Yes, Sir. School education is primarily the responsibility of the States and mostly managed by them. However, for achieving universalisation of elementary education various measures are being taken. In addition to the schemes mentioned above another centrally-sponsored scheme under which financial assistance is given to the educationally backward States for recruitment of women teachers for primary schools on 80:20 sharing basis has been formulated and put into operation during 1983-84. Financial assistance for appointment of 200 primary teachers during 1983-84, has been sanctioned to Orissa.

**Use of Vaccine in Hospitals to  
Cure Leprosy**

4360. PROF. SAIF-UD-DIN SOZ :  
Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether any vaccine had been produced to cure leprosy ;

(b) if so, how long will it take India to make the use of vaccine in all hospitals of the country ; and

(c) whether Government in the meantime propose to provide shelter to beggars among leprosy so that they are saved from the double misery of the disease and the necessity of begging ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) :** (a) Experimental vaccines against leprosy have been developed and are now under trial.

(b) Research and Development is a time consuming process and good number of trials/evaluation are to be carried out before judging the efficacy of the vaccine.

(c) Rehabilitation schemes for the welfare of leprosy cured patients are in operation. There is a scheme of assistance to organisations for the disabled persons including leprosy cured patients who have been physically deformed permanently being implemented by the Ministry of Social Welfare. It is proposed to introduce other social welfare activities with a view to encouraging the leprosy patients living the self-settled colonies and Jhuggi-Jhompries to earn their livelihood.

**Selection of People for Cultural Exchange Programme**

4361. **PROF. SAIF-UD-DIN SOZ :** Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) the State-wise number of persons sponsored by the Ministry of Education for visit abroad in cultural exchange programmes during the year 1979-80, 1980-81, 1981-82, 1982-83 and 1983-84 ; and

(b) the details regarding constitu-

tion of the committee making such selections ?

**THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) :** (a) and (b) The bilateral cultural exchange programmes with foreign countries provide for specific programmes of cooperation and exchanges in different fields. Scholars/experts and other persons under the provisions of the culture exchange programmes and deputed for visits abroad by the concerned departments/organisations responsible for implementation of their respective items. These selections are made by each department/organisation according to requirements of each programme and as per their own procedures and not on state-wise basis.

**Sanskrit University in Andhra Pradesh**

4362. **SHRI A. R. MALLU :** Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether there was any proposal under Union Government's consideration for setting up a Sanskrit University in South, especially in Andhra Pradesh ; and

(b) if so, the details regarding its progress made so far and the time by when it is likely to be set up in Andhra Pradesh ?

**THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) :** (a) and (b) No Sir. However, the University Grants Commission has been requested to examine the feasibility of the existing Kendriya Sanskrit Vidyapeetha at Tirupati being notified as an institution Deemed to be University under Section 3 of the University Grants Commission Act, 1956. The matter is still under consideration of the Commission.

जयन्ती जनता एक्सप्रेस का पालनपुर  
में भीलड़ी पालनपुर पैसंजर  
गाड़ी से मिलाया जाना

4364. श्री बिरदा राम फुलवारिया :  
क्या रेल मंत्री यह बताने की कृपा करेंगे  
कि :

(क) क्या यह सच है कि भीलड़ी  
पालनपुर पैसंजर गाड़ी का पालनपुर में  
जयन्ती जनता एक्सप्रेस से मेल न होने से  
अहमदाबाद जाने वाले यात्रियों को दूसरी  
गाड़ी लगभग चार पांच घंटे प्रतीक्षा के  
परिचरित मिलती है ;

(ख) यदि हां, तो क्या सरकार का  
जयन्ती जनता एक्सप्रेस का भीलड़ी पालन-  
पुर यात्री गाड़ी से मेल कराके यात्रियों की  
परेशानी दूर करने की योजना है ; और

(ग) यदि हां तो कब तक और यदि  
नहीं, तो इसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी सां  
चौबरी) : (क) जी, नहीं।

(ख) और (ग) 15.2.1984 से पालन-  
पुर में 239 समदड़ी-पालनपुर पैसंजर और  
31 जयन्ती जनता एक्सप्रेस के बीच मेल  
लेने की व्यवस्था की गयी है।

दिल्ली-अहमदाबाद सुपरफास्ट गाड़ी  
में झाबू रोड स्टेशन पर प्रथम  
श्रेणी के शायिकाओं के  
कोटे में वृद्धि  
किया जाना

4365. श्री बिरदा राम फुलवारिया :  
क्या रेल मंत्री यह बताने की कृपा करेंगे  
कि :

(क) क्या यह सच है कि झाबू रोड  
स्टेशन पर दिल्ली-अहमदाबाद सुपरफास्ट  
गाड़ी में दिल्ली के लिए प्रथम श्रेणी की  
केवल दो शायिकाओं का कोटा है ;

(ख) क्या झाबू रोड स्टेशन से दिल्ली  
के लिये अति विशिष्ट व्यक्तियों के लिए  
प्रथम श्रेणी की दो शायिकाओं की व्यवस्था  
किये जाने की मांग है क्योंकि यह माउन्ट  
झाबू का स्टेशन है जो राजस्थान और गुज-  
रात का एकमात्र पर्यटन स्थल है ;

(ग) यदि हां, तो क्या सरकार का  
विचार दो शायिकाओं का कोटा बढ़ाने का  
है ; और

(घ) यदि हां, तो कब तक और यदि  
नहीं, तो उसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी सां  
चौबरी) : (क) से (घ) झाबू रोड  
स्टेशन पर 506 डाउन अहमदाबाद दिल्ली  
सुपरफास्ट गाड़ी में पहले दर्जे की दो शायि-  
काओं का कोटा आवंटित किया गया है।  
यदि झाबू रोड पर अति विशिष्ट व्यक्तियों  
की प्रारक्षण संबंधी मांगों को सामान्य  
प्रक्रिया में पूरा नहीं किया जा सकता है,  
तो इसकी सूचना क्षेत्र अधिकारी, अहमदा-  
बाद को भेज दी जाती है, जो इस गाड़ी में  
अति विशिष्ट व्यक्तियों के लिए दो शायि-  
काओं का कोटा नियंत्रित करता है।

इस गाड़ी में पहले दर्जे की केवल 18  
शायिकाओं की सीमित जगह होने और  
प्रारम्भिक स्टेशन पर्यट अहमदाबाद में इन  
गाड़ी में भारी मांग को देखते हुए इन  
स्टेशन पर मौजूदा कोटे में वृद्धि करना  
व्यवहारिक नहीं समझा जाता है।

**Alternative Sites for Hutment Dwellers  
on Railway Land in  
Bombay**

4366. SHRIMATI PRAMILA DAN-  
DAVATE : Will the Minister of RAIL-  
WAYS be pleased to state :

(a) whether it is a fact that hutment dwellers on railway land in Bombay have been assured by the Government that they would be given alternative sites and the compensation before they are removed ;

(b) if so, whether the Government have negotiated with the State Government in this regard ;

(c) if not, what are the plans to secure land from the State Government ; and

(d) whether in view of the delay the Government would withdraw the notices issued to the dwellers for evacuation ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) The Maharashtra Govt. has agreed to remove such of the hutments from Central Govt. lands including railways as are required for immediate use, on payment of a grant per family for resettlement at alternative sites after eviction orders are passed by the Estate Officer of the concerned department.

(b) Yes, Sir. This has been decided in a joint meeting convened by Ministry of Works and Housing with concerned Ministries and Maharashtra Govt. Resettlement of evicted persons is to be done by the State Govt.

(c) Does not arise.

(d) Eviction proceedings have to be completed by the railway before physical eviction and resettlement is done by the State Govt. at alternative sites.

**होमोग्लोबिन ब्लड प्रोटीन और विटा-  
मिन बी युक्त शर्बत**

4367. श्री एन० ई० होरो : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को इस बात की जानकारी है कि बम्बई और मद्रास स्थित एक बहु-राष्ट्रीय कम्पनी संतरे के स्वाद वाला एक शर्बत तैयार करती है जिसमें होमोग्लोबिन ब्लड प्रोटीन और विटामिन बी होता है तथा उसके लेबल पर यह लिखा हुआ है कि इस शर्बत के प्रत्येक 15 मि० लि० में 7.2 ग्राम ताजा जिगर (प्रोटो-मोलिस) विटामिन बी है ; और

(ख) यदि हां, तो ऐसी कितनी फर्में हैं और वे कहां-कहां स्थित हैं ; इस संबंध में पूर्ण ग्योरा क्या है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में उप मंत्री (कुमारी कुमुदबेन एम० जोशी) : (क) और (ख) रेपटेकास, ब्रिट एण्ड कम्पनी लिमिटेड, जो बहु-राष्ट्रीय कंपनी नहीं है, के दो कारखाने हैं जिनमें से एक बम्बई में और दूसरा मद्रास में स्थित है। यह कम्पनी "सिरप" के रूप में "हेपेटोग्लोबिन" नामक एक योग का निर्माण करती है जो विशेषकर गर्भवस्था, स्तनपान, शाल्य चिकित्सा के उपरांत, बाल्य-वस्था, स्वास्थ्य-साम बुढ़ावस्था और कम-जोरी की ग्रन्थ हासतों में प्रोटीन की कमी के कारण उत्पन्न अरक्तता तथा तत्संबंधी परिस्थितियों में दिया जाता है।

इसके लेबल पर किए गए उल्लेख के अनुसार, इन योगों का संयोजन इस प्रकार है :—

प्रत्येक 15 मि० ली० (लगभग भरा हुआ एक बड़ा चम्मच) में निम्नलिखित घटक होते हैं

प्रोटमोलाइज्ड लिबर (4.8 मेग० के समतुल्य विटामिन बी 12 सक्रियता वाले ताजे लिबर की कम से कम 7.2 ग्राम मात्रा से प्राप्त किया हुआ)	... ..	1.2 ग्राम
पेपटोन	.....	0.75 ग्राम
आक्सी हेमोग्लोबिन	.....	0.25 ग्राम
आयरन और अमोनियम साइट्रेट आई० पी०	.....	0.20 ग्राम
निकोटीनिक एसिड आई० पी०	... ..	22.5 मि० ग्रा०
साइनोकोबालामिन आई० पी०	.....	2.5 मि० ग्रा०
अल्कोहल आई० पी०	... ..	0.36 मि० ग्रा०

मैसर्स रेपटेकास, ब्रिटिश एण्ड कम्पनी लि० के अलावा, एक अन्य इकाई नामतः वार्ड बलेंकिनसोप एण्ड कम्पनी (इंडिया) लि०, साहिबाबाद, पेंचो-इंडिया-फार्मास्युटिकल्स प्राइवेट लि० से प्राप्त लाइसेंस के अधीन सिरप के रूप में "डेक्सोरेंज" नामक एक योग का निर्माण कर रही है जिसमें

होमोग्लोबिन होता है और जिसे लोहसत्व की कमी, हाइपो-क्रोमिक अरक्तता, भूख न लगने, कमजोरी होने, स्वास्थ्य बिगड़ने की हालतों में तथा गर्भावस्था में और प्रसव के बाद स्वास्थ्य लाभ करने के लिए एक सामान्य टॉनिक के रूप में दिया जाता है।

डेक्सोरेंज का संशोधन इस प्रकार है :—

प्रत्येक 15 मि० लि० में निम्नलिखित घटक होते हैं :

हेमोग्लोबिन	... ..	2.095 ग्राम
साइनोकोबालामिन आई० पी०	.....	15 मेग०
अल्कोहल	.....	0.87 मि० ली०

सधु क्षेत्र में इसी तरह के योगों का निर्माण करने वाली अन्य इकाइयां भी हो सकती हैं।

**Health Care for All**

4368. SHRI N.E. HORO : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware that India has not been able to provide health care to all in spite of having a national plan in which health care featured prominently ;

(b) what was the total Central allocation on health in 1950 and to what extent it is running at present during the Sixth Plan Period ; and

(c) whether in view of the population explosion Government have taken steps to extent more and more medical care towards the welfare of the people particularly in rural areas where lack of adopting family planning objectives have not become popular ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE ( SHRIMATI MOHSINA KIDWAI ) : (a) "Health for all" is the goal which is sought to be achieved by 2000 A.D. by providing better primary health and medical care services in rural/tribal areas, urban slums etc. plan objectives are formulated, keeping in view the above goal.

(b) In 1950-55, the total health outlay was Rs. 90.30 crores against which the figure for the sixth five year plan (1980-85) comes to Rs. 1753.05 crores.

(c) Yes; the strategies to be followed during the sixth five year plan are as follows :—

- (i) Emphasis has been shifted from development of city based curative services and super-specialities to tackling rural health problems. A Rural Health care system based on a combination of preventive, promotive and curative health care services is being built-up starting from the village as the base.

(ii) The infra-structure for rural health care would consist of primary health centres each serving a population of 30,000 and sub-centres each serving a population of 5,000. These norms are relaxed in hilly and tribal areas. A village or a population of 1000 forms the base unit where there is a trained health volunteer chosen by the Community.

(iii) Facilities for treatment in basic specialities are provided at community health centres at the block level. Each centre serves a population of 1,00,000 with a 30 bedded hospital attached. A system of referral of cases from the community health centres to the district hospital/medical colleges hospitals is being introduced. Family Planning has been accorded a high priority in the Sixth Plan with a long term goal of reducing net reproduction rate of unity by 1995.

**घटिया खान-पान सेवा**

4369. श्री बुद्धि चन्द्र जैन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश की अधिकांश रेलों में खान पान सेवा घटिया किस्म की है ;

(ख) क्या यह भी सच है कि देश के अधिकांश स्टेशनों पर ठेले वालों द्वारा बेचे जाने वाले नमकीन, फल और मिठाइयाँ घटिया किस्म की होती हैं, जो स्वास्थ्य के लिए हानिकारक होती हैं ;

(ग) यदि हाँ, तो इस सेवा में सुधार के लिए किये गये ठोस उपायों का ब्यौरा क्या है तथा ये कदम किन-किन तारीखों को उठाये गये ; और

(घ) क्या यह भी सच है कि इन उपायों के परिणाम भी लाभदायक साबित नहीं हुए हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खाँ चौधरी) : (क) और (ख) जी नहीं।

(ग) और (घ) प्रश्न नहीं उठता।

लूनी पंचपदारा शटल गाड़ी को बलोटरा तक बढ़ाना

4370. श्री वृद्धि चन्द्र जैन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि लूनी-पंचपदारा शटल गाड़ी समदरी स्टेशन पर समाप्त हो जाती है और रात भर वही रुकती है ;

(ख) क्या सरकार का विचार इस गाड़ी को समदरी से बलोटरा तक बढ़ाने तथा वापसी में समदरी में रात को हॉल्ट देने का है, ताकि बलोटरा औद्योगिक क्षेत्र तथा समदरी के आस-पास के गांवों में रहने वाले 1500 श्रमिकों को सुविधा प्रदान की जा सके ; और

(ग) यदि हां, तो किस तारीख से ?

रेल मंत्री (श्री ए० बी० ए० गनी खाँ चौधरी) : (क) जी हां।

(ख) जी नहीं, इससे रेल के अनुरक्षण पर प्रभाव पड़ेगा।

(ग) प्रश्न नहीं उठता।

India's help to Victims of Ethnic Violence in Sri Lanka

4371. SHRI B.V. DBSAI : Will the

Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that victims of Sri Lanka's ethnic violence would be helped by India in regard to their housing and other facilities ;

(b) if so, whether Sri Lanka has been asked to supply the list of those who were victims and total amount needed for their rehabilitation ;

(c) if so, how many persons are involved ; and

(d) to what extent India has helped for their rehabilitation ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A.A. RAHIM) : (a) and (b) India has provided relief assistance for the victims of the ethnic violence which erupted in Sri Lanka in July last year by way of medicines, food, clothing, bedding and utensils. Relief goods worth around Indian Rs. 11 million have been supplied by the Government of India and by the Indian Red Cross Society.

The Prime Minister has sanctioned, in addition, a sum of Indian Rs. four million for providing financial assistance to rehabilitate those persons who are still in refugee camps in Sri Lanka. A Committee will be set up comprising a representative of the Commissioner General of Essential Services in Sri Lanka, the Officer in charge of the refugee camp concerned, a representative of the Ceylon Workers Congress and a representative of the Indian High Commission to scrutinise applications for assistance.

(c) and (d) According to the information received from the Commissioner General of Essential Services around 2000 to 2500 persons would be involved. We hope that our assistance will contribute in helping these people to resume their normal life and occupations.



राजभाषा अधिनियम, 1963 की धारा  
3 (3) का क्रियान्वयन

4373. श्री रामावतार शास्त्री : क्या  
बिबेक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजभाषा  
अधिनियम, 1963 की धारा 3 (3) में  
उल्लिखित 14 मुद्दों को क, ख और ग तीनों  
क्षेत्र के राज्यों के लिए द्विभाषी रूप में  
क्रियान्वित करने का प्रावधान है ;

(ख) यदि हां, तो उनके मंत्रालय तथा  
विभागों और क, ख और ग क्षेत्रों के राज्यों  
में स्थित उनके संबद्ध एवं अधीनस्थ कार्या-  
लयों एवं उपक्रमों द्वारा वर्ष 1981-82,  
1982-83 और 1983-84 के दौरान 3 (3)  
की क्रियान्विति की प्रतिशतता का राज्य-  
वार एवं वर्ष-वार ब्योरा क्या है ;

(ग) तीनों क्षेत्रों के राज्यों में उक्त  
सभी चौदह मुद्दों संबंधी कार्य को शत-प्रति-  
शत द्विभाषी रूप में करने में क्या कठिनाइयां  
हैं ; और

(घ) सरकार द्वारा उन कठिनाइयों को  
दूर करने के लिए क्या कार्यवाही की गई  
है अथवा करने का विचार है ?

बिबेक मंत्रालय में राज्य मंत्री (श्री ए०  
ए० रहीम) : (क) जी, हां ।

(ख) से (घ) सूचना एकत्र की जा  
रही है और सदन की भेज पर रख दी  
जाएगी ।

सम्बद्ध तथा अधीनस्थ कार्यालयों को  
हिन्दी में लिखे गए पत्र

4374. श्री रामावतार शास्त्री : क्या  
समाज कल्याण मंत्री यह बताने की कृपा  
करेंगे कि :

(क) उनके मंत्रालय द्वारा वर्ष  
1981-82 1982-83 और 1983-84 में  
राजभाषा अधिनियम, 1963 के उपबन्धों  
के अनुसार "क", "ख" और "ग" श्रेणी के  
राज्यों में स्थित अपने विभागों संबद्ध और  
अधीनस्थ कार्यालयों एवं उपक्रमों को अलग-  
अलग कितने मूल पत्र लिखे ;

(ख) उन पत्रों में से राज्य-वार एवं  
वर्ष-वार कितने मूल पत्र हिन्दी में और  
कितने अंग्रेजी में थे ;

(ग) उक्त "क", "ख" और "ग"  
श्रेणी के राज्यों में स्थित उनके विभागों  
संबद्ध एवं अधीनस्थ कार्यालयों एवं उपक्रमों  
ने उक्त अवधि के दौरान उनके मंत्रालय  
को कितने मूल पत्र लिखे हैं ; और

(घ) उन मूल पत्रों में से राज्य वार  
कितने पत्र हिन्दी और कितने अंग्रेजी में  
थे ?

शिक्षा और संस्कृति तथा समाज कल्याण  
मंत्रालयों में उप मंत्री (श्री पी० के०  
शुंगन) : (क) से (घ) समाज कल्याण  
मंत्रालय द्वारा एक और सम्बद्ध और अधी-  
नस्थ कार्यालयों एवं संस्थानों और दूसरी  
और व्यक्तियों, राज्य सरकारों, आदि के  
सम्बन्ध में हिन्दी और अंग्रेजी में भेजे जाने  
वाले या प्राप्त होने वाले मूल पत्रों के बारे  
में आंकड़े अलग से नहीं रखे जाते ।

राजभाषा अधिनियम 1963 की धारा  
3 (3) का क्रियान्वयन

4375. श्री रामावतार शास्त्री : क्या  
नौबहन और परिवहन मंत्री यह बताने की  
कृपा करेंगे कि :

(क) क्या यह सच है कि राजभाषा अधिनियम, 1983 की धारा 3 (3) में उल्लिखित 14 मुद्दों को क, ख और ग तीनों श्रेणियों के राज्यों के लिये द्विभाषी रूप में क्रियान्वित करने का प्रावधान है ;

(ख) यदि हां, तो क, ख और ग राज्यों में स्थित मंत्रालय/विभागों/संबद्ध एवं अधीनस्थ कार्यालयों एवं उपक्रमों द्वारा वर्ष 1981-82, 1982-83 और 1983-84 के दौरान धारा 3 (3) की क्रियान्विति की प्रतिशतता का राज्यवार एवं वर्ष-वार व्यौरा क्या है ;

(ग) तीनों श्रेणियों के राज्यों में उक्त सभी चौदह मुद्दों को शत-प्रतिशत द्विभाषी करने में क्या कठिनाइयां हैं ; और

(घ) सरकार द्वारा उन कठिनाइयों को दूर करने के लिए क्या, कार्यवाही की गई है अथवा करने का विचार है ।

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउर्रहमान अंसारी) : (क) से (घ) सूचना एकत्रित की जा रही है और सभा पटल पर रख दी जायेगी ।

जनसंख्या तथा विकास संबंधी एशियाई संसद विश्व फोरम के सम्मेलन में भाग लेने वाले देश

4376. श्री कृष्ण प्रताप सिंह :  
श्री एन० ई० होरो :

क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि हाल ही में समाप्त हुए जनसंख्या तथा विकास संबंधी एशियाई संसदविश्व फोरम के सम्मेलन में

किन-किन देशों के प्रतिनिधियों ने भाग लिया था ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्रीमती मोहसिना क़िदवाई) : सम्मेलन के आयोजकों से मिली सूचना के अनुसार जनसंख्या तथा विकास सम्बन्धी एशियाई संसदविश्व फोरम के सम्मेलन में भाग लेने वाले निम्नलिखित देशों के प्रतिनिधियों ने भाग लिया :—

1. आस्ट्रेलिया
2. चीन
3. फिजी
4. भारत
5. जापान
6. कोरिया गणराज्य
7. मलेशिया
8. मालदीव
9. मंगोलिया
10. फिलीपीन्स
11. सिंगापुर
12. श्रीलंका
13. सिरिया
14. थाइलैंड
15. वियतनाम
16. भूटान
17. साइप्रस
18. ईरान
19. इराक
20. 'लाओ गणतंत्र गणराज्य
21. नेपाल
22. पापुआ न्यू गिनी

23. समोआ

24. सोलोमन द्वीप समूह

25. अफगानिस्तान

**निरक्षरता दूर करने के उपाय**

4377. श्री कृष्ण प्रताप सिंह : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि इस समय देश में लगभग चार करोड़ निरक्षर बच्चे हैं ;

(ख) यदि हाँ तो निरक्षरता दूर करने के लिए अब तक किए गए उपायों का व्यौरा क्या है ; और

(ग) कम से कम बच्चों में निरक्षरता कब तक दूर कर दी जाएगी ?

**शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उच्च मंत्री (श्री पी० के० बुंगल) :** (क) 1981 की जनगणना के प्राक्कलनों के अनुसार, 1984-85 में 6-14 आयु वर्ग की जनसंख्या लगभग 1400 लाख हो जाएगी। छठी पंचवर्षीय योजना के दाखिला (लगभग 1160 लाख) लक्ष्य को प्राप्त करने के बाद भी चालू योजना अवधि के अन्त तक गैर नामांकित बच्चों की संख्या लगभग 240 लाख होगी।

(ख) प्रारंभिक शिक्षा को सर्वसुलभ बनाने के लिए परिकल्पित तथा किए गए व्यापक उपायों को दशनि बाला विवरण संलग्न है।

(ग) प्रारंभिक शिक्षा (6-14 आयु-वर्ग) के सर्वसुलभीकरण के उद्देश्य को 1990 तक प्राप्त करने का लक्ष्य इस समस्त रखा गया है।

**विवरण**

प्रारंभिक शिक्षा को सर्वसुलभ बनाने के लिए परिकल्पित तथा उठाए गए कदम :

- (1) प्रारंभिक शिक्षा को, न्यूनतम आवश्यकता कार्यक्रम (न्यून घा० का०) तथा सरकार के 20 सूत्री कार्यक्रम के अन्तर्गत शामिल किया गया है और छठी पंचवर्षीय योजना के अन्तर्गत शिक्षा में इसे उच्च प्राथमिकता दी गई है।
- (2) सभी बस्तियों की आवश्यकताओं को देखते हुए प्राथमिक तथा मिडिल स्कूल ऐसे स्थानों पर खोलना जहाँ बच्चे आसानी से पैदल चल कर पहुंच सकें।
- (3) स्कूली शिक्षा की वर्तमान सुविधाओं का अधिक उपयोग करना।
- (4) एकल शिक्षक स्कूलों को दो शिक्षक स्कूलों में बदलना।
- (5) प्राथमिक तथा मिडिल स्कूलों की भौतिक सुविधाओं का सुधारना।
- (6) काफी बड़े पैमाने पर अनौपचारिक अंशकालिक शिक्षा की व्यवस्था करना।
- (7) महिला-शिक्षकों को बड़े पैमाने पर नियुक्त करना तथा प्राथमिक और मिडिल स्कूलों के लिए सहायक के रूप में शिशु सदनों एवं स्कूलों की व्यवस्था करना।

- (8) शैक्षिक योग्यता तथा सेवारत प्रशिक्षण के बेहतर स्तरों का प्रयोग करके शिक्षक क्षमता को सुधारना ।
- (9) अनुसूचित जाति, अनुसूचित जन-जाति, भूमिहीन श्रमिकों तथा गंदी बस्तियों में रहने वाले लोग जैसे लक्षित समूहों तथा लड़कियों की ओर विशेष ध्यान देना ।
- (10) निःशुल्क पाठ्य-पुस्तकें तथा लेखन-सामग्री, निःशुल्क बर्दियां विशेष रूप से लड़कियों के लिए, उपस्थित छात्रवृत्तियां विशेष रूप से लड़कियों के लिए तथा मध्याह्न भोजन की पर्याप्त व्यवस्था करना ।
- (11) पाठ्यचर्याओं के विकेंद्रीकरण के जरिए शिक्षा की कोटि को सुधारना तथा इन्हें विविध सामाजिक, आर्थिक, सांस्कृतिक और भौगोलिक परिस्थितियों में बच्चों की आवश्यकताओं, जीवन-स्थिति और परिवारण के उपयुक्त बनाना ।
- (12) बिना ग्रेड वाली स्कूल प्रणाली शुरू करना तथा गतिरोध को समाप्त करना ताकि प्रत्येक बच्चा एक कक्षा को प्रत्येक वर्ष पूरा कर सके तथा तब तक उसकी कक्षोन्नति होती रहेगी जब तक वह कक्षा 8 पूरी करता है, किंतु इसके लिए निरंतर आधार पर आवधिक मूल्यां-
- कन और निर्धारण के जरिए पर्याप्त सुरक्षात्मक उपाय होने चाहिए ।
- (13) प्रारंभिक स्तर पर प्रत्येक कक्षा में बहु बिन्दु प्रवेश की व्यवस्था करना ।
- (14) शैक्षिक रूप से पिछड़े 9 राज्यों में सकेन्द्रित प्रयास, इन राज्यों तथा प्रत्येक राज्य के पिछड़े क्षेत्रों/उप-क्षेत्रों में भी अनौपचारिक कार्यक्रम के लिए विशेष केन्द्रीय सहायता द्वारा बढ़ाया जाना ।
- (15) प्राथमिक और मिडिल स्कूलों में उपस्थिति का निरीक्षण ।
- (16) पंचवक्षी तंत्र को सुदृढ़ करना तथा नीचे ग्लाक स्तर तक प्रारंभिक शिक्षा के प्रशासन को विकेंद्रित करना ।
- (17) माता-पिता को शिक्षित करना ताकि बच्चों, विशेष रूप से लड़कियों की शिक्षा के प्रति उन की उदासीनता को समाप्त किया सके और विशेष रूप से ग्रामीण तथा पिछड़े क्षेत्रों के सभी स्कूलों में स्कूल समितियां गठित करना ।
- (18) शिक्षक-प्रशिक्षण सहित प्रारंभिक शिक्षा के लिए जन-संचार साधन का अधिकाधिक प्रयोग ।
- (19) शैक्षिक रूप से पिछड़े नौ राज्यों में शिक्षा को व्यापक बनाने के

कार्यक्रम के कार्यान्वयन के संबंध में मार्गदर्शन करने के लिए राष्ट्रीय 20 सूत्री कार्यक्रम के सूत्र 16 से संबंधित समिति गठित करना तथा इन राज्यों में प्रारंभिक शिक्षा के लिए राज्य कार्य बलों की स्थापना करना ।

(20) प्रारंभिक शाला वर्ग के बच्चों के लिए अनौपचारिक शिक्षा के वास्ते अध्यापन तथा अव्ययन सामग्री तैयार करने हेतु सभी राज्यों/संघ गणसित क्षेत्रों को कागज की केन्द्रीय सहायता ।

(21) पूरे शैक्षिक वर्ष में अनुवर्ती कार्रवाई सहित अभियान प्रवधि के दौरान नामांकन बढ़ाने तथा उनकी पढ़ाई जारी रखने के संबंध में गहन प्रयासों के लिए, राष्ट्रीय अभियान तैयार करना ।

केन्द्रीय विश्वविद्यालयों के लिए छात्रों तथा अध्यापकों का सामूहिक चयन

4378. श्री कृष्ण प्रताप सिंह : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केन्द्रीय विश्वविद्यालयों में प्रवेश के लिए सामूहिक परीक्षा लेने का प्रस्ताव है ;

(ख) यदि हां, तो यह प्रणाली किन कारणों से अपनाई जा रही है ;

(ग) क्या केन्द्रीय विश्वविद्यालयों के लिए अध्यापकों का सामूहिक चयन करने का प्रस्ताव है ; और

(घ) यदि नहीं तो उसके क्या कारण है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालय में उप मंत्री (श्री पी० के० शुंगन) : (क) और (ख) केन्द्रीय विश्वविद्यालयों के कार्यकरण की समीक्षा करने के लिए विश्वविद्यालय अनुदान आयोग द्वारा नियुक्त समिति ने अपनी रिपोर्ट में अन्य बातों के साथ-साथ यह सिफारिश की कि केवल उत्तर पूर्वी पर्वतीय विश्वविद्यालय को छोड़कर केन्द्रीय विश्वविद्यालयों में योग्यता और अखिल भारतीय आधार पर दाखिला दिया जाना चाहिए । समिति ने यह भी सिफारिश की कि इस प्रयोजन के लिए एक राष्ट्रीय योग्यता परीक्षा आयोजित की जाए । रिपोर्ट में की गई सिफारिशों पर सरकार ने अभी कोई निर्णय नहीं लिया है ।

(ग) और (घ) जी, नहीं । तथापि, समिति ने सिफारिश की कि लेक्चरर के पद पर नियुक्ति के लिए किसी व्यक्ति को न्यूनतम अर्हताओं के अलावा सभी विश्वविद्यालयों के लिए केन्द्रीय रूप से आयोजित परीक्षा भी उत्तीर्ण करनी होगी ।

रेल मंत्रालय के हिन्दी निदेशालय में अनुसूचित जाति और अनुसूचित जनजाति से संबद्ध कर्मचारी

4379. श्री आर० एम० राकेश : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मंत्रालय का हिन्दी निदेशालय पदोन्नति के मामले में गृह मंत्रालय द्वारा जारी किए गए अनुसूचित जातियों और अनुसूचित जनजातियों के

आरक्षण संबंधी अनुदेशों का पालन नहीं करता है और यदि हां, तो उसके क्या कारण हैं ;

(ख) क्या मंत्रालय के सामान्य विभागों में अनुसूचित जातियों और अनुसूचित जनजातियों के कर्मचारियों की 5½ वर्ष की सेवा पूरी करने के बाद श्रेणी-दो के पदों पर पदोन्नति हो जाती है, जबकि हिन्दी निदेशालय में इस नीति का पालन नहीं किया जाता है ;

(ग) हिन्दी निदेशालय में श्रेणी-दो के कुल कितने पद हैं तथा 40 पाइंट रोस्टर की नीति के अन्तर्गत इन श्रेणी-दो के पदों पर अनुसूचित जातियों और अनुसूचित जनजातियों के कितने कर्मचारी पदोन्नत हुए हैं ;

(घ) क्या श्रेणी दो के पदों के लिए उम्मीदवारों का चयन करने वाली चयन समिति में अनुसूचित जाति और अनुसूचित जनजाति के प्रतिनिधि को शामिल करने का कोई प्रावधान है ; और

(ङ) यदि हां, तो हाल के चयन में अनुसूचित जातियों और अनुसूचित जनजातियों के प्रतिनिधियों को आमंत्रित न करने के क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खां चौधरी) : (क) जी नहीं। अनुदेशों का पालन किया जाता है।

(ख) जनरल साइड में किसी भी नियम द्वारा यह निर्धारित नहीं किया गया है कि अनुसूचित जाति और अनुसूचित जनजाति के कर्मचारियों को, 5½ वर्ष की सेवा पूरी करने पर, श्रेणी-II के पदों पर पदोन्नत कर दिया जाय।

(ग) हिन्दी निदेशालय में श्रेणी-II के दो नियमित पद हैं। 40 पाइंट रोस्टर के अधीन अनुसूचित जाति के एक कर्मचारी को पदोन्नति की गयी है।

(घ) और (ङ) भार्गवशंकर सिद्धांतों के अनुसार विभागीय पदोन्नति समिति में अनुसूचित जाति/अनुसूचित जनजाति के एक सदस्य को भी शामिल करने का प्रयास किया जाना चाहिए, विशेषकर जब 30 अथवा अधिक उम्मीदवारों का एक मास चयन करना हो। हिन्दी निदेशालय में श्रेणी-II के पदों के लिए किये गये पिछले चयन के दौरान, जो 30 से कम रिक्त स्थानों के लिए था, विभागीय पदोन्नति समिति में अनुसूचित जाति/अनुसूचित जनजाति समुदाय का कोई सदस्य नहीं था। बहरहाल, आरक्षित समुदाय के एकमात्र पात्र उम्मीदवार का चयन किया गया था और यह स्थिति इस मंत्रालय के आरक्षण कक्ष के प्रभारी अधिकारी को भी स्वीकार थी।

#### Institutes of Science and Technology

4380. SHRI NITYANANDA MISRA : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) the number of institutes of Science and Technology set up in the country, so far ;

(b) the names of places where such institutes have been established ;

(c) whether Government have a proposal to set up such an institute in western Orissa ; and

(d) if so, the steps taken in the matter ?

**THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SARI P.K. THUNGON) :** (a) and (b) Composite Institutes of Science and Technology, at present in the country, are as follows :

- (1) Indian Institute of Science, Bangalore.
  - (2) Indian Institute of Technology, Kharagpur.
  - (3) Indian Institute of Technology, Bombay.
  - (4) Indian Institute of Technology, Madras.
  - (5) Indian Institute of Technology, Kanpur.
  - (6) Indian Institute of Technology, Delhi.
  - (7) Birla Institute of Science and Technology, Pilani.
  - (8) North Eastern Regional Institute of Science and Technology, Itanagar.
- (c) No, Sir.
- (d) Does not arise.

**Child welfare projects implemented in Orissa during Sixth Plan**

**4381. SHRI NITYANANDA MISRA:** Will the Minister of SOCIAL WELFARE be pleased to state :

(a) the number of child welfare projects which have been implemented in Orissa during the Sixth Plan ; and

(b) the funds allocated by the Centre towards implementing the above and projects in that plan period?

**THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) :** (a) 43 Integrated Child Development Services(ICDS) Projects, including 8 projects sanctioned upto 1979-80, are being implemented in Orissa during the Sixth Five Year Plan period.

(b) An amount of Rs. 2,54,94,015/- including an unspent balance of Rs. 5,84,403/- from grants released upto 1979-80, has been made available to Government of Orissa during the years 1980-81, 1981-82, 1982-83 and so far in 1983-84 for the implementation of the Integrated Child Development Services Scheme. An allocation of Rs. 1,73,30,000/- is proposed for the year 1984-85.

**Setting up of institutions exclusively for treatment of heart patients**

**4382. SHRI HARIHAR SOREN :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government propose to set up some medical institutes exclusively for the treatment of heart patients in the country;

(b) if so, the number of such medical institutes proposed to be set up in near future ; and

(c) what other facilities provided at present and proposed to be provided in future for the treatment of heart patients?

**THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI) :** (a) No.

(b) Does not arise.

(c) Facilities for the treatment of heart patients already exist in the major hospitals in the country and in some of them the facilities have been further been augmented by setting up intensive cardiac care units and installing echo-cardio-

graphy machines. Facilities for open heart surgery are also available in 22 institutions in the country.

**Selection grade to non-teaching staff of Kendriya Vidyalayas**

4383. SHRI CHINTAMANI PANIGRAHI : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether selection grade is granted to all categories of employees of the non-staff of Kendriya Vidyalayas and if not the reasons thereof ;

(b) whether the non-teaching staff in Kendriya Vidyalayas are getting promotion immediately after completion of 5 years of service in a particular grade ;

(c) if not, the reasons thereof ; and

(d) whether the Kendriya Vidyalaya Sangathan is following its own set rules in respect of transfers or the rules of Union Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) Only LDCs and Group D employees amongst non-teaching staff in Kendriya Vidyalayas are entitled for the grant of Selection Grade. The Librarians and Laboratory Assistants are, however, clubbed with the teaching staff in the matter of granting selection grades.

(b) and (c) Promotions to the various non-teaching posts viz UDC, Head-Clerk, Superintendent etc. are made on the basis of seniority-cum-fitness from amongst the eligible employees who have completed the prescribed minimum length of service. However, no length of service is required for promotion to the post of Laboratory Attendant.

(d) Kendriya Vidyalaya Sangathan is following its own set of rules for regulating transfers of its employees.

**जीवाणु विनाश विभाग को पुराने परिसर से नये परिसरों में ले जाना**

4385. श्री राम बिलास पासवान : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या डा० राम मनोहर लोहिया अस्पताल में जीवाणु विज्ञान विभाग को उसके पुराने परिसर से रक्त बैंक और सी० एन० आर० के बीच नये परिसर में ले जाने से संक्रामक रोगों के फैलने का खतरा है ; और

(ख) इस संबंध में सरकार द्वारा क्या कार्यवाही की गई है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में उप मंत्री (कुमारी कुमुदबेन एम० जोशी) : (क) नहीं ।

(ख) यह प्रश्न नहीं उठता ।

**Incentive for Transportation of Safety Matches**

4386. SHRI RAM SINGH SHAKYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the safety matches are being transported to Delhi from Sivakasi in trucks which hitherto used to come by goods trains ;

(b) if so, what are the reasons thereof and what is the extent of financial loss to the Railways ; and

(c) whether the Railways propose to attract the manufacturers of safety matches by giving them suitable incentives?



**THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) :** (a) to (c) As the movement from Sivakasi to Delhi by rail involves break of gauge transshipment, the consignors of Safety Matches generally prefer to bring their consignments to Madras by road and then have the same booked by rail from Madras to Delhi to avoid transshipment. The number of such wagons booked at Madras has increased in the past three years and the rail rates are cheaper than road rates.

**Loss incurred by DTC during 1983-84**

4387. **DR. A. U. AZMI :** Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that Delhi Transport Corporation has incurred heavy losses in 1983-84 taking the accumulated losses to Rs. 500 crores ;

(b) if so, the factors responsible therefor ;

(c) whether Government propose to institute an inquiry to probe into the functioning of DTC and make provisions for the Metropolitan Council of Delhi to discuss DTC budget like the budget of Delhi Development Authority ; and

(d) if not, reasons thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) :**

(a) The D.T.C.'s working loss for the year 1983-84 is placed at approx. Rs. 43.82 crores. The total accumulated losses upto 1983-84 are estimated to be Rs. 379.82 crores.

(b) The losses incurred by DTC are mainly due to low fare structure and rising cost of inputs coupled with grant of various instalments of D.A. and other benefits to its employees which are kept at par with the Central Govt's rates

(c) No such proposal is under consideration.

(d) The DTC is a statutory Corporation set up under the provisions of R.T.C. Act, 1950 and the budget of such Corporations can be discussed only in the State Legislatures, or as in case of DTC in Parliament.

**ब्रिटेन में भारतीयों की संख्या**

4388. **श्री फूल चन्द वर्मा :** क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय ब्रिटेन में कुल कितने भारतीय रह रहे हैं ;

(ख) क्या उनके साथ जातीय भेदभाव किया जाता है ;

(ग) यदि हां, तो क्या सरकार को इस बात की जानकारी है कि ब्रिटेन में भारत मूल के लोगों को आतंकित किया जा रहा है ; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है ?

**विदेश मंत्रालय में राज्य मंत्री (श्री ए० ए० रहीम) :** (क) यूनाइटेड किंगडम में भारतीय मूल के व्यक्तियों की संख्या करीब 7,19,000 है। अनुमान है कि इनमें से लगभग 50 प्रतिशत लोगों के पास ब्रिटिश पासपोर्ट हैं।

(ख) से (घ) ब्रिटिश सरकार और सभी प्रमुख राजनैतिक दल जातिवाद के प्रत्येक रूप के विरुद्ध वचनबद्ध हैं। लेकिन कभी-कभी भेदभाव के कुछ मामले ब्रिटिश प्राधिकारियों के ध्यान में लाए गए हैं और

उन्होंने इनकी जांच पड़ताल की है। ब्रिटेन में भारतीयों और अन्य अश्वेत लोगों ने उनके खिलाफ पक्षपात करने की कभी-कभी शिकायतें की हैं। लेकिन, इतिहास की पृष्ठभूमि में और यूनाइटेड किंगडम में इस समय रहने वाले अश्वेत लोगों की बड़ी संख्या को ध्यान में रखते हुए ही इस पर गौर किया जाना चाहिए। इस प्रकार के पक्षपात के परिणामस्वरूप यदाकदा जातीय आक्रमण भी हुए हैं। लेकिन यह विश्वास करने का कारण है कि इस प्रकार के हमलों को रोकने के लिए ब्रिटिश सरकार की अधिक सतर्कता और ऐसे मामलों पर अधिक सूझबूझ से विचार करने के लिए पुलिस बल को दी गई विशेष शिक्षा के कारण भी, गत दो वर्षों में इस प्रकार के आक्रमणों की संख्या में कमी हुई है।

**अन्तर्राज्यीय अथवा अर्थाधिक महत्व के कारण मध्य प्रदेश सरकार द्वारा पुलों के निर्माण का सुझाव दिया जाना**

4389. श्री फूल चन्द वर्मा : क्या नौबहन और परिबहन मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश सरकार ने छठी पंच-वर्षीय योजना के दौरान अन्तर्राज्यीय अथवा अर्थाधिक महत्व के कारण किन-किन स्थानों पर पुलों के निर्माण का सुझाव दिया है ;

(ख) क्या सरकार ने इन पुलों के निर्माण संबंधी स्वीकृति दे दी है ; और

(ग) यदि हां, तो उसके लिये कितनी धनराशि स्वीकृत की गई है और तत्संबंधी व्यौरा क्या है ?

**नौबहन और परिबहन मंत्रालय में राज्य मंत्री (श्री जियाउर्रहमान खंसारी) :**  
(क) एक विवरण संलग्न है।

(ख) और (ग) छठी योजना में अन्तर-राज्यीय या आर्थिक महत्व की राज्य सड़कों के लिए केन्द्रीय सहायता कार्यक्रम के तहत पहले से ही अनुमोदित कार्यों में संशोधन सम्बन्धी मध्यप्रदेश सरकार से विशेष अनुरोध प्राप्त होने पर निम्नलिखित स्कीमों को अनुमोदित किया गया जिस पर लगभग 2.35 करोड़ रुपये के अनुमानित व्यय की संभावना है। इस कुल व्यय में 1.45 करोड़ ६० केन्द्र के हिस्से में हैं और शेष 90.00 लाख रुपये राज्य को अपने ही साधनों से पूरा करना पड़ेगा।

1. उज्जैन-बड़नागर-यंडला-लिभी मार्ग पर लड़खी और माही नदियों पर 2 पुलों का निर्माण
2. बनजारिया-कनहन नदियों पर दो पुलों सहित चिरैदोन्गी-कन्हा-किसली सड़क को चौड़ा करना और मजबूत करना।

## बिबरन

क्रम सं०	सड़क/पुल का नाम	पुलों की संख्या	कुल व्यय लाख रु० में
1.	बनजारी और कन्हन नदियों में चिराय दोन्नाय-कन्ह कीसली मार्ग पर पुलें	2	65.00
2.	बडोल बखारी मार्ग पर पुलें और पुलियां	9	22.00
3.	बडोल क्लरबंकी सड़क पर पुलें और पुलियां	5	8.00
4.	मुंगबानी जाम सड़क पर पुलें	3	6.00
5.	मोर बोड़ी सड़क पर पुलें	7	22.00
6.	क्लरकन्ती से सपा मार्ग पर पुलें	3	10.00
7.	बंकों से मुगबानी सड़क (बरास्ता) कतिया पर पुलें	4	17.00
8.	बरबारी से धमरबारा सड़क पर पुलें	5	15.00
9.	उज्जैन बड़नागर बंडाला लिमड़ी मार्ग (अर्थात् माही नदी और लखड़ी नदी) पर पुलें	2	75.00
		40	240.00

**Providing a stoppage of Janta at Thandla road**

4390. SHRI BHEEKHABHAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that very few trains have halts at Thandla road ;

(b) whether any representation has been received by the Government in this regard ;

(c) if not, whether Government will consider and provide a halt at Thandla road for passengers to travel by Janta ; and

(d) if so, when?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) 4 pairs of trains includ-

ing one Express viz. 19/20 Dehradun Express are scheduled to stop at Thandla Road station.

(b) Yes, sir.

(c) and (d) Due to lack of traffic justification, there is no proposal at present to provide stoppage of 23/24 Janta Express at Thandla Road Station.

**High incidence of leprosy amongst school children**

4391 SHRI T. S. NEGI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that random survey in Delhi reveals high incidence of leprosy amongst school children which is 2 out of 1000 students and if so, steps taken in eliminating/checking the disease ;

(b) whether it is a fact that the R

and D efforts and achievement for developing leprosy vaccine is poor so far; and

(c) whether it is also a fact that there is similar poor R and D proposal for finding effective and better anti-leprosy drugs in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) As per available information no such survey has been carried out in Delhi either by Delhi Administration or Municipal Corporation of Delhi.

(b) Research and Development is a time consuming process as a number of tests such as "Lepromen Reaction"; Toxicological Evaluation etc. in accordance with certain basic scientific criteria are to be undertaken. It is only after assessing their suitability that the vaccines are put on trial in human beings. ICMR has been doing its best to promote the development of leprosy vaccine.

(c) Effective anti-leprosy drugs such as Rifampicine and Clofazimine have been introduced in the National Leprosy Eradication Programme and the combination of Dapsone with these drugs reduces the treatment period of infectious patients from 5-10 years to 2 years.

बीस सूत्री कार्यक्रम के अंतर्गत शिक्षित बेरोजगारों की कमीशन विक्रेताओं के पद पर नियुक्ति

4392. श्री धार० एम० राकेश : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 1980 से 1983 तक 20 सूत्री कार्यक्रम के अंतर्गत, सरकार द्वारा कितने गरीब, भूमिहीन और शिक्षित बेरोजगार व्यक्तियों की कल्याण के आधार पर कमिशन

विक्रेताओं के पद पर नियुक्ति की गई है ; और

(ख) 1980 से 1983 तक कितने व्यक्तियों से कमिशन विक्रेताओं के पद पर नियुक्ति के लिए आवेदन प्राप्त हुए ?

रेल मंत्री (श्री ए० बी० ए० गनी खाँ चौधरी) : (क) और (ख) 1980 से 1983 तक प्राप्त कुल 5218 आवेदनों में से कुल 830 व्यक्तियों को कमिशन वैडरो के रूप में नियुक्त किया गया है ।

Loss of Eye Sight of 40,000 Indians due to Vit. 'A' Deficiency

4393. SHRI HARIKESH BAHADUR :  
SHRI HARISH KUMAR  
GANGWAR :

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

(a) whether Government's attention has been drawn to a UNICEF report concerning loss of eye sight of 40,000 Indians per year due to Vit. A deficiency and if so, practical fool proof methods and programmes in action all over the country ;

(b) whether Government will give a break-up cases of blindness State wise for last 3 years due to Vit-A deficiency ;

(c) whether it is a fact that the cases are more rampant amidst tribals, SC/ST and other weaker sections of society ; and

(d) whether Government will distribute Vit-A through voluntary agencies and private/Government Doctors working/ serving in areas most affected ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND

**FAMILY WELFARE (SHRIMATI MOH-SINA KIDWAI) :** (a) In a UNICEF publication it has been stated that around 40,000 children in India suffer from blindness due to nutritional problems. According to the studies carried out by the Indian Council of Medical Research about 30,000 children go blind in the country every year due to Vitamin 'A' deficiency. A programme for prevention of blindness due to Vitamin 'A' deficiency by administering dose of Vitamin 'A' to pre-school children is being implemented.

(b) State-wise data are not available.

(c) No such surveys have been carried out.

(d) Vitamin 'A' is being distributed through medical and para-medical per-

sonel working in hospitals, Health Centres, sub-centres, run by the Government as well as voluntary agencies.

**Facilities Extended to CGHS Beneficiaries in States**

4394. **SHRI AMAL DATTA :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the facilities extended to the CGHS beneficiaries in different States and Union Territories during the last three years in terms of general medical personnel specialist medical personnel, nursing staff, para-medical staff, hospital beds and dispensaries ?

**THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI) :** The information has been given in the attached Statement.

## Statement

States/Union Territory-wise General Medical Personnel, Specialist Medical Personnel, Nursing Staff, Para-medical staff, Hospital beds and dispensaries during 1980-81, 1981-82 and 1982-83

States/U.Ts.	1980-81					
	G.M.P. *	S.M.P. *	N.S. *	P.M.S. *	H.B. **	Disp. 
Uttar Pradesh	126	10	22	238	Nil	29
Maharashtra	236	3	34	347	Nil	43
Gujarat	23	2	3	43	Nil	5
West Bengal	68	9	12	114	Nil	12
Tamil Nadu	62	1	11	110	Nil	11
Karnataka	42	2	8	75	Nil	9
Andhra Pradesh	58	2	10	112	Nil	14
Bihar	25	2	5	48	Nil	6
Rajasthan	26	2	4	53	Nil	6
Delhi	699	55	275	933	120	96

1981-82

1982-83

G.M.P. *	S.M.P. *	N.S. *	P.M.S. *	H.B. **	Disp. *	G.M.P. *	S.M.P. *	N.S. *	P.M.S. *	H.B. **	Disp. *
128	10	22	252	Nil	29	137	10	23	284	Nil	32
261	16	42	391	Nil	46	284	16	42	430	Nil	48
23	2	3	45	Nil	5	23	2	3	45	Nil	5
76	5	13	160	Nil	14	76	5	14	162	Nil	16
66	1	11	119	Nil	13	69	5	13	125	Nil	13
42	6	9	77	Nil	9	45	6	9	98	Nil	9
62	4	13	123	Nil	14	66	4	13	125	Nil	15
25	2	5	49	Nil	7	25	2	5	52	Nil	7
26	6	5	53	Nil	6	28	6	5	57	Nil	6
722	62	279	937	120	98	740	64	301	958	120	100

\* Sanctioned post only.

\*\* CGHS do not have any hospital beds in cities other than Delhi. However, a number of Govt/Private Hospitals have been recognised for hospitalisation. No beds have been allocated separately for CGHS beneficiaries in these hospitals.

G.M.P.—General Medical Personnel

S.M.P.—Specialist Medical Personnel.

N.S.—Nursing Staff.

P.M.S.—Para-Medical Staff.

H.B.—Hospital Beds.

Disp.—Dispensaries.

**Proposal for Attachment of A.C. 2-Tier  
Coaches in Trains**

4395. KUMARI PUSHPA DEVI SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have a proposal to attach A.C. 2-Tier coaches on some more trains during current financial year ;

(b) if so, the name of the trains where such coaches are proposed to be provided ;

(c) whether there is a growing demand to attach A.C. 2-Tier coaches in Kalinga Express :

(d) if so, the steps proposed to be taken to provide A.C. 2-Tier coaches in Kalinga Express ; and

(e) the details thereof ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHAUDHURY) : (a) No, Sir,

(b) Does not arise,

(c) Yes, Sir.

(d) and (e) Due to paucity of such coaches it is not feasible to provide them on Kalinga Express for the present.

**Yoga Training in Educational  
Institutions**

4396. SHRI BHOGEN德拉 JHA : Will the Minister of EDUCATION AND CULTURE be pleased to state whether in the absence of any comprehensive proposal what steps are being taken to impart yoga training in the educational institutions under the Union Government and how many trained teachers are available for absorption or have been absorbed ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : Yoga has been introduced as a separate subject, on experimental basis, in Kendriya Vidyalayas since 1981. The experiment is to continue upto 30-4-1985. Pending an assessment of this experiment it is not proposed to recommend introduction of Yoga in other educational institutions.

No statistics are available with the Government about the total number of trained teachers available for employment as Yoga teachers. However, there are at present 411 Yoga teachers position in the Kendriya Vidyalayas.

**Redressal Mechanism for JNU Staff  
Grievances**

4397. Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether Jawaharlal Nehru University (JNU) has set up an effective grievance redressal mechanism to deal with problems of Karamcharies ; as reported in the Statesman dated 23-2-84 ;

(b) whether Government propose likewise for teaching staff and students for JNU and other Central Universities and if so, details thereof and time schedule, if any ; and

(c) whether Government propose to speed up creation and setting up of Administrative Tribunals for all staff as provided for in the Constitution and if so, details thereof ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE & SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) to (c) The Jawaharlal Nehru University has set up separate Grievance Redressal mechanisms to consider and settle individual and collective grievances of students and non-teaching staff.



The Committee set up by U.G.C. in January, 1982, had after examining the existing procedures for consideration and disposal of the grievances of various sections of the community in the Central Universities, has made several recommendations including the setting up of Special Courts or Administrative Tribunals for the purpose. The Government have yet to examine the report and take a view on the recommendations made in it.

**Amount spent on Construction of Metro Railway, Calcutta**

4398. SHRI HARIHAR SOREN :  
SHRI SATYAGOPAL MISRA :

will the Minister of RAILWAYS be pleased to state :

(a) the amount spent on the construc-

tion of Metro Railway, Calcutta so far ;

(b) the amount proposed to be allocated during 1984-85 for the speedy completion of the above project ; and

(c) the target date of the completion of that project ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHU · Y) : (a) Amount spent on construction of Metro Railway, Calcutta upto February 1984 is approximately Rs. 223 crores.

(b) Amount allocated for the year 1984-85 is Rs. 80.70 crores.

(c) Subject to availability of resources the project is scheduled to be opened as under :—

Esplanade—Bhowanipur	—	Middle of 1984
Dum Dum—Belgachia	—	End of 1984
Bhowanipur—Tollygunje	—	End of 1985
Belgachia—Esplanade	—	End of 1987

**Repatriation of Nissar Hussain Bhat from Pakistan**

4399. PROF. SAIF-UD-DIN SOZ :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Ministry had taken any steps about repatriation from Pakistan of Shri Nissar Hussain Bhat S/o Shri Gulam Mohammad Bhat R/o New Colony, Sopore (Jammu and Kashmir State); and

(b) if so, the details thereof and remedial steps taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS

(SHRI A. A. RAHIM) : (a) and (b) On receipt of information in October 1982 to the effect that Shri Nissar Hussain Bhat had been taken into custody by Pakistan authorities, our Embassy in Islamabad was immediately instructed to take up the matter with the Pakistan Government with a view to ascertaining his whereabouts and securing his release and repatriation to India. Our mission has been in touch with the Pakistan authorities in the matter. However, the latter have not responded positively so far.

**बरेठ रेलवे स्टेशन माल यातायात  
की सुविधा**

4400. श्री राम प्रसाद अहिरवार :  
क्या रेल मंत्री यह बताने की कृपा करेंगे  
कि :

(क) क्या मंत्रालय का विचार  
मध्य प्रदेश में बरेठ रेलवे स्टेशन पर माल  
यातायात के लिए बुकिंग सुविधा पुनः  
आरंभ करने का है ;

(ख) यदि हां, तो कब तक ; और

(ग) यदि नहीं, तो उसके क्या कारण  
हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खां  
चौधरी) : (क) और (ख) 10-1-1983  
से मध्य प्रदेश में बरेठ रेलवे स्टेशन को  
माल डिब्बा भार/फुटकरों में माल यातायात  
के लिए फिर से खोल दिया गया है ।

(ग) प्रश्न नहीं उठता ।

**House Building Advance to Govt. Employees  
Eligible for Allotment from General Pool  
Accommodation**

4401. SHRI MANOHAR LAL  
SAINI : Will the Minister of SOCIAL  
WELFARE be pleased to state :

(a) how many public servants working  
in his Ministry and its attached and sub-  
ordinate offices located in Delhi/New  
Delhi eligible for allotment of Govern-  
ment accommodation were sanctioned  
house building advances and how many  
of them have since completed the con-  
struction of their houses during the last  
three years;

(b) how many of them were in allot-  
ment of Government accommodation and

how many of them have not yet vacated  
the Government accommodation but have  
sub-let them; and

(c) details of action taken against  
those found guilty violating the rules and  
regulations with details if any ?

THE DEPUTY MINISTER IN THE  
MINISTRIES OF EDUCATION AND  
CULTURE AND SOCIAL WELFARE  
(SHRI P. K. THUNGON) : (a) During  
the calendar years 1981, 1982 and 1983,  
16 officers and members of the staff  
working in the Ministry of Social Welfare  
and eligible for allotment of Government  
accommodation were sanctioned financial  
assistance for construction of houses. Of  
these, 7 employees have since completed  
the construction of their houses. One  
employee not in allotment of Govt.  
accommodation has been granted House  
Building Advance for purchase of a plot  
of land.

(b) The requisite information is as  
follows :—

(i) No. of Employees—7 (out of 16)  
in allotment of Govt.  
Accommodation.

(ii) Number of Emp- —1  
loyee out of (i) who  
have shifted to their  
own house.

(iii) Number of employees—Nil  
who have not yet  
vacated their Govt.  
accommodation but  
have sublet the same.

(iv) Number of emp- —4 (out of 7)  
loyees not occupying  
Govt. accommodation  
but shifted to their  
own houses.

(c) Since orders of the Ministry of  
Works and Housing do not debar the  
house owning Govt. employees from  
occupying Govt. accommodation and

letting out their own houses, the question of taking any action against the employees concerned does not arise.

**Central Schemes in States to Protect its  
Infants from Infection Dehydration,  
Disease and Death**

**4402. KUMARI PUSHPA DEVI SINGH :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have introduced any central scheme in States under which steps are being taken to protect infants from infection dehydration, disease and death;

(b) whether Government are aware that such cases are growing in the remote tribal villages in the country;

(c) if so, the specific measures proposed to be taken for the proper treatment of the infants; and

(d) the name of the districts in Madhya Pradesh where the above mentioned Central scheme has been introduced ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) :** (a) to (d) A number of Mother and Child Health programmes, directed towards promoting survival and health of infants are in progress. These include immunisation against Diphtheria, whooping cough, tetanus, poliomyelitis and tuberculosis, prophylaxis against anaemia and provision of oral rehydration salt packets to combat dehydration. All these programmes are operative in all the districts of different states and union territories. Though no specific data regarding incidence of diseases in tribal areas are available special attention in provision of health facilities to tribal areas being given.

**Stoppage of Pashupati Express at Jogiara  
Station at a new Railway Halt at  
Chandouna**

**4403. SHRI BHOGENDRA JHA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Jogiara station between Janakpur Road and Kamtaul station is the only station for the Jaley Administrative block and Police Station and there is urgent need of stopping Pashupati Express (77 Up and 78 Dn) there;

(b) if so, from which date those trains are going to stop there;

(c) whether there has been a demand for making a new railway halt at Chandouna between Jogiara and Janakpur Road Station particularly for the coming and going of students and teachers of Chandouna Kalidas Memorial College; and

(d) if so, steps taken to make a new halt there ?

**THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOU-DHURY) :** (a) Although Jogiara is the nearest railway station from Jaley, there is no justification for stopping 77/78 Express at Jogiara.

(b) Does not arise.

(c) and (d) Yes, Sir. The proposal for opening of a halt station between Jogiara and Janakpur Road Stations was examined but not found financially justified due to recurring loss. Moreover, the proposed site for the halt is only 3 (three) Kms. away from Janakpur Road Station.

**सिवरोली-खलितपुर रेल लाइन**

**4404- श्री भोगेन्द्र झा :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश में सिवरोली-खलितपुर रेल लाइन का सर्वेक्षण

कार्य तथा अन्य औपचारिकताएं जैसे उसका अनुमोदन आदि का कार्य बहुत पहले पूरा हो गया था और यदि हां, तो तत्संबंधी ब्योरा क्या है ;

(ख) क्या यह भी सच है कि उक्त रेल लाइन बिछाने की मांग के समर्थन में 1 जनवरी 1984 को गाड़ियों के घाने जाने को रोकने के लिए दूर दराज स्थानों से लोग आ गये हैं और यदि हां, तो तत्संबंधी ब्योरा क्या है ; और

(ग) क्या सरकार का विचार सिगरोली ललितपुर रेल लाइन बिछाने का कार्य चरणों में पूरा करने का है ?

रेल मंत्री (श्री ए० बी० ए० गनी खां चौधरी) : (क) खजुराहो, सतना और रीवा के रास्ते ललितपुर से सिगरोली तक बड़ी लाइन के लिए 1979-81 की अवधि के दौरान प्रारंभिक इंजीनियरी एवं यातायात सर्वेक्षण किया गया था । दो वैकल्पिक संरेखणों की जांच की गयी थी । सर्वेक्षण की रिपोर्ट से पता चला है कि दोनों विकल्प वित्तीय दृष्टि से अर्थक्षम नहीं हैं । बहरहाल रीवा, गोंविंदगढ़ तथा बाघवर के रास्ते सतना तथा ब्यौहारी के बीच एक बड़ी लाइन के निर्माण के लिए एक इंजीनियरी एवं यातायात 1984-85 के बजट में शामिल कर लिया गया है क्योंकि इस क्षेत्र में कुछ सीमेंट फैक्टरियां स्थापित करने का प्रस्ताव है ।

(ख) ललितपुर-सिगरोली रेलवे लाइन के निर्माण के लिए 1.1.1984 को ललितपुर स्टेशन पर एक आंदोलन किया गया था ।

(ग) नयी रेल लाइनों के निर्माण के

लिए उपलब्ध सीमित संसाधनों को देखते हुए इस रेल सम्पर्क के निर्माण के प्रश्न पर केवल तब ही विचार किया जा सकता है जब धन सम्बन्धी स्थिति में सुधार हो ।

#### UNICEF Aided Children's Welfare Projects

4405. KUMARI PUSHPA DEVI SINGH : Will the Minister of SOCIAL WELFARE be pleased to state :

(a) whether some United Nations International Children Emergency Fund aided projects are under implementation in the country for the welfare of the Children;

(b) if so, the details of the welfare measures undertaken in different States and Union Territories under the above UNICEF Schemes; and

(c) the details of the Voluntary Organisations involved in implementing those UNICEF Projects ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) to (c) United Nations Children's Fund (UNICEF) assists several projects of the Government of India in the sectors of Education in Food and Nutrition in Agricultural Universities; Food and Village Technology; Water and Environmental Sanitation; Health and Welfare; Education Development; Childhood Disability; Destitute Children; Integrated Child Development Services; Special Nutritional Programme; Social Inputs in Area Development; Development of Women and Children in Rural Areas; Urban Development; National Institute of Public Cooperation and Child Development.

Those projects are under implementation throughout the country. In several UNICEF-assisted projects like Development of Women and Children in Rural Areas (DWCRA), Urban Development

(UDEV), assistance of voluntary organisations has been involved. The voluntary organisations are those that operate in the fields of child welfare, disabled welfare, women welfare and related fields.

**Replacement of Switchmen Assistant Station Masters E.R.**

4406. SHRI A. K. ROY : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 10350 on 5 May, 1983 regarding weekly rest for Assistant Station Masters and Section Masters and Section Controllers and state :

(a) the action taken so far to replace the Switchmen working, in Panel Boards by Assistant Station Masters in Asansol Division, Eastern Railway ; and

(b) if no action has so far been taken, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUHDURY) : (a) The requisite number of posts of Assistant Station Masters have been created by Eastern Railway and the process of filling in these posts is in hand.

(b) Does not arise.

**Children Homes in States Getting Foreign and General Aid**

4407. KUMARI PUSHPA DEVI SINGH : Will the Minister of SOCIAL WELFARE be pleased to state :

(a) the number of Children homes which have been functioning in different

States and Union Territories ;

(b) the name of those children homes getting foreign aid ;

(c) how many of them are getting Central aid ; and

(d) the details of the foreign aid and Central aid received in last three years by various children homes functioning in the country ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P.K. THUNGON) : (a) to (d) The Ministry of Social Welfare maintains a list of the organisations which have been approved for running the Children's homes under the Centrally Sponsored Scheme for the welfare of children in need of care and protection. The Ministry provides lump-sum grants to the States and Union Territories. The State Governments release the grants to the voluntary organisations, including the Central share and the State's Share. The Central aid is not given direct to the children homes. A statement showing the number of organisations approved for running children's homes and the grants released by the Ministry of Social Welfare to the States and Union Territories during the last three years is laid on the Table of the Sabha.

The following four children's homes reported to the Ministry of Home Affairs that they had received foreign contributions during the last three years (1981, 1982, 1983) :

Name	Foreign contribution received during 1981, 1982 and 1983.
1. Bachchon Ka Ghar Daryaganj, Delhi	2,20,492.62
2. Children's Home Neemuch-458441 (Madhya Pradesh)	7,556.00
3. The Children's Home Saikot, P.B. 15, Churhanpur-795128 Manipur	5,74,260 00 (upto 30-6-1983)
4. Children's Home Bhogpur, Dehradun, (U.P.)	31,17,057.56

## Statement

Sl. No.	Name of the State/ Union Territory.	No. of Orga- nisations ap- proved during 1980-81 to 1982-83.	Amount released		
			1980-81	1981-82	1982-83
(1)	(2)	(3)	(4)	(5)	(6)
1.	Andhra Pradesh	47	5,15,895	5,89,119	13,87,473
2.	Assam	6	1,67,266	2,02,061	2,79,117
3.	Bihar	6	2,87,214	3,02,169	4,59,365
4.	Gujarat	10	1,97,468	3,87,410	4,12,448
5.	Haryana	9	2,77,911	1,46,301	1,69,098
6.	Himachal Pradesh	1	—	—	10,699
7.	Jammu & Kashmir	—	—	42,525	10,699
8.	Karnataka	104	11,18,642	19,04,273	20,39,027

(1)	(2)	(3)	(4)	(5)	(6)
9.	Kerala	18	7,12,186	8,35,729	9,22,969
10.	Madhya Pradesh	10	90,418	1,94,568	2,60,713
11.	Maharashtra	29	5,47,184	7,91,370	7,28,854
12.	Manipur	3	40,477	19,200	66,948
13.	Meghalaya	6	1,87,200	1,79,261	2,30,724
14.	Nagaland	5	7,856	42,678	1,31,113
15.	Oriasa	18	2,26,355	2,74,260	3,67,429
16.	Punjab	5	31,685	19,200	68,731
17.	Rajasthan	6	6,72,540	5,97,255	7,06,194
18.	Sikkim	2	2,683	27,579	28,800
19.	Tamil Nadu	95	13,22,937	21,66,462	27,76,894
20.	Tripura	9	1,89,930	1,71,882	2,18,683
21.	Uttar Pradesh	46	6,19,019	7,76,566	5,00,000
22.	West Bengal	33	3,55,672	7,87,400	12,49,809
23.	Andaman & Nicobar	2	27,015	54,870	1,56,034
24.	Arunachal Pradesh	6	1,34,333	2,86,987	1,72,800
25.	Chandigarh	—	—	—	—
26.	Dadra & Nagar Haveli	—	—	—	—
27.	Delhi	1	1,39,000	1,53,132	1,72,800
28.	Goa, Daman & Diu	2	5,835	29,800	38,148
29.	Lakshadweep	—	—	—	—
30.	Mizoram	1	27,600	74,160	74,160
31.	Pondicherry	8	1,66,672	3,32,931	3,56,312
<b>GRAND TOTAL</b>		<b>488</b>	<b>80,94,271</b>	<b>113,08,148</b>	<b>139,96,042</b>

**Ships Built by Hindustan Shipyard  
during the last Two years**

4408. SHRI D.S.A. SIVAPRAKASHAM : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) how many ships were built by the Hindustan Ship Yard during the last two years ;

(b) whether any ship was built for foreign countries ; and

(c) if so, the amount earned by the Hindustan Shipyard ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) :

(a) The Hindustan Shipyard built following ships during the last two years upto the stages as mentioned against each :

(i) Keels were laid for 3 Bulkers of 27000 DWT ;

(ii) 3 ships were launched.

Including the above there were 7 ships under various stages of construction during the last two years.

(b) No.

(c) Does not arise.

**Railway Lines in Southern Railway incurring loss**

4409. SHRI D.S.A. SIVAPRAKASHAM : Will the Minister of RAILWAYS be pleased to state :

(a) the details of railway lines incurring loss in Southern Railway ;

(b) how long these lines have been incurring losses ; and

(c) the steps Government have taken to reduce the losses in respect of those lines ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY) : (a) and (b) There are 16 lines incurring loss on Southern Railway. Of these, 13 are uneconomic branch lines, identified as such with reference to the recommendations of the Uneconomic Branch Lines Committee, 1969 and three are new lines. The details of these lines and the year from which they are incurring losses are indicated in the attached statement.

(c) With a view to improving the financial viability of these lines, various measures are taken from time to time to increase the earnings and reduce the working expenses of such lines. Some of these are :—

- (1) Development of additional traffic by adjustment of railway time-table to suit public convenience.
- (2) Cancellation of trains which are poorly patronised.
- (3) Curbing tickless travel.
- (4) Replacement of passenger and goods trains by mixed trains.
- (5) Closure of certain stations/halts.
- (6) Introduction of 'one engine only' system for working trains to keep down the operating costs.
- (7) Economy in staff, fuel and maintenance.
- (8) Closure of stations for goods traffic as warranted by poor patronage and the like.

and (9) By persuading the State Governments though not very successfully, to provide feeder



roads to stations and curtailment of parallel road trans-

port during the time of the train services.

Statement

S. No.	Name of lines	Year of opening	Year from which incurring loss
<i>Uneconomic Branch Lines.*</i>			
1.	Shoranur-Nilambur	1954	1969-70*
2.	Villupuram-Pondicherry	1879	1978-79*
3.	Thiruthraipundi-Point Calimare	1936	1969-70*
4.	Mettupalayam-Ootacamund	1908	1969-70*
5.	Madurai-Bodinayakanur	1954	1969-70*
6.	Chickajur-Chitradurg	1921	1969-70*
7.	Nanjungud-Chamarajnagar	1926	1969-70*
8.	Bangalore City-Bangarapet	1918	1969-70*
9.	Nidamangalam-Manargudi	1915	1969-70*
10.	Paralam-Karaikkal	1898	1969-70*
11.	Mayuram-Tranquehar	1926	1969-70*
12.	Tirumelveli-Tiruchendur	1923	1969-70*
13.	Sagara-Talaguppa	1940	1969-70*
<i>New Lines</i>			
1.	Salem-Bangalore	1967	1969-70
2.	Hassan-Mangalore	1979	1980-81
3.	Trivandrum-Nagarcoil-Kanniyakumari-Nagarcoil-Tirunelveli	1981	1981-82

\* As for uneconomic branch lines, the details of financial results were maintained only since 1969, after these lines were defined and identified for each railway with reference to the recommendations of the Uneconomic Branch Lines Committee of 1969.

Special Report of UNICEF 1984  
re.: Children

4410. SHRI AMARSINH RATHAWA : Will the Minister of SOCIAL WELFARE be pleased to state :

(a) whether the 1984 special report of the United Nations International Children Emergency Fund (UNICEF) has been received;

(b) if so, the suggestions made for improving the Child's conditions throughout the developing world; and

(c) what steps Government of India are going to take to implement them for the welfare of the future nation i. e. the children and particularly in backward areas ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) UNICEF (UNITED NATION CHILDREN'S FUND) has published "The State of the World's children 1984" which has been received by the Government.

(b) Several measures have been suggested to promote child survival and development; growth monitoring, breast feeding oral rehydration therapy for management of diarrhoea in young children, immunization of children against communicable diseases, food supplementation to children, family planning and female education.

(c) Government is already implementing these measures in the programmes for young children, especially the programme of integrated child development services (ICDS).

115/116 लखनऊ-बम्बई एक्सप्रेस  
को मंडी-बामोरा स्टेशन पर  
रोकना

4411 श्री राम प्रसाद अहिरवार : क्या

रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या सरकार का विचार 115/116 लखनऊ-बम्बई एक्सप्रेस को मंडी-बामोरा स्टेशन पर रोकने का है ;

(ख) यदि हां, तो कब से ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी साँ चौधरी) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) यात्रायात का औचित्य कम होने की वजह से ।

बरेली और मथुरा के बीच यात्री  
टिकटों की बिक्री

4412. श्री जयपाल सिंह कश्यप : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) बरेली और मथुरा जंक्शन के बीच 1980, 1981, 1982, 1983 और जनवरी, 1984 तक, वर्ष-वार, कितने यात्री टिकट बेचे गये और रेल किराये के रूप में सरकार को कितनी धनराशि प्राप्त हुई ; और

(ख) टिकटों की बिक्री में कमी आने या वृद्धि होने के क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी साँ चौधरी) : (क) बरेली और मथुरा स्टेशनों के बीच 1981-82 से 1983-84 (जनवरी 1984 तक) के दौरान बेचे गये टिकटों और इनसे प्राप्त आमदनी का ब्योरा नीचे दिया गया है :—

	बेचे गये टिकटों की संख्या	आमदनी
1980-81	43,30,957	1,47,03,497
1981-82	41,42,783	1,69,40,841
1982-83	45,83,990	1,89,69,654
1983-84 (जनवरी 1984 तक)	41,65,018	1,97,96,471
1982-83 (जनवरी, 1983 तक)	38,61,638	1,61,42,653

(ख) यद्यपि प्राथमिक यात्री यात्रायात कम प्राप्त होने के कारण 1981-82 की तुलना में 1982-83 में बुरा किये गये यात्रियों की संख्या में कुछ गिरावट आयी, लेकिन 1983-84 के दौरान इसका रुख ऊर्ध्वगामी रहा, जैसा कि उपर्युक्त (क) से देखा जा सकता है।

‘पाकिस्तान काश्मीर को भूल नहीं सकता’ शीर्षक से समाचार

4413. श्री कृष्ण चन्द्र पांडे : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान दिनांक 29 जनवरी, 1984 के दैनिक हिन्दुस्तान में ‘पाकिस्तान काश्मीर को भूल नहीं सकता’ शीर्षक से प्रकाशित समाचार को ओर दिलाया गया है ;

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

(ग) क्या सरकार ने पाकिस्तान सरकार को कोई विशेष प्रकट किया है और यदि नहीं, तो उसके क्या कारण हैं ?

विदेश मंत्रालय में राज्य मंत्री (श्री ए० ए० शहीम) : (क) जी हां। सरकार

ने यह खबर देली है।

(ख) और (ग) काश्मीर के बारे में भारत की स्थिति सुविदित है और इसे संसद में और अन्तर्राष्ट्रीय मंचों पर भी स्पष्ट शब्दों में बार-बार बताया जा चुका है। कानूनी और संबैधानिक रूप से जम्मू और काश्मीर का पूरा क्षेत्र भारत का अभिन्न अंग है। पाकिस्तान की सरकार को यह स्थिति बता दी गई है और उसे यह कह दिया गया है कि काश्मीर को लेकर उमका आंदोलन दोनों देशों के संबंधों को सुधारने में सहायक नहीं है। विदेश मंत्री ने 30 जनवरी, 1984 को मद्रास में यह स्थिति एक बार फिर दोहराई थी।

जाली छाया प्रमाणपत्रों के आधार पर  
जवाहर लाल नेहरू विश्व-  
विद्यालय में दाखिला

4414. श्री राम प्यारे पनिका : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जवाहर लाल नेहरू विश्वविद्यालय में दाखिले के मामले

में अनियमितताएं बरती गई हैं ;

(ख) यदि हाँ, तो क्या यह भी सच है कि कुछ छात्रों को जाली आय प्रमाणपत्रों के आधार पर दाखिला दिया गया था ;

(ग) यदि हाँ, तो क्या सरकार का विचार इन छात्रों तथा जाली प्रमाणपत्र जारी करने वाले व्यक्तियों के विरुद्ध कार्यवाही करने का है ;

(घ) यदि हाँ तो तत्संबंधी ब्योरा क्या है ; और

(ङ) यदि नहीं तो उनके क्या कारण हैं ?

शिक्षा तथा संस्कृति और समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० शुंगन) : (क) और (ख) जवाहर लाल नेहरू विश्वविद्यालय द्वारा भेजी गई सूचना के अनुसार 1982 में की गई आकस्मिक जांच से पता चला है कि कुछ छात्रों ने, जिन्हें दाखिला मिला था, आर्थिक दृष्टि से पिछड़ेपन के लिये किए गए प्रारंभित स्थानों के लिए दी गई रियायत को प्राप्त करने के लिये जाली आय प्रमाणपत्र दिये थे ।

(ग) और (घ) विश्वविद्यालय ने 6 छात्रों का दाखिला रद्द कर दिया । अन्य 8 को अर्धदण्ड दिया गया था और उनमें से 4 को प्रदान की गई शिक्षा वृत्ति/छात्रवृत्ति वापिस ले ली गई ।

(ङ) प्रश्न नहीं उठता ।

**Efforts to Eradicate Measles,  
Rabies and Polio**

4415. SHRI D. M. PUTTE  
GOWDA :

SHRI BALKRISHNA  
WASNIK :

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

(a) what efforts have been made by the Government to eradicate completely measles, rabies and polio diseases in the country;

(b) whether Government propose to seek any help from other countries to eradicate such diseases; and

(c) if so, full details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) to (c) Measles, rabies and polio are vaccine preventable diseases. Adequate quantities of these vaccine are available in the country. Vaccination with Oral Polio Vaccine is already a part of the Expended Programme on Immunisation.

**Publication of Books**

4416 DR. PRATAP WAGH : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) whether inferior quality of paper and permission to export paper had hampered the growth of publication of books; and

(b) if so, the steps proposed to be taken by Government to improve the quality and increase the supply of papers, modernise paper technology, stop export and reduce prices of paper to promote publication of good books ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) and (b) The paper industry is at present producing a number of varieties of paper and paper boards in-

cluding printing paper. There have been no reports to the effect that the quality of paper is inferior. In so far as export of paper is concerned, export of writing and printing paper is permitted within a limited ceiling of 10,000 tonnes but due to the competition in the international market, the actual export of writing and printing paper is negligible and has in no way hampered the growth of book publishing.

Various steps have been taken by the Government to improve the paper situation. These include offering excise rebates to small paper mills for the use of unconventional raw materials and utilisation of bagasse for writing and printing paper manufactured by new units, liberalising the import of wood pulp and reducing customs duty on its import, waiving import duty on waste paper used for paper making and exempting import of wood chips for the manufacture of paper from customs duty. The infrastructure support is being improved to enable the paper industry to achieve better capacity utilisation. Basic excise duty on paper is being reduced and this will ease the position with regard to availability of paper. Several paper mills have modernisation/renovation plans in hand to improve production and quality of paper.

**Call to Reduce Marriage Age to 20 years in Conference of Asian Forum of Parliamentarian**

4417. SHRI P. NAMGYAL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that Conference of the Asian Forum of Parliamentarians held recently in New Delhi has given a call to the minimum marriage age of both men and women to 20 years to enable to check the growth of population; and

(b) if so, whether Government are contemplating to bring legislation in the direction ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) :** (a) The Conference gave a call that the minimum age of marriage be raised to 30 years.

(b) By the Child Marriage Restraint (Amendment) Act, 1978, the minimum age of marriage was fixed for men at 21 years and for women at 18 years. It is felt that the time is not yet ripe to raise the minimum age of marriage for women to 20 years.

**World Peace and a just Economic Order**

4418. SHRI K. LAKKAPPA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is not a fact that the United Nations has become an ineffective body to prevent cold wars and the building up of deadly weapons by power-hungry nations ; and

(b) whether in the context of the above it is proposed to support movements like World Constitution and Parliament Association which are striving to promote world peace and a just economic order ?

**THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM) :** (a) Despite its limitations, the United Nations is the most appropriate international forum for finding solutions to major world issues such as the achievement of general and complete disarmament and the realisation of the New International Economic Order. At the 7th Non-aligned Summit Conference held at New Delhi in March, 1983, the non-aligned nations reaffirmed their firm adherence to the purposes and principles of the United Nations Charter and expressed their recognition to the need for supporting and strengthening the world organisation in order to make it an effective instrument

for the fulfilment of its central role in the maintenance of international peace and security and in establishing equitable economic relations between States and in promoting fundamental rights and freedoms in the world.

(b) India believes that all forums which are striving to promote world peace and a just economic order are useful to the extent that they contribute towards lessening of world tension and greater international peace.

**Facilities to workmen for hearing of appeal filed by Railway**

4419 SHRI A.K. ROY : Will the Minister of RAILWAYS be pleased to state :

(a) whether his attention is drawn to the letter of the Under Secretary, Ministry of Labour dated 29 December, 1983 addressed to the General Manager, Eastern Railway to afford facilities to the workmen's representatives to attend the hearing of the appeal filed by the Railways before the Joint Secretary and Appellate Authority, if so, facts in details ;

(b) whether it is a fact that no facility were extended despite instructions ; and

(c) if so, steps taken thereon ?

THE MINISTER OF RAILWAYS (SHRI A.B.A GHANI KHAN CHOU-DHURY) : (a) to (c) Information is being collected and will be laid on the Table of the Sabha.

भांसी मंडल के सैकेनिकल इंजीनियरों द्वारा धनराशि समूल किये जाने का आरोप

4420. श्री हेमवती नन्दन बहुगुणा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भांसी मंडल के कुछ प्राधि-कारियों ने 'कैरिज एंड वैगन दिवस' के नाम पर निधन लोगों से जबरदस्ती लाखों रुपये वगून किए हैं ;

(ख) यदि हाँ, तो सरकार ने इस मामले को कोई जांच करवाई है ;

(ग) यदि हाँ, तो जांच के दौरान किन तथ्यों का पता चला है ;

(घ) दोषी व्यक्तियों के विरुद्ध क्या कार्यवाही की गई है ; और

(ङ) यदि कोई कार्यवाही नहीं की गई है, तो उसके कारण क्या है ?

रेल मंत्री (श्री ए० बी० ए० गनी खाँ चौधरी) : (क) जी नहीं ।

(ख) से (ङ) प्रश्न नहीं उठता ।

**Expansion of Loading Facilities and Addition of more Berths at Haldia Port**

4421. SHRI SANAT KUMAR MANDAL : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether in view of the record lifting of cargo and coal at the Haldia Port, recently, Government have chalked out any plan for the expansion of loading facilities at this port, adding of more berths etc. ;

(b) if so, the broad details thereof and the capital outlay involved; and

(c) how long will it take to complete the expansion programme ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) :

(a) and (b) There is a proposal for construction of a second oil jetty at Haldia Port to meet the enhanced requirement of handling POL. There is also a proposal to modify the existing iron ore berth for handling coal by providing additional stacking and reclaiming facilities. The estimated cost of proposed second oil jetty at Haldia and modification of existing iron ore berth for handling coal will be Rs. 34.15 crores and Rs. 1.93 crores respectively.

(c) Since both the schemes are yet to be sanctioned, it is not possible to indicate the dates of their completion.

#### French Proposal in Security Council for UN Force for Beirut

4422. SHRI CHHITTUBHAI GAMIT : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether any proposal was made by France in Security Council that a UN Force be sent to Beirut to replace the American Marines and the French, British and Italian troops which is being withdrawn ;

(b) whether simultaneous withdrawal of the US Naval Ship from the Lebanese coast were also made ; and

(c) if so, the reaction of Indian Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM) : (a) to (c) Yes Sir, a proposal was recently made by France in the Security Council for the replacement of the multinational force in Lebanon by a U.N. force. India and other Non-aligned countries made a number of suggestions which were incorporated in the revised draft. The draft provided, *inter-alia*, for the establishment of a U.N. force which would take position in the Beirut area "as soon as all elements of the multinational force have left Lebanon territory and territorial

waters." India, along with other Non-aligned countries voted in favour of the revised French draft. During the debate in the Security Council, the Indian Representative stated that we were aware of the concerns which were not fully met in the revised draft. Nevertheless, it was our belief that it represented a "sufficiently broad and acceptable framework of essential elements and provided a reasonable basis for the Council to take the initial step for the constitution of a U.N. force." The USSR and the Ukrainian Soviet Socialist Republic, however, voted against the draft. The proposal could, therefore, not be adopted due to the negative vote of a permanent member of the Security Council.

#### Replacement of Old Bogies of Chattisgarh Express

4423. SHRI NARAYAN CHAUBEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the bogies of the Chattisgarh Express are very old and have become obsolete with its fans and shuttles completely broken, toilets completely dilapidated and alarm chain out of order ;

(b) if so, when the bogies of this long distance express train will be replaced ; and

(c) whether the timing of the train will be rescheduled to make it a full fledged express train, providing it with all the essential facilities ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUHDURY) : (a) and (b) The condition of the coaches of Chattisgarh Express has been commented upon and remedial measures have been taken. Recently 2 off POH rakes have been pressed into service and one more rake will be pressed into service shortly. The coaches are provided with all amenity fittings but due to miscreant and anti social activities and vandalism, the amenity fittings are

unfortunately subject to pilferage. All efforts are made to replace the shortages at the originating and terminating stations during routine maintenance.

(c) Speeding up of 137/138 Chattisgarh Express is not feasible as it would require withdrawal of halts which will be resented by the present users.

#### Completion of Karur-Dindigul Line

4424. SHRI ERA ANBARASU : Will the Minister of RAILWAYS be pleased to state :

(a) the reasons for not indicating the anticipated date of completion of Karur-Dindigul Broad Gauge line in the explanatory memorandum of the 1982-83 Railways Budget while for all other new projects the date of completion has been indicated ; and

(b) the total amount spent so far on this project and by what time this project will be completed ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) In the Explanatory Memorandum for 1982-83, the anticipated dates of completion have not been indicated in respect of all those new line projects where there was difficulty regarding availability of funds, in view of the overall constraints of resources.

(b) The total amount spent so far is Rs. 7.25 crores. Phase-I Stage (i) of the project from Tuticorin to Tirunelveli is expected to be opened in 1985. The date of completion of the entire project will, however, depend on the availability of resources and allotment of funds from year to year.

#### Pay Scales of Store Inspectors

4425. SHRI R.L.P. VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railway Board while restructuring Group 'C' and 'D' cadres, shipping Inspectors redesignated as stores Inspectors have been recommended scale of pay of Rs. 700-900 ;

(b) If so, the facts thereof ;

(c) what action has been taken on the joint representation of the Inspectors ; and

(d) If no action has been taken, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOU-DHURY) : (a) to (d) The category of Shipping Inspectors was recommended by the III Pay Commission the highest scale of Rs. 550-750. However, while restructuring the cadre, orders issued in 1976 erroneously indicated the scale of Rs. 700-900 as being available to this category on the Eastern Railway. While rectifying the mistake staff who were incorrectly allotted this grade were permitted to continue to enjoy the grade as a personal concession. There has been no change in the designation of Shipping Inspectors as Stores Inspectors. The demand of Shipping Inspectors interalia, for allotment of the grade of Rs. 700-900 or an equivalent grade to the category will have to be considered by the IV Pay Commission which has been appointed by the Government to go into the revision of pay scales etc. of Central Government employees including Railway employees.

#### Setting up more Drug Testing Laboratories

4426. SHRI A. K. BALAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have any proposal to set up more drug testing laboratories ; and

(b) how many States have set up adequate drug testing facilities in the country so far ?



THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE. (KUMARI KUMUDBEN M. JOSHI) : (a) No.

(b) The States of Gujarat, Maharashtra, Karnataka and Tamil Nadu have facilities for testing all categories of drugs and the States of Andhra Pradesh, Bihar, Madhya Pradesh, Orissa, Punjab, West Bengal, Rajasthan, Haryana and Kerala have limited facilities for testing certain categories of drugs.

12.00 hrs.

श्री मनी राम बागड़ी (हिसार) : अब तो क्वेश्चन आवर खत्म हो गया है। मैं यह कहना चाहता हूँ कि मंडल कमीशन की जो रिपोर्ट है, उस में इतनी देर हो गई है कि अब देश इस को बदस्त नहीं कर सकता। (अवधान)...

अध्यक्ष महोदय : मेरी बात सुनिये। इस में मसला इतना ही है कि मेरे बस में जो था, वह मैंने करवा दिया है। अब अगर इस में और वाद-विवाद करना चाहते हों, तो इसको बिजनंस एडवाइजरी कमेटी की मीटिंग में रख देंगे और अगर वहाँ यह तय हो जाए कि बहस की जाए, तो मुझे कोई एतराज नहीं है। आगे भी बहुत करवाया है। चार दफा करवाया है। और चाहो तो कर लो। जो मेरे बस में था, वह मैंने कर दिया और बाकी आप जानें और गवर्नमेंट जाने।

SHRI CHANDRAJIT YADAV (Azamgarh) : I must say that we are very grateful to you that you have given the maximum opportunity so far as you are concerned. But I want to know one thing from you. Mr. Venkataraman, the former Home Minister, is here. He also made a categorical statement on the floor of the House, and Mr. Sethi has made it several times. If you go through the records of the House, if you go

through the proceedings of this House, you will find that Government have made categorical statements. And this is the unanimous view of almost the whole House. If they do not implement this, then what is the course left to us? Is there any course left to us? After all, what is the sanctity of parliament? It is the biggest forum.

अध्यक्ष महोदय : एक दफा और कर लो।

You can have another discussion,

SHRI CHANDRAJIT YADAV : Why don't you ask the Minister what they want to do? (Interruptions)

अध्यक्ष महोदय : आप यह क्या कर रहे हैं। आप अपने स्थान पर खड़े हों। यह अच्छा नहीं लगता है कि आप इस तरह से खड़े हों।

PROF. MADHU DANDAVATE (Rajapur) : I am rising on a point of order on this. I again want to draw your attention to the fact that there are certain provisions of the Constitution...

अध्यक्ष महोदय : उस दिन भी किया था।

PROF. MADHU DANDAVATE : I am coming to another point. Further interpretation of that Article 340, proviso (3), of the Constitution says :

"The President shall cause a copy of the report so presented together with a memorandum explaining the action taken thereon to be laid before each House of parliament."

You had said last time, "We have already asked the Government to let us know what they are doing". The Constitution categorically says that action-taken report has to be laid on the Table of the House. How much latitude would you like to

give to the Government for fulfilling this provision of the Constitution ?

MR. SPEAKER : They did it. Now further...

SHRI CHANDRAJIT YADAV : They have not done it. (*Interruptions*)

PROF. MADHU DANDAVATE : Inaction report cannot be called 'action taken report'. Inaction report is not action taken report. Let them clarify. I have raised a point of order.

MR. SPEAKER : This was your point and I think, we had gone into this point before also.

SHRI CHANDRAJIT YADAV : Sir, may I remind you of this ? When this point was raised at that time...

MR. SPEAKER : I have a very important meeting now. You can come and raise it with me. We shall see whether we can do anything about it. You can discuss it with me. I have a very important meeting. With you indulgence, if you can spare me.....

(*Interruptions*)

PROF. MADHU DANDAVATE : Before you give your ruling on this point...

MR. SPEAKER : I have already given my ruling on it.

PROF. MADHU DANDAVATE : Will you give me a certain latitude in seeking clarification on the ruling ?

MR. SPEAKER : Let me see what I gave last time. I will see to it...

PROF. MADHU DANDAVATE : I will tell you, Sir. I remember it. I can tell you what was the ruling that you had given. You said, 'It is true that proviso (3) requires that the action-taken report should be laid on the Table of the House:

we have referred the matter to the Government. Then the Government came forward and said, "We have already said that we have referred the matter to various States". But a lot of time lapsed after that. Ultimately they have to taken action on the recommendation. Referring the matter to the States is only a post-office work...(*Interruptions*)

MR. SPEAKER : Professor, why are you taking my time and the time of the House ? I have invited you.

PROF. MADHU DANDAVATE : Raising a point of order is not taking your time, Sir.

MR. SPEAKER : There is nothing before me which I have to rule about. Adjournment Motion is not called for, I have invited you. I have an open mind. If you can convince me that there is room for another discussion, we can do it.

PROF. MADHU DANDAVATE : Let them clarify the position. Government is sitting on the Treasury Branches.

MR. SPEAKER : Give me something. Then I can...

PROF. MADHU DANDAVATE : How is it that, when a procedural point is raised, Government does not say anything ? (*Interruptions*)

श्री राम बिलास पासवान (हाजीपुर) : अध्यक्ष जी, आपको नोटिस दिया और आपने दो बार डिस्कशन कराया। उस पर सरकार ने कहा था कि कैबिनेट सब-कमेटी के पास उसको भेज दिया है। कैबिनेट सब-कमेटी के दो मेम्बर श्री बेंकटारामन जी और श्री शिवशंकर जी यहां बंठे हैं (ब्यवधान)

MR. SPEAKER : Have another discussion.

श्री राम बिलास पासवान : यहां केबि-नेट सब कमेटी के दो मेम्बर बैठे हैं। वे बता सकते हैं। नहीं तो आप एक बार डिस्कशन और करवा दीजिए।

अध्यक्ष महोदय : मैंने कब रोका है। आप लिस कर दीजिए, मैं करवाने को तैयार हूँ।

श्री राम बिलास पासवान : गवर्नमेंट इसको लागू करवाना नहीं चाहती है।

(ब्यवधान)

अध्यक्ष महोदय : मैंने आपको कह दिया है। इससे ज्यादा मैं क्या कर सकता हूँ ?

(ब्यवधान)

श्री घनिकलाल मंडल (कंभारपुर) : यह बहरी और गूंगी सरकार है।

(ब्यवधान)

अध्यक्ष महोदय : आप क्या कहना चाहते हैं, डा० भोई ?

DR. KRUPASINDHU BHOI (Sambalpur) : I have given a calling Attention Notice. More than 25 persons have been killed in the Paradeep Port...

MR. SPEAKER : We are having a discussion this evening at 4 O' clock.

PROF. MADHU DANDAVATE : Why can't you give a direction to Government ?

MR. SPEAKER : I can't give directions. I can allow a discussion. That is what I can do and I shall do it.

PROF. MADHU DANDAVATE : Why don't you ask them to fulfil the pro-

visions of the Constitution ? It is a sensitive subject. (*Interruptions*)

MR. SPEAKER : I am ready at any time. I am ready to allow a discussion.

PROF. MADHU DANDAVATE : We are not satisfied with a mere discussion. We want an assurance. (*Interruptions*)

अध्यक्ष महोदय : आप जरूर दीजिए, आपका घर है। बेरा तो है नहीं। अगर आपको अच्छा लगता है तो कीजिए ऐसा।

श्री राजनाथ सोनकर शास्त्री (सैदपुर) : आपने हम लोगों की बात नहीं सुनी है।

अध्यक्ष महोदय : मैंने सब की बात सुन ली है, आप क्या सुनाना चाहते हैं ?

श्री राजनाथ सोनकर शास्त्री : हम को आप पर विश्वास है। हम जानते हैं कि आप मंडल कमीशन के बारे में कुछ करना चाहते हैं, लेकिन सरकार की नीयत खराब है। इसका क्या उत्तर है, इसका क्या इलाज है। आप उससे क्यों नहीं स्टेटमेंट दिलाते हैं ?

अध्यक्ष महोदय : मैंने तो कह दिया है कि मैं डिस्कशन कराने के लिए तैयार बैठे हूँ। जब मर्जी हो करवा लीजिए।

(ब्यवधान)

अध्यक्ष महोदय : जब कोई और चीज नहीं मिलती है तो मंडल कमीशन आ जाता है।

(ब्यवधान)

श्री मनी राम बागड़ी : अध्यक्ष जी, हम  
वाक भाऊट करते हैं।

12.08 hrs.

(Shri Mani Ram Bagri and some other  
Members then left the House)

12.08 hrs.

PAPERS LAID ON THE TABLE

Annual Report on the working and  
administration of the Companies  
Act, 1956

THE MINISTER OF LAW, JUSTICE  
AND COMPANY AFFAIRS (SHRI  
JAGANNATH KAUSHAL) : I beg to  
lay on the Table a copy of the Annual  
Report (Hindi and English versions) for  
the year ended the 31st March, 1983 on  
the working and administration of the  
Companies Act, 1956, under section 638  
of the said act.

[Placed in library. See No. LT-7967/84]

Annual Accounts etc. of N.C.E.R.T.,  
New Delhi, University of Hyderabad;  
Indian Museum, Calcutta and Motilal  
Nehru Regional Engineering College,  
Allahabad

THE DEPUTY MINISTER IN THE  
MINISTRIES OF EDUCATION AND  
CULTURE AND SOCIAL WELFARE  
(SHRI P. K. THUNGON) : On  
behalf of Shrimati Sheila Kaul, I beg to  
lay on the Table—

- (1) (i) A copy of the Annual  
Accounts (Hindi and English  
versions) of the National  
Council of Educational Re-  
search and Training, New  
Delhi, for the year 1982-83  
together with Audit Report  
thereon.

(ii) A statement (Hindi and  
English versions) regarding  
Review by the Government  
on the Accounts of the  
National Council of Educa-  
tional Research and Train-  
ing, New Delhi, for the year  
1982-83.

- (2) A statement (Hindi and English  
versions) showing reasons for  
delay in laying the papers mentio-  
ned at (1) above.

[Placed in Library. See No. LT-  
7968/84]

- (3) (i) A copy of the Annual  
Report (Hindi and English  
versions) of the University  
of Hyderabad, for the period  
from 1st April, 1982 to 31st  
March, 1983.

(ii) A copy of the Review (Hindi  
and English versions) by the  
Government on the working  
of the University of the  
Hyderabad, for the period  
from 1st April, 1982 to 31st  
March, 1983.

- (4) A statement (Hindi and English  
versions) showing reasons for  
delay in laying the papers mentio-  
ned at (3) above.

[Placed in Library. See No. LT-  
7969/84]

- (5) (i) A copy of the Annual  
Report (Hindi and English  
version) of the Indian  
Museum, Calcutta, for the  
year 1982-83 along with  
Audited Accounts.

(ii) A copy of the Review (Hindi  
and English versions) by the  
Government on the working  
of the Indian Museum,  
Calcutta, for the year  
1982-83.

- (6) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. See No. LT-7970/84]

- (7) A copy of the Annual Accounts (Hindi and English versions) of the Motilal Nehru Regional Engineering College, Allahabad, for the year 1981-82 together with Audited Report thereon.

[Placed in Library. See No. LT-7971/84]

Annual Report etc. of the Central Power Research Institute, Bangalore

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI ARIF MOHAMMAD KHAN) : I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Central Power Research Institute, Bangalore, for the year 1982-83 along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Power Research Institute, Bangalore, for the year 1982-83.

- (2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-7972/84]

Notifications under Customs Act, 1962

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI

S. M. KRISHNA) : On behalf of Shri Janardhana Poojary, I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962 :—

- (1) G. S. R. 209 (E) and 210 (E) published in Gazette of India dated the 9th March, 1984 together with an explanatory memorandum regarding exemption to wireless apparatus, accessories and components, when imported by a licensed amateur radio operator from the whole of the basic, auxiliary and additional duties of customs.
- (2) G. S. R. 211 (E) published in Gazette of India dated the 9th March, 1984 together with an explanatory memorandum seeking to modify the description of goods covered under the exemption of 'Palm Fatty Acid including Palm Fatty Acid Distillate and Palm Stearin Fatty Acid including Split Palm Stearin Fatty Acid.'
- (3) G. S. R. 215 (E) published in Gazette of India dated the 15th March, 1984 together with an explanatory memorandum regarding rates of exchange for conversion of Austrian Schillings, Belgian Francs, Danish Kroner, Deutsche Marks, Dutch Guilders, French Francs, Japanese Yen and Swedish Kroners into Indian currency or vice-versa.

[Placed in Library. See No. LT-7973/84]

12.09 hrs.

#### ELECTION TO COMMITTEE

National Welfare Board for Seafarers

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : Sir I beg to

move :

"That in pursuance of Rule 4 (b) of the National Welfare Board for Seafarers Rules, 1963, the members of this House do proceed to elect, in such manner as the Speaker may direct, one member from among themselves to serve as member of the National Welfare Board for Seafarers, subject to the other provisions of the said Rules."

MR. SPEAKER : The question is :

"That in pursuance of Rule 4 (h) of the National Welfare Board for Seafarers Rules, 1963, the members of this House do proceed to elect, in such manner as the Speaker may direct, one member from among themselves to serve as member of the National Welfare Board for Seafarers, subject to the other provisions of the said Rules"

*The motion was adopted.*

MR. SPEAKER : Now, matters under rule 377...

12.10 hrs.

MATTERS UNDER RULE 377

MR. SPEAKER : Shri Shailani.

DR. SUBRAMANIAM SWAMY (Bombay North East) : Mr. Speaker, Sir...

MR. SPEAKER : I have gone over to the next item.

DR. SUBRAMANIAM SWAMY : Sir, the democratic institutions have been

superceded. The Bombay Municipal Corporation has been superceded.

MR. SPEAKER : It is not our domain, Sir. You must read the Constitution.

12 11 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

MR. DEPUTY-SPEAKER : Now, we are on Matters under Rule 377; Shri Shailani.

*(Interruptions)\*\**

I am on item under 377. You do not record anything other than Shri Shailani. I make an appeal to you all. We have already gone over to the next item. The Speaker has already gone over to the next item. I am not permitting anybody. I have already called Shri Shailani. It is not proper to go back. We shall only march forward and not backward.

Shri Shailani. Please do that with a loud voice. Kindly try to help me.

*(Interruptions)\*\**

SHRI BRAJAMOHAN MOHANTY—  
*rose.*

*(Interruptions)\*\**

MR. DEPUTY - SPEAKER : You have got to respect this. We are on item - Matters under Rule 377. I am not permitting anybody. Shri Shailani, come to the front. Do not record anything. Only 377 goes on record.

Shri Shailani. You read. It will be recorded.

\*\* Not recorded.

12.14 hrs.

(At this stage, Shri Rajnath Sonkar  
Shastri, Shri Dhanik Lal Mandat  
and some other Members  
left the House)

MR. DEPUTY-SPEAKER : Mr.  
Jena : You read. It will be recor-  
ded.

- (i) Exploitation of handloom weavers  
in Uttar Pradesh by middle-  
men.

श्री चन्द्रपाल शंजानी (हायरस) :  
माननीय उपाध्यक्ष महोदय, उत्तर प्रदेश  
हथकरघा उद्योग में बिचौलियों द्वारा बड़े  
पैमाने पर घोटाला किया जा रहा है, जिसके  
कारण हर साल लाखों रुपए का नुकसान  
हो रहा है और बुनकरों का शोषण किया  
जा रहा है। बताया जाता है कि अधिकतर  
बिचौलिये उनका लायसेंस लेकर विदेशों से  
रेशम का घागा आयात करते हैं और 450 रुपये  
से लेकर 500 रुपए प्रति किलोग्राम की दर  
से बुनकरों को बेचते हैं जबकि इस रेशम  
की लागत महज 225 रुपए प्रति किलोग्राम  
होती है।

उत्तर प्रदेश में लगभग 70000 हथकरघे  
हैं जिनमें से अधिकतर वाराणसी और  
आजमगढ़ जिलों में हैं। उत्तर प्रदेश में  
शहतूत और टमर के पेड़ लगाने की योजना  
अभी पूरी तरह विकसित न होने के कारण  
• वहां कर्नाटक के व्यापारियों के द्वारा रेशम  
मंगाया जाता है। बिचौलियों के इस घपले  
में उत्तर प्रदेश के भी कई व्यापारियों का  
हाथ है।

मेरा सरकार से अनुरोध है कि बुनकरों  
के हितों को ध्यान में रखकर इस संबंध में  
शीघ्र आवश्यक कार्यवाही की जाए और

उन्हें बिचौलियों के शोषण से मुक्त कराया  
जाए।

- (ii) Unsatisfactory working of tele-  
phone exchanges and public call  
offices located in Orissa

SHRI CHINTAMANI JENA : Sir,  
I rise to raise a matter of urgent public  
importance under Rule 377.

The functioning of Public Call Offices  
and most of the small telephone exchan-  
ges located in the State of Orissa is very  
unsatisfactory and millions of users in the  
State are suffering a lot and facing a lot  
of inconvenience and difficulties even after  
spending a lot of money towards installa-  
tion charges, rent etc. In spite of  
approaches by the users, people's re-  
presentatives like M.Ps, M.L.As and  
others, no remedial measure was taken  
and no fruitful result could come out for  
solution of this acute problem and on the  
other hand, the Department is taking  
stern action to realise the bills from  
hundreds of users and subscribers of  
telephones and from the guarantors to-  
wards the loss of revenue even though  
they are urging to withdraw their  
telephones and to disconnect such defunct  
public call offices, which are of no use in  
time of need. This attitude of the  
department has agitated the users and  
there is great resentment among the  
general public.

In the face of a serious situation, I very  
earnestly request the Hon. Minister for  
Communications to look into this  
problem personally and necessary action  
may be taken for immediate removal of  
such defects in telephone exchanges and  
Public Call Offices, located in Orissa.

- (iii) Need for installation of high power  
transmitters in Barmer, Jaisalmer,  
Jodhpur, Bikaner and Srigangau-  
gar

SHRI VIRDHI CHANDER JAIN  
(Barmer) : Sir, under Rule 377 I want to  
raise the following matter of urgent  
public importance.

It is gratifying to note that Ministry of Information and Broadcasting has taken effective steps to expand the television network in our country so as to cover 70 per cent population by the end of 1984.

It is a virtual media revolution which will go a long way in not only educating, informing and entertaining the people but also bringing about national integration.

The Ministry has taken decision to expand the T.V. through low power transmitters in the border towns of Rajasthan viz. Barmer, Jaisalmer, Jodhpur, Bikaner and Sriganganagar. These districts are very large in size and are sparsely populated. The low transmitters will have a viewing range of only 15 kms. Only 5 per cent of the population of these districts will be benefited as against target of 70 per cent proposed to be covered in the country.

All these districts are exposed to Pakistan T.V. signals which are very powerful. We can counter-act the Pakistani propaganda only if we are considerably strengthening our media in these areas.

It is, therefore, requested that the Ministry of Information and Broadcasting may take immediate decision for installing high power transmitters in Barmer, Jaisalmer, Jodhpur, Bikaner and Sriganganagar.

- (iv) Need to convene a meeting of the Joint Bipartite Committee for coal industry

SHRI M.M. LAWRENCE (Idukki) : Sir, there is deep resentment prevailing among several lakh coal workers for non-convening of the Joint Tripartite Committee for coal industry. Central trade unions, namely, CITU, INTUC, AITUC, BMS and HMS have demanded such a meeting. CIL management has been refusing to do so despite a lapse of nearly 4 months since the bipartite national agree-

ment for coal industry was signed. Central trade unions demand to discuss the question of production and performance is also being rejected by the CIL management.

Several clause of the coal agreement have not yet been implemented. Sub-committees formed to implement some of the clauses of the agreement are not progressing well. Meanwhile, the management is giving unilateral interpretation to some of the clauses of the agreement despite the objections of the workers.

The management has resorted to arbitrary deduction of 8 days' wages even for one day's unauthorised absence. Transfers and termination of thousands of workers on flimsy grounds and curtailment of existing facilities are only aggravating the situation. Lack of safety provisions are resulting in accidents and loss of life of several workers.

In view of this the CITU, AITUC, HMS and BMS have called a national convention of coal miners on 24-25 March at Asansol to review the situation and decide the future course of action.

I would like to draw the attention of the Government of India to the serious situation prevalent in the sensitive sector of our economy. If matters are not sorted out in time, it may result in stoppage.

- (v) Need for Central financial assistance and administrative control to run sainik school in the country

श्री दौलत राम सारख (चुरू) : सन् 1961 में पूरे देश में सैनिक स्कूलों की स्थापना की गई है। इनके नीति निर्धारण का कार्य बोर्ड आफ गवर्नर्स करता है, जिसकी देखरेख हेतु रक्षा मंत्रालय का उप सचिव इस बोर्ड का मानद सचिव होता है। केन्द्र सरकार नीति निर्धारण करती है परन्तु इन सैनिक स्कूलों का आर्थिक भार वहन करने



[श्री दीलत राम सारण]

का उत्तरदायित्व राज्य सरकारों पर है। आजकल ऐसे 18 सैनिक स्कूल हैं। प्रधानाचार्य, रजिस्ट्रार, प्रधानाध्यापक तो रक्षा मंत्रालय की सुरक्षा-सेनाओं के सक्रिय सेवा के सदस्य होते हैं, बाकी स्टाफ राज्य सरकार से अपना वेतन पाता है। इस प्रकार ये विद्यालय दोहरी शासन व्यवस्था से त्रस्त हैं। छात्रों को मिलने वाली छात्रवृत्ति की बढ़ाई गई रकम छात्रों को न केन्द्रीय सरकार देती है और न राज्य सरकार।

राजस्थान में चित्तौड़गढ़ में एक सैनिक स्कूल है। शिक्षा भवन एवं छात्रावास बहुत पुराने हैं लेकिन उसकी रख रखाव अच्छी न होने के कारण इनकी हालत जीर्णोद्धार है। यहां के शैक्षणिक स्टाफ को सेवा निवृत्त पर पेंशन व ब्रेचुइटी आदि का लाभ नहीं मिलता है और न योग्यतानुसार वेतन ही मिलता है। इससे निरंतर इन संस्थाओं के शिक्षा स्तर में गिरावट हो रही है। शैक्षणिक स्टाफ भी कुव्यवस्था का शिकार है।

छात्रों पर प्रतिदिन जो व्यय किया जाता है, वह बहुत ही कम है। उपयुक्त भोजन व्यवस्था के अभाव में छात्रों में बीमारियां फैल रही हैं। स्कूल में छात्रों के स्वास्थ्य एवं बीमारी को देखने के लिए चिकित्सक की भी कोई व्यवस्था नहीं है।

अतः केन्द्र सरकार से अनुरोध है कि वह इन समस्त सैनिक स्कूलों सहित चित्तौड़गढ़ सैनिक स्कूल की आर्थिक एवं प्रशासनिक जिम्मेदारी वहन करे, विद्यालय की आर्थिक एवं शैक्षणिक स्तर में गिरावट को रोकें और प्रतिभावान छात्रों के नैतिक स्तर एवं मनो-

बल को ऊंचा उठाने के लिए अन्य सम्यक कदम उठाएं।

(vi) Need to start 'auction sale' of tobacco through Tobacco Board for stabilisation of tobacco prices

PROF. N. G. RANGA (Guntur : Tobacco growers, especially the producers of Virginia tobacco, when in Andhra, Karnataka and Gujarat had to be assisted on two occasions by the Central Government through large scale purchases made by the state Trading Corporation, i e. in 1977-78 and 1982-83. What with the non-availability of adequate trained staff and adhoc crash arrangements which had to be made by STC at the stage of purchase of tobacco and also during the grading and storing of the purchased tobacco, the STC sustained heavy losses and growers failed to gain adequate protection and satisfaction. So Government appointed a Working Group to consider and suggest steps to be taken by Government to bring better stability in the tobacco market, ensure a fair and remunerative price to the tobacco growers and maximise export earning. This working group has suggested that a crash programme should be undertaken by Government, through the statutorily established Tobacco Board to introduce auction system to cover all the tobacco growing areas in Andhra Pradesh to start with. The Working Group has therefore recommended that the Tobacco Board should go ahead gearing itself for the introduction of the permanent infrastructure and in the meanwhile, Tobacco Board should conduct test auctions in Andhra Pradesh in 1984. I suggest that Government should allot at least Rs. 3 crores to enable the Board to make all the needed arrangements to face the challenge of the 1984 crop season.

(vii) Need to ban import of rayon thread

श्री जननाथ पाटिल (ठाणे) : महाराष्ट्र के धाने जिले में रेयान के धागे बनाने वाली दो कम्पनियां (1) नेशनल रेयान कारपो-

रेयान, मोहने व नं० (2) सेन्चुरी रेयान कार्पोरेशन, शहाड हैं। इस समय नेशनल रेयान कार्पोरेशन, मोहने पूर्ण रूप से बन्द है तथा सेन्चुरी रेयान कार्पोरेशन, शहाड प्रांशिक रूप से कार्य कर रही है। इन कम्पनियों के बन्द होने का कारण विदेशों से, विशेषकर कोरिया से, रेयान के धागे अच्छे व सस्ते आयात होने से है। विदेशों से आने वाला रेयान का धागा अच्छा व सस्ता होने से, यहां कम्पनियों द्वारा उत्पादन किया हुआ रेयान का धागा बाजार में बिकता नहीं है। दोनों कम्पनियों में लगभग बारह हजार श्रमिक कार्यरत थे, जो अब बेरोजगार हैं।

ऐसे परिस्थिति में मैं सरकार से आग्रह करता हूँ कि विदेशों से आयात किए जाने वाले रेयान के धागे पर प्रतिबन्ध लगाया जाय, ताकि यहां की ये दोनों कम्पनियां चालू हो सकें, और लगभग बारह हजार श्रमिक पुनः कार्य पा सकें।

12.26 hrs

DEMANDS FOR GRANTS (GENERAL),  
 1984-85—Contd.

Ministry of Defence—Contd.

MR. DEPUTY-SPEAKER : The House will now take up further discussion and voting on the Demands for Grants under the control of the Ministry of Defence.

Shri Madhusudan Vairale was on his legs yesterday. He may please continue.

SHRI MADHUSUDAN VAIRALE (Akola) : Mr Deputy-Speaker, Sir, while speaking yesterday, I tried to make certain points; those points should be considered as a sort of introduction to my thoughts on this subject.

As far as our defence preparedness is concerned, and for that matter, the defence preparedness of any nation is concerned, there are some basic needs or other aspects which should be considered. And it should be borne in mind that the defence activity is not an isolated process. It has to be accompanied by a sound economy, a strong industrial base and good international relations as also the capability to cope with modern technology. Taking all these needs into consideration, proper planning has to be done in the field of defence.

There are some quarters which sometimes allege over-earning and over-spending in this field. I do not agree with this view, because if you take into account the picture of the whole world today, nobody can say that we are either over-spending or over-earning. The picture of our military expenditure and social expenditure is very clear.

In the matter of military preparedness, the percentage spending, Indian stands seventy in the list of one hundred and forty-one countries. Even countries like Pakistan, China, Burma and Indonesia a have much higher percentage of spending on defence. In terms of *per capita* expenditure, India ranks one hundred and seventeen in the list of one hundred and forty-one countries, while China stands at at seventy-two and Pakistan at ninety-six,

When we consider the global military expenditure, according to the estimates of 1981-82, the total expenditure was six hundred billion dollars and out of this, fifty percent was accounted for twenty five countries, and those twenty-five countries were mainly developed countries. These developed countries are diverting their supplies mainly to the developing nations. According to the data which was released sometime in 1980-81 by USA Senate, it was clear that in 1980, that total amount was 21.18 billion dollars, and in 1981, a total amount of \$ 23.41 billion worth of arms were delivered by developed nations to developing nations. This has a reference to the point which I mentioned yesterday, that it has become an industry,

[Shri Madhusudan Vairale]

and the possibility cannot be ignored that there may be many sources trying to create their own market. These days, things can be assessed. There can be a reasonable assessment, but there cannot be correct predictions.

A few months back, the American President visited Japan. I do not know what was the reaction of the people there. The situation during the last 40 years has changed so much that almost all the Japanese people must have forgotten that it was America which first tried its atom bomb on their land. This could not have been anticipated 40 years back, viz. that such things can happen. So, keeping in view the element of unpredictability, Defence planning has to be made.

DR. SUBRAMANIAM SWAMY (Bombay North East) : You mean that there is no such thing as a reliable friend.

SHRI MADHUSUDAN VAIRALE : I think Dr. Swamy knows things much better than me.

MR. DEPUTY SPEAKER : You must be careful, He will put words into your mouth.

SHRI MADHUSUDAN VAIRALE : I will not ask him to make any judgement. He has his own view-point, but the situation can be unpredictable. That is why all sorts of precautions have to be taken.

As far as other countries are concerned, they may think that their presence in several other areas is a part of their Defence requirement, e.g. America at present is having its presence in so many areas of the world, and they may be thinking that it is a part of their own defence preparedness. But for a country like India which does not have any intention of committing aggression on any other country, its conceptions are naturally a bit different. But while considering these conceptions, I think thought has to be given to other factors which are present in the modern world.

I will give some specific suggestions—the first, that our communication system which may also include Army Radio Engineering network, should be given reconsideration ; and if possible, a separate satellite channel should be made available, so that they need not depend on other sources for their communication needs.

Then there is another immediate need. I think our Defence Ministry is taking sufficient precaution and having air-borne warning systems. These systems come from developed nations. While developed nations supply these systems, there also I am afraid they make discrimination many times. I had occasion to read in some international magazine that both the systems were supplied to Israel and Saudi Arabia ; but it was said that one was treated like a brother, and another like a friend. So, this aspect also has to be considered.

As far as nuclear options are concerned, I would not like to make any aggressive suggestions ; but I would definitely like Government to keep in mind that on our three sides, there is nuclear presence. One is our northern neighbour, viz. Pakistan. And the other is China. They are also having their own nuclear preparedness. In Diego Garcia, the nuclear presence is there. In such a situation, though we do not want to use this nuclear power for the purpose of destruction or for the purpose of aggression, it should be given thought that we should not become complacent in this field, because there are discussions now when Israel has made preparations in this regard. They bombed the Iraqi Nuclear Project. Now there is talk of Islamic nuclear bomb. As far as America is concerned, it may be described as democratic nuclear bomb. Russia's may be described as communist nuclear bomb. Pakistan seems to be coming up for Islamic nuclear bomb. I do not know whether I should come out with a suggestion of having secular nuclear bomb, but I will not do that. Ultimately, nuclear weapons are weapons ; they cannot be democratic ; nor can they be secular ;

nor can they be communist ; nor can they be Islamic ; they are only for destruction.

**DR. SUBRAMANIAM SWAMY :** You said just one sentence earlier that Israel bombed Iraqi Nuclear Project. Then you went to Pakistan. Are you suggesting something there ?

**MR. DEPUTY SPEAKER :** You must always be very careful about Dr. Swamy.

**SHRI MADHUSUDAN VAIRALE:** He is a senior parliamentarian. He should not try to put words into my mouth. At the most, he can try to put ideas into my mind.

Last year, our Defence Minister in this House had said that we kept nuclear option open in the field of submarine. I hope that option is still open. While planning for our defence preparedness, there was a suggestion and I think it is a valid suggestion that our Army should be equipped now-a-days with more and more helicopters, armed helicopters and helicopters which can have vision even during darkness. I think the people who are looking after our defence are aware of this need, and they will be given as much mobility as possible ; and this factor will also be considered.

There are discussions in the Press and also in this House that there could be some other machinery to consider or discuss the national security problem and quite a few examples were given. Some people thought that the standing committee system is prevailing in the States is more suitable. One of our friends yesterday suggested that the Westminster system is more suitable for us. I think, as far as this aspect is concerned, no definite view can be taken in a hurry, because every country has its own system ; and this system varies from country to country.

In the system of standing committees all the discussions are kept confidential, they are not made known to the Press or people and then again the decisions of

these standing committees do not come before parliament for open discussion. In Westminster system also, which some of our friends say is suitable and should be adopted in India, I would like to draw to draw their attention to the recent reaction in the British Press, when the British Secretary of State for Defence had come out with some new suggestions, those suggestions were described as an 'invasion' by bureaucracy on the Armed Forces. So, I do not think that that system also will suit us.

We had the unfortunate occasion to fight three wars. And from our experience during those three wars it is clear that our system proved to be quite satisfactory and that the system was helpful to us, and it was proved that the existing system which we adopted during these three wars was quite sound. But still, it can never be said that there is not enough scope for improvement. There is always enough scope for improvement. There is always scope for improvement and I think that in our system as our President happens to be the Supreme Commander of our Armed Forces, I do not know whether that system will be applicable to us, or suitable to us or not. And, in this regard, I would only hope that our Government is aware of this suggestion which is being discussed in the Press and in the House and if they are aware of it, I am sure they will give due consideration to it.

One more point, I would like to mention and that is about our ex Army men. There is a feeling that we are not attending to them. They are being attended to. There should not be a feeling that they are being neglected. Yesterday, I heard my friend Dr Vasant Kumar Pandit from BJP suggesting the expansion of NCC cadre, expansion of the Territorial Army and others. While I was considering that point, it occurred to me it is just a suggestion for consideration, it is not my firm view—that in other democracies the system of drafting is there. In America that system is existing, in Australia that system is existing and if I remember, in Newzealand also

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that system is existing and if we want to instil more and more patriotism in our younger generation, Government should consider if that system can be introduced in our country. It will help our existing defence system and it may also help to instil more and more sense of patriotism and discipline in our younger and new generation.

I have quite a few more points, but my friend, Dr. Subramaniam Swamy is quite anxious to be on his his. I will give way to him. I must thank you for giving me the time.

श्री राजेश कुमार सिंह (फिरोज़ाबाद) :  
उपाध्यक्ष महोदय, डिफेंस के संदर्भ में जो चर्चा हो रही है उस की गुरुत्वात्त में कुछ चिन्ता-जनक वक्तव्यों को रखते हुए करना चाहूंगा। प्रधान मंत्री जी ने भी अपने वक्तव्य में कहा कि— There is an impending threat to the nation.

राष्ट्र को खतरा है और डिफेंस मिनिस्टर साहब ने भी शायद कल ही कहा है कि—  
The tactical military exercises on the Western borders of India on a large scale cause us concern.

लेकिन उन्होंने यह बताने की कोशिश नहीं की। इसलिए मैं पहले ही यह सवाल करना चाहता हूँ कि बटैलियन या डिवीजन — किस स्केल पर यह एक्ससाइज चल रही है—यह बात क्लियर हो जानी चाहिए।

आपने चाइना द्वारा 11 दफा घुसपंठ करने की बात स्वीकार की है। आपने स्कफल्स की बात भी स्वीकार की है। एयर बायलेशंस भी चाइना और पाकिस्तान ने कई बार किए लेकिन आपकी निगाह में उनकी कोई खास सिग्निफिकेशन नहीं थी। लेकिन पाकिस्तान में जो कुछ चल रहा है

उसको आपने चिन्ता का विषय बताया है। मैं यह कहना चाहूंगा कि सरकार कम से कम अपोजीशन के लोगों को अपने कांफि-डेन्स में लेकर इतना तो जाहिर करे कि रेलिवेन्ट फैक्टर्स क्या हैं। अभी भाज ही मैंने अखबार में पढ़ा है :

'Govt. urged to accept Pak defence inspection offer.'

इस माननीय सदन के दो माननीय सदस्य पाकिस्तान से लौटकर आए हैं, क्या पाकिस्तान के राष्ट्रपति जिया-उल-हक ने कोई ऐसा ऑफर किया है जैसा कि अखबार में आया है :

"The two Janata Leaders called upon the Government to accept the offer of President Zia-ul-Haq to depute military officials of any rank to visit his country and make personal inspection of its military dispositions."

यह बात भी साफ हो जानी चाहिए क्योंकि इस से भ्रम पैदा होता है। यह जरूर है कि मिसिट्री की सीक्रेसी रहनी चाहिए लेकिन कुछ मुद्दों के बारे में जनता को भी मालूम होना चाहिए। आप यह मत बताइये कि आप क्या तैयारी कर रहे हैं लेकिन कुछ अहसास जनता को जरूर होना चाहिए। आपके एक नेता का मैं नाम नहीं लेना चाहता, वे बार-बार कहते हैं कि नवम्बर में देश पर हमला हो जायेगा। जब ऐसी बातें कही जाती हैं तो लोगों को बिश्वास में लेने का प्रयास भी किया जाना चाहिए।

एक नवसनेस यह दिखाई दे रही है कि अमरीका पाकिस्तान को साफिस्टिकेटेड आम्स दे रहा है। इसके पीछे एक इतिहास

है। 1971 की बार के बाद आपने शिमला एग्रीमेंट को इतना महत्व दे दिया और साथ साथ इंडियन सोवियट फ्रेंडशिप जो है वह हम समझते हैं अच्छी है, लेकिन आपने एग्रीमेंट को एक आधार बना लिया और उसके बाद आप देखेंगे कि 1965 से लेकर आज तक जब उनके पास पेंटन टैंक थे तो हमारे पास सेम्बरियन थे—हमने अपनी क्वालिटी बढ़ाने की कोशिश ही नहीं, क्वांटिटी ही बढ़ा रहे हैं। जब उनके पास सैंबर जेट्स थे तब हमारे पास नेट थे। तुलनात्मक दृष्टि से देखने पर पता चलेगा कि पाकिस्तान ने इन सब कांटेनेन्ट में हमेशा हमसे पहले आधुनिक हथियार लाने का प्रयास किया है। हमारे पास बाद में आते हैं। पाकिस्तान में मिराज 1971 में आए जबकि हमारे पास अभी आ रहे हैं। मैंने पढ़ा है :

“Air to air version of the US sidewinder missiles as well Exocet missiles which were used by the Argentinian forces with considerable success against British ship in the Falklands war.”

यह सोचने की चीज है कि उसकी तुलना में हमारे पास क्या तैयारी है। अगर उसने हारपून मिसाइल्स एफ-16 से इस्तेमाल करने की कोशिश की तो वह एक बहुत बड़ी विद्रुंसक स्थिति होगी। आपने उसकी तुलना में क्या काम किया है। देश की सुरक्षा हर दृष्टि से सर्वोपरि है। Five Gearing Class destroyers, two Agost Class Submarines of French origin.

इस प्रकार की स्थिति वहां पर है। शायद आपको इस बात का पता नहीं है कि बर्दि हारपून आदि से हमला शुरू कर दिया जाए तो जम्मू-काश्मीर के अलावा पंजाब, हरियाणा और राजस्थान उसकी रेंज में आ

जाते हैं। दूसरी तरफ मैं आपका मिसाइल्स गैप के बारे में भी ध्यान दिलाना चाहता हूँ। जिसको आपने अभी तक नजर अंदाज कर रखा है। ब्रिटिश-सी-ईंगल मिसाइल और सी-किंग हेलीकाप्टर आपको 1986 में मिलने वाले हैं। जियोग्राफिकल दृष्टि से भी भारत में पाकिस्तान की अपेक्षा ज्यादा एडवांटेज है। तेल रिफाइनरी भी गुजरात के सारे इलाकों से नजदीक है। यह 150-200 किलोमीटर की रेंज में है। इस बारे में आपने कभी गंभीरता से सोचा है या नहीं, आप बताने का कष्ट करें? जैसा कि मैंने पत्रिकाओं में देखा है, यू० एस० एस० आर० के पास 2000 पाउंड मिसाइल्स है, यदि आप चाहें जो आपके मित्र देश है, वे हमको देना चाहते हैं, तो लेना चाहिए। यदि आप नहीं लेते हैं तो बात नहीं बनेगी।

अब मैं कुछ करन्ट सैट अप के बारे में भी कहना चाहता हूँ। ग्राम के इंट्रो-डक्शन से ही बात नहीं बन जाती है। मिलिटरी सैट-अप भी होना चाहिए। उस में कोआर्डिनेशन होना चाहिए। आप कहेंगे कि पिछली बार मानिक शाह साहब ने कहा था - The current set-up does not strike an effective balance in strategic planning and decision-making processes.

जब तक सैट अप ठीक नहीं होगा, तब तक प्लानिंग और डिजाइन आदि के फंसलों के बारे में तालमेल नहीं बैठ पाएगा। इसको बैठाने के लिए तीनों हैड्स का आपस में कोआर्डिनेशन होना चाहिए। इस मुद्दे पर भी आपको बहुत गंभीरता से विचार करना चाहिए।

एक बात मैं हवाई नियंत्रण के बारे में कहना चाहता हूँ। बार्मी और एयरफोर्स के

[श्री राजेश कुमार सिंह]

आपस में तालमेल की बात होती है। उसके अन्दर भी ऐसी पद्धति को अपनानी चाहिए, ताकि इफैक्टिव बात बन सके। इंटेलिजेंस आपका बड़ा धीमा है। उसमें कुछ दम नहीं है। यदि इसमें कुछ दम होता, तो अभी जो केस हुआ है, वह न होता। किसी अधिकारी ने बता दिया, लेकिन यह आप के गुप्तचर विभाग की देन नहीं है। आप के अन्दर भी जो इंटेलिजेंस की भूमिका है, उससे आप झली-झंति परिचित हैं। हमें यह भी मालूम नहीं है कि चाइना के अन्दर क्या डेवलपमेंट हो रहे है। तिब्बत में क्या हो रहा है, यह भी हमारे पास इंटेलिजेंस नहीं है। आप नहीं बता सकते हैं कि तिब्बत में क्या हो रहा है। सिंक्रियंस में क्या हो रहा है, और उसके रिजंस में क्या हो रहा है—यह भी आपको मालूम नहीं है। इन सब बातों को देखते हुए, ऐसा लगता है कि आपका इंटे-लिजेंस मजबूत नहीं है। आपको यह भी मालूम नहीं है कि न्यूक्लियर पावर के संबंध में विशेषकर पाकिस्तान में कितनी प्रगति हुई है। क्या पाकिस्तान अल्प समय में इस तरह का परमाणु बम चला सकता है, उस को टेस्ट कर सकता है, या उसको उसने अण्डर-ग्राउण्ड टेस्ट किया है या प्लेटिनम से एनरिच किया है? मैं यह नहीं कहता कि आप इस को हाउस को बतायें, लेकिन आप के पास यह जानकारी होनी चाहिये। इस लिये किसी भी देश के वास्ते मजबूत इंटेलिजेंस का होना बहुत जरूरी है।

आप की फौजों में काउंटर-आफेन्सिव-कैपैबिलिटी होनी चाहिये जिस से अच्छे रिजल्ट्स निकल सकें। इस वक्त आप की एक तिहाई फौज और आई० ए० एफ० का

कुछ भाग ईस्टर्न और नार्थ-ईस्टर्न फ्रान्टीयर्स में लगा हुआ है। आप देखेंगे वहाँ यातायात के साधन बहुत अच्छे नहीं हैं। किसी वक्त तुरन्त री-एन्फोर्समेंट की जरूरत पड़े तो उस में कुछ दिक्कतें दिखाई देती हैं, मोबिलिटी उतनी तेजी से नहीं हो सकती है, जितनी तेजी से होनी चाहिए। मेरा सुझाव यह है कि हम को नार्थर्न और वेस्टर्न बार्डर पर विशेष रूप से अपनी फोर्स को बढ़ानी चाहिये। यदि किसी समय हमें जरूरत पड़ जाय तो हम तेजी से उन को वहाँ खींच नहीं पायेंगे क्योंकि इस के लिए हमारे पास पर्याप्त साधन नहीं है।

हमारी इंफैंट्री की मोबिलिटी और फायर-पावर में काफी इम्प्रूवमेंट हुई है लेकिन आज लड़ाई के तरीके बदल रहे हैं जो इंफैंट्री पहले होती थी, अब वह इंफैंट्री नहीं है। मैं जानता हूँ कि आपने हैलीकाप्टर्स और दूसरी चीजें ली हैं लेकिन इस को और ज्यादा मजबूत बनाया जाना जरूरी है। मैं चाहता हूँ कि आर्मी एवियेशन काप्स बनाया जाय इस से हमारी मोबिलिटी में बहुत ज्यादा मदद मिलेगी।

अब कुछ शब्द मैं अपने डिफेंस प्रोडक्शन के संबंध में कहना चाहता हूँ। आप 800 करोड़ रुपये के लगभग लगा कर अपने डिफेंस प्रोडक्शन पर डिपेंड कर रहे हैं और 100 करोड़ रुपया प्राइवेट सेक्टर पर खर्च करेंगे लेकिन डिफेंस का जो आर्गेनिजेशन सेंट-अप है, रिसर्च और डेवलपमेंट का मामला है, इंस्पैक्शन आर्गेनिजेशन है इन में कोई ताल-मेल नहीं है। ऐसा महसूस होता है कि ये तीनों अलग-अलग काम करते हैं। आप के डिफेंस प्रोडक्शन का जो टारगेट है आप इस से बहुत पीछे हैं और इस का कारण इन संस्थाओं के अन्दर आपस में कोऑर्डिनेशन

की कमी है। आप के एच० ए० एल० को नेवल-एअरक्राफ्ट के मामले में जितनी प्रगति करनी चाहिये थी, यह नहीं की है। हमें इस के बारे में गंभीरता से विचार करना चाहिये हम सेल्फ-रिलाएन्स की बात कहते हैं, अपने पैरों पर खुद खड़े होना चाहते हैं—यह बुरी बात नहीं है, लेकिन इस लक्ष्य को प्राप्त करने के लिए हमें गंभीरता से विचार करना चाहिये।

लार्किन ब्रदर्स के बारे में भी दो शब्द कहना जरूरी है। उन्होंने किन हालात में और कैसे देश-द्रोहिता की गलती की है मैं उस में नहीं जाना चाहता, उस के लिये उन को माफ नहीं करना चाहिये, लेकिन इस में भी कुछ बातें ऐसी हैं जिन पर हमें विचार करना चाहिये। आप के जो अधिकारी रिटायर होते हैं उन का जीवन, उन का स्टेट्स, उन की आर्थिक स्थिति—इन को हमें नैग्लक्ट नहीं करना चाहिये। हम जब गांवों में जाते हैं, मैं स्वयं गांव का रहने वाला हूं, हमारे चम्बल के इलाके के लोग कहते हैं कि हम फौज में भरती होंगे। जब कोई फौजी छुट्टी पर गांव लौट कर आता है तो लोग उस का बहुत सम्मान करते हैं और कहते हैं कि फौजी लौट कर आया है। लेकिन जब एक सिपाही उस से मिसबिहेव करता है या गांव का ठेकेदार उस की जमीन को हड़प लेता है तो आप की सरकार कुछ नहीं कर सकती है, उस की कोई मदद नहीं कर पाती है। अंग्रेजों के जमाने में सोल्जर्स का बड़ा महत्व था, यह लोकशाही है, इस में भी उनका सम्मान होना चाहिए। इसलिए इन सब बातों को मैं कहना चाह रहा हूं।

इन लोगों के लिए जो रिटैबीलीटेशन के कार्यक्रम चला रहे हैं, वे संतोषजनक नहीं

हैं। सैनिकों को टिन के डिब्बे बनाने का काम दे दिया जाता है और इसी तरह के काम दिये जाते हैं। मेरा कहना यह है कि उन को आप कुछ कंसट्रक्टिव काम दीजिए जिससे वे अपनी जीविकोपार्जन कर सकें। सरकार को इस तरफ विशेष ध्यान देना चाहिए। इससे इन लोगों के मन में एक विश्वास पैदा होगा और जो नौजवान फौज में भर्ती होने जाएंगे, वे सोचेंगे कि हम देश के लिए लड़ाई में जा रहे हैं और लौटने पर हमें सम्मान मिलेगा और अगर लड़ाई में शहीद हो गये, तो श्रद्धा के सुमन चड़ाए जाएंगे। इस तरह की बात उन के मन में होनी चाहिए।

एक बात मैं कोस्ट गार्ड के बारे में कहना चाहता हूं। नैवी के साथ उस का कोऑप-रेशन है लेकिन एक बात की तरफ ध्यान दिलाना चाहता हूं। अन्वमान निकोबार और कम्पवेल्स बे का जो इलाका है, वह 60-65 नोटीकल माइल हमारे यहां से है और जावा, सुमातरा, थाइलैंड और बर्मा भी बहुत नजदीक हैं।

AN HON. MEMBER : But Java is part of Indonesia.

SHRI RAJESH KUMAR SINGH : Yes, Java is part of Indonesia, but Thailand is also that near to that Island,

वहां पर जो डेवलपमेंट्स होते हैं, उन का असर हमारे यहां होता है और मैं तो यह कहूंगा कि जब वहां से छोटे छोटे वेसल्स मछली पकड़ने के लिए हमारे इलाके में आ सकते हैं, तो फौजों का मूवमेंट तो बहुत जल्द हो सकता है। इसलिए यह सोचने की बात है। मुझे नहीं मालूम कि आप ने इस बारे में क्या किया है लेकिन मैं यह जरूर



[श्री राजेश कुमार सिंह]

कहना चाहता हूँ कि यह जो हमारे आईस-लैंड हैं, इन को नेवल बेस के रूप में बनाने की बहुत जरूरत है। इंडियन ओशन और बे आफ बंगाल के बीच में हमारी एक मजबूत नेवल बेस होनी चाहिए। इस संदर्भ में मैं कुछ बोर्डर रोड्स के बारे में भी कहना चाहूंगा। आपका बोर्डर रोड्स आर्गनाइजेशन बना हुआ है। उस के अन्तर्गत आप को ये तमाम रोड्स मानी चाहिए और उन पर उस का पूरा नियंत्रण होना चाहिए और पी० डब्लू० डी० के हाथों में ऐसी कोई भी सड़क नहीं होनी चाहिए। इस से आपका ब्रूवमेंट बराब नहीं होगा। जब पी० डब्लू० डी० के हाथ में रोड्स होती हैं, तो फिर स्पीड नहीं होगी और आप काम ठीक तरह से नहीं कर सकते। बोर्डर रोड्स आर्गनाइजेशन के अन्तर्गत रोड्स होने से उन का रख-रखाव सही होगा जोकि अभी नहीं हो रहा है। अब तो आपस में लड़ते रहते हैं और कहते हैं कि स्टेट गवर्नमेंट पैसा नहीं देती है और दूसरे सारे झंफट हैं। इसलिए इन रोड्स को आप उनको दीजिए। इस संबंध में एक बात और कहना चाहूंगा। जम्मू व काश्मीर से लेह तक रोड आप की बनी है लेकिन वह रोड पाकिस्तान की स्ट्राइक रेंज में आती है और कभी भी आप की सप्लाय लाइन को वह काट सकता है। चीन ने पाकिस्तान के साथ मिल कर जो कराकोरम रोड बनाई, उस तरफ तो आप का ध्यान गया लेकिन आप की अपनी कोई सड़क नहीं है। आप ने कोई रोड निर्माण करने की बात नहीं सोची है। कारगिल के पास बरफ जम जाती है और तब ब्रूवमेंट बंद हो जाता है। सारे मौसमों में सड़क पर चला जा सके, ऐसी कोई सड़क आपके पास नहीं है। एक तरफ चाइना और दूसरी

तरफ पाकिस्तान से आप की सीमा लगी हुई है। इसलिए नाथ बेस्टर्न सैक्टर को इस तरह से आप को निगलेक्ट नहीं करना चाहिए।

एफ नाननीय सदस्य : श्रीर जगह नहीं है जहाँ पर रोड बनाई जा सके।

श्री राजेश कुमार सिंह : नहीं, जगह है श्रीर इसलिए मैं इसकी चर्चा करना चाहता हूँ। नई सड़क सरकार को बनानी चाहिये और उस में लगभग 300 करोड़ रुपये की जरूरत है। आप इतना रुपया खर्च कीजिए और नई सड़क का निर्माण कीजिए। मेरा सुझाव है कि मेनाली से लेकर लेह तक आप रोहसाग पास पर टेनल बना कर सड़क का निर्माण कीजिए। अगर आप यह सड़क बना लेते हैं, तो यह बहुत कारगर सड़क बन सकती है और वह पाकिस्तान के स्ट्राइक रेंज के भीतर भी नहीं आएगी और उसमें ब्रूवमेंट भी होता रहेगा। इसलिए यह सड़क बनाना बहुत जरूरी है। मान्यवर, यह बात सही है कि हमारा देश इतना संपन्न नहीं है लेकिन फिर भी सड़क बननी चाहिए।

मैं विरोधी पक्ष का होंते हुए भी बजट में कटौती की बात नहीं कहूंगा बल्कि यह कहूंगा कि इस को और बढ़ाने की जरूरत है।

एक बात और कहूंगा। नाननीय मंत्री जी ने न्यूक्लियर सब-मेरीन्स के बारे में कहा था। उसमें हमारा अपना दिमाग भी कुछ बनेगा मेरा ख्याल है कि शायद अब तक आपने बना भी लिया होगा। अगर बना लिया हो तो थोड़ी-बहुत जानकारी दें। लेकिन एक माननीय सदस्य कह रहे थे कि हमारे पड़ोसी मुक्त चाइना, रशिया और

दूसरे देशों के पास यह बम है। हम शांति के दूत हैं और वे शांति के ठेकेदार बने बैठे हैं। पाकिस्तान में भी न्यूक्लियर बम है, इस्लामिक बम की बार-बार चर्चा होती है। हमें कामन नालिज से जो कुछ पता चलता है, उसके आधार पर मैं कह रहा हूँ।  
 Have the support of Pakistan, have the support of America or other Western powers.

हमें ऐसा कुछ नहीं होने देना है कि हम दूसरों से पिछड़ जाएं। दुनिया में बराबरी की बात सभी करते हैं, मगर बराबर बड़ी होता है जिसके पास बराबर का शक्ति संचय होता है। हमें भी बराबर की शक्ति का संचय करना है, बराबर की शक्ति हमको पैदा करनी है। मैं यह नहीं कह रहा हूँ कि वह शक्ति हम विध्वंसक कार्यों के लिए नचित करें। हम न्यूक्लियर बम की और अपना दिमाग जरूर बनायें ताकि जरूरत पड़ने पर उस शक्ति को हम प्राप्त कर सकें। ऐसी स्थिति हमें जरूर बनाये रखनी चाहिए।

हम यह जानते हैं कि ये जो बड़े मुल्क हैं, ये आपस में एक-दूसरे पर बम नहीं फेंकेंगे। वे इस बात को जानते हैं कि वे तबाह हो जायेंगे। लेकिन मैं एक साधारण सिपाही की बात आपसे कहना चाहता हूँ। उसने मुझे बताया कि हमारा मारल बहुत ऊंचा है और हम मरने और मारने से नहीं डरते हैं, लेकिन हमारे पास ऐसे हथियार होने चाहिए जैसे कि दुनिया के पास हैं। मैं जानता हूँ कि हमारी फौज के सिपाही बहुत बहादुर लोग हैं। उन्होंने बड़ी वीरता का परिचय दिया है। मैं उनके प्रति अपनी श्रद्धा व्यक्त करता हुआ अपनी बात समाप्त करता हूँ।

SHRI A. K. BALAN (Ottapalam) : Sir, I want the quorum in the House. As far as the interested and security of the country is concerned, I want more Members to be present during this debate.

(Interruptions)

MR. DEPUTY-SPEAKER : Mr. Balan, you know during the Lunch Hour the question of quorum is not raised. So, I hope you will not press for it.

SHRI A. K. BALAN : I want more Members to be present.

MR. DEPUTY-SPEAKER : They have gone for Lunch and they will be coming back.

(Interruptions).

MR. DEPUTY-SPEAKER : Now Mr. Harish Rawat may speak.

श्री हरीश रावत (अल्मोड़ा) : उपाध्यक्ष जी, पंजाब की समस्या के बाद, सब से अधिक हमारी संसद् का ध्यान किसी बात की ओर खिंचा है तो वह हमारी रक्षा की ओर, विशेषकर हमारी सीमाओं पर जो कुछ हो रहा है, हमारे पड़ोस में जो कुछ हो रहा है, उसकी ओर खिंचा है। यह भी हमारा सौभाग्य है कि ऐसे पहलुओं पर, चाहे हम पक्ष के लोग हों, चाहे विपक्ष के लोग हों, सभी में इस सदन में मतैक्य रहा है। बरसों की गुलामी के अनुभव ने हमको यह सिखाया है कि हम किसी भी मामले में, विशेषकर अपने देश की रक्षा के मामले में गफलत में नहीं रह सकते।

इन वर्षों में बहुत सारे ऐसे मौके आये हैं, जब हमने, हो सकता है कभी व्यक्ति के रूप या कभी राष्ट्र के रूप में अपनी कुछ कम-जोरियों को और कुछ विफलताओं को देखा

[श्री हरीश रावत]

है। लेकिन अधिकांश मौके ऐसे घाये हैं जब हमने अपनी कमजोरियों से उभर कर, विफलताओं से उभर कर एक असीम शक्ति का और बहुत बड़ी सफलताओं का परिचय दिया है।

मान्यवर, जिस प्रकार से हमारा श्देश सफलताओं की सीढ़ियों पर चढ़ा है, मैं समझता हूँ कि हमारे साथ जितने भी मुल्क आजाद हुए, उनमें से कोई भी मुल्क सफलताओं की इतनी सीढ़ियों पर नहीं चढ़ पाया है। आज हम गौरव के साथ कह सकते हैं कि, हम शायद दुनिया की चौथी मिलिट्री एस्टेब्लिशमेंट हैं। इससे भी गौरव की बात हमारे लिए यह है कि हमारी रक्षा सेनाएं, दुनिया की सबसे बहादुर सेनाएं हैं। हम उन पर गर्व कर सकते हैं। दुनिया में कई ऐसे मुल्क हैं जो हमसे इस मामले में आगे हैं, मगर उनकी सेनाओं को लोग दूसरे देशों में दखल देने वाली, आक्रामक, साम्राज्यवादी सेना के रूप में जानते हैं और हमारी सेनाओं को मैत्री, सद्भावना और दोस्ती के रूप में जानते हैं।

मान्यवर, जो हमारे राष्ट्र की मैत्री, शांति और सहयोग की भावना को लेकर हम चलने वाले राष्ट्र हैं और निगुंठता का जो आंदोलन है, जो दुनिया का सबसे बड़ा शांति आंदोलन है, हमारी नेता उसकी अध्यक्षता हैं और हमारे मुल्क की, हमारे प्रजातंत्र में चाहे कितनी ही विसंगतियां रही हों मगर अंतरद्वंद्वों के बावजूद जिन सफलताओं को हमने प्राप्त किया है, उन पर हमको गर्व है। मुझे ख़ुशी है कि इन सफलताओं की रक्षा करने में हमारी सेनाओं ने, हमारी सेना के बहादुर सिपाहियों ने बहुत आगे बढ़कर काम किया है।

उपाध्यक्ष महोदय, हम शांति में विश्वास रखते हैं और अपने पड़ोसी देशों के साथ मित्रता से रहना चाहते हैं। हमारा इतिहास एक है, हमारी संस्कृति और जवान एक है। हमारे साथ ही वे देश स्वतंत्र हुए हैं। लेकिन कुछ मुल्कों की ऐसी भावना रही है कि हिन्दुस्तान कमजोर हो और वे हमारे पड़ोसी देशों को शह दे रहे हैं कि तुम अपनी सेनाओं को सशक्त करो। राष्ट्र की रक्षा करने के लिए नहीं बल्कि भारत को कमजोर करने के लिए। सन् 1947 से लेकर आज तक पाकिस्तान ने अमरीकन हथियारों का उपयोग हमारे खिलाफ किया है। आज भी अमरीका पाकिस्तान को बेतहाशा हथियार दे रहा है, उससे हम सब शंकित हैं। माननीय सदस्य ही नहीं बल्कि सदन से बाहर भी लोग शंकित है। आज पाकिस्तान में हारपून मिसाइल और एफ-16 दिए जा रहे हैं। हो सकता है वहां पर पशिग मिसाइल भी लगाए जा रहे हों जो यूरोप में लगाए जा रहे हैं। डा० स्वामी ज्यादा सही बता सकेंगे।

डा० सुब्रह्मण्यम स्वामी : नहीं पशिग मिसाइल नहीं हैं।

श्री हरीश रावत : एफ-16 का जिन्क भी कई बार हो चुका है। आधुनिक पनडुब्बियां भी पाकिस्तान को दी जा रही हैं। जो तकनीक जो इंग्लैंड और रूस के पास है, अमरीका के पास है वह आधुनिक तकनीक इनकी पनडुब्बियों में भी उपलब्ध है। अमरीका के अलावा दूसरी जगहों से भी अमरीकी हथियार पाकिस्तान को देने की कोशिश की जा रही है। आपने अपनी रिपोर्ट में सही फर्माया है कि 3.2 बिलियन डालर का जो प्रत्यक्ष रक्षा सौदा अमरीका के साथ पाकिस्तान का हुआ है, उसके अलावा पाकि-

स्तान को नए नए हथियार देने की कोशिश की जा रही है, गल्फ कंट्रीज के जरिए। आज पाकिस्तान में नवीनतम इवाई अड्डों का निर्माण किया जा रहा है। आक्यूपाइड कश्मीर में ऐसे हवाई अड्डे निर्मित किए जा रहे हैं जहां ऐसे हवाई जहाज रखे जाएंगे जो बहुत कम समय और कम स्पेस में टेकअप और लैंड कर सकेंगे। इससे हम सब की चिंता स्वभाविक है। इसके बारे में आज सारे राष्ट्र में चिंता व्याप्त है। सभी लोकदल के माननीय सदस्य भी फरमा रहे थे कि हम सब लोगों में बेचैनी है और यह बेचैनी आज इस सदन में पक्ष और विपक्ष दोनों ओर से अभिव्यक्त की जा रही है। हथियारों से भी ज्यादा चिंताजनक बात यह है कि पाकिस्तान अणु-बम बनाने की कोशिश कर रहा है। वहां की इस्लामीकरण की प्रक्रिया का स्वरूप ईरान में देखने को मिला है। ईरान-ईराक युद्ध ने इस प्रकार टेन्डेसी के खोलपेन को जाहिर किया है, उससे सजग रहने की जरूरत है। यह बाशंका है कि पाकिस्तान को अणु-बम बनाने के लिए कुछ राष्ट्रों से भी मदद मिल सकती है। यह ठीक है कि हमारी नीति शांति की है। हो सकता है, उन्होंने अणु-बम तैयार कर लिया हो। अगर, ऐसी स्थिति है तो मैं निवेदन करना चाहूंगा कि हमारे पास भी ऐसी बीज होनी चाहिए जो हमारे मनोबल को आंतरिक रूप से शक्ति दे सके। सवाल केवल सिद्धांत का ही नहीं बल्कि वास्तविकता का भी है। परसों, इस सदन में विपक्ष के एक माननीय सदस्य के भाषण को सुनकर मुझे बड़ी तकलीफ हुई। वे विदेश नीति पर बोल रहे थे। उन्होंने कहा कि पाकिस्तान में किसी प्रकार के युद्ध की तैयारी नहीं हो रही है।

डा० सुब्रह्मण्यम स्वामी : किसका भाषण था ?

श्री हरीश रावत : श्री बीजू पटनायक साहब का था। उन्होंने कहा कि हमने पाकिस्तान में किसी भी तरह के युद्ध की तैयारी नहीं देखी और वे हिन्दुस्तान के साथ युद्ध नहीं करेंगे। मैं एक बात समझने में असमर्थ हूँ। जब 1947, 65 और 1971 में आक्रमण हुआ तो तब भी उन्होंने यह नहीं कहा था कि हम आक्रमण करने जा रहे हैं। पुराने जमाने में तो रणभेरी या नगाड़े बजाकर लड़ने जाते थे। लेकिन आज इस तरह की रणभेरी कोई नहीं बजायेगा। केवल यह कह सकते हैं कि जिस तरह सेना और हथियारों का जमाव पाकिस्तान द्वारा हमारी सीमा पर हो रहा है, वह यह दर्शाता है कि पाकिस्तान अपनी कमजोरी को छिपाने के लिए कभी भी हमला कर सकता है। हमारे विपक्ष के सहयोगियों को भी इस बात की समझना चाहिए, केवल राजनीतिक प्रश्न नहीं बनाना चाहिए। सदन से बाहर भी कई लोगों द्वारा इस बात को कहा गया है कि हिन्दुस्तान को अपने रक्षा प्रयत्नों में इतना पैसा खर्च नहीं करना चाहिए। कुछ लोगों द्वारा कहा गया है कि हमारे पड़ोसियों के इरादे साफ हैं। लेकिन, जहां तक रक्षा का मामला है, हम दूसरों के इरादों को देखकर नहीं चल सकते। हमें दूसरों की क्षमता को देखकर अपनी रक्षा की क्षमता भी बढ़ानी पड़ेगी। आज जिस प्रकार की क्षमता पाकिस्तान और चीन की है तथा जिस तरह की चारों तरफ परिस्थितियां पैदा की जा रही हैं, उसको देख कर माननीय रक्षा मंत्री जी ने अपनी रिपोर्ट में देश का ध्यान इस ओर आकर्षित किया है और रक्षा सेवाओं की तरफ पूरे राष्ट्र की तरफ से प्रयत्न करने का आह्वान किया है। इसके लिए मैं उनको साधुवाद देना चाहता हूँ। इस साल हमारे रक्षा बजट में

[श्री हीरा रावत]

890 करोड़ रुपए की वृद्धि हुई है। अपने मोहित साधनों के बावजूद भी बहुत कुछ पैसा इस वर्ष खर्च करने जा रहे हैं। मैं वित्त मंत्री जी से तथा मंत्रिमंडल से निवेदन करना चाहता हूँ कि हमारी आर्थिक स्थिति बेहतर हो तो हम को कुछ और भी खर्च करना चाहिये और रक्षा बजट को बढ़ाना समय की मांग है, समय की आवश्यकता है। हमारी थलसेना में आर्मंड डिविजन को हम को बढ़ाना चाहिये। आज तक इनफैंट्री पर ही हमारा ज्यादा ध्यान रहा है, आर्मी का जो टाप ब्रास रहा है वह भी बहुत हद तक इनफैंट्री से संबंधित रहा है। दूसरी तरफ पाकिस्तान के पास आर्मंड डिविजन सब से शक्तिशाली है। इस वास्ते हम को भी इसे और शक्तिशाली बनाने के लिए आधुनिकतम उपकरणों की जरूरत है। उसकी संख्या और उसकी मोबिलिटी बढ़ाने की हम कोशिश कर रहे हैं। लेकिन हम देखें कि पाकिस्तान के पास जिस तरह का यह डिविजन है उस में ने रात को भी आक्रमण कर सकते हैं। उनके पास जो गंज इत्यादी हैं उनका उपयोग रात को भी समुचित रूप से किया जा सकता है। मेरा निवेदन है कि जिस प्रकार की परिस्थितियाँ हैं उन में टैंक और गंज इत्यादी हमारे लिए बहुत खतरनाक सिद्ध हो सकते हैं। इस वास्ते मेरा निवेदन है कि आर्मंड डिविजन की संख्या को तत्काल बढ़ाने के विषय में निर्णय लिया जाना चाहिये और आधुनिकतम हथियार आदि जो पाकिस्तान के आर्मंड डिविजन के पास हैं हमारी रक्षा सेनाओं को भी उपलब्ध करवाए जाने चाहिये।

● मैं इनफैंट्री के महत्व से इंकार नहीं करता। उसने हमारी बहुत अधिक सेवा की

है, हमारी थल सेना के जितने विंग हैं सब ने बड़ी बखूबी से हमारे मुल्क की सेवा की है। सीमाओं की रक्षा की है। सब हथियारों की जो वर्तमान स्थिति है वह आपने बड़े विस्तार से बताया है। आपका उस तरफ ध्यान है, यह मैं मानता हूँ। लेकिन एक बात मैं बहुधा सुनता हूँ। विजंत में बहुत सुधार आपने किया है। लेकिन मैं बैटल टैंक की आवाज सुनने के लिए हम लोग आज भी तरस रहे हैं। मैं जानना चाहता हूँ कि कब तक आप इस स्थिति में होंगे कि ये हमारी रक्षा सेवाओं को बहुत बड़ी संख्या में उपलब्ध हो सकें। इस दिशा में आपको कोई कारगर कदम उठाना चाहिये। ऐसे मामलों में ही नहीं कई और मामलों में भी हमारे जो रक्षा उत्पादन संस्थान हैं, लोगों को उनकी क्षमता पर शंका होने लगती है। इतना लम्बा समय यदि हम लेंगे तो लोगों को शंका होना स्वभाविक है। पाकिस्तान के पास इस समय आधुनिकतम राडार, चेतावनी आदि देने वाले उपकरण सब उपलब्ध हैं। हमें अपने कमांडरों की योग्यता में पूरा विश्वास है, अंगूठ आस्था है। उनकी क्षमता को द्विगुणित करने और कतबूर बनाने की कोशिश हम को करनी चाहिये। जितने आर्मी के विंग हैं उन सब को आधुनिक उपकरण उपलब्ध करवाने पर हमारा विशेष ध्यान जाना चाहिए। आपने पिछले दिनों कहा था कि इस दिशा में ध्यान दिया जा रहा है। मैं समझता हूँ कि इस ओर तत्काल ध्यान देने की आवश्यकता है।

मैं रक्षा के मामले में ज्यादा समझने वाला व्यक्ति नहीं हूँ या विशेषज्ञ नहीं हूँ। लेकिन एक से अधिक बार मांग हुई है कि थलसेना के पास उसका हेलीकाप्टर विंग होना चाहिये। एक आध बार आपने इस

और कोई हिट भी किया है। इस और भी ध्यान देने का आप कष्ट करें।

चीन के साथ भी हमारी आजकल दोस्ती की बात चल रही है। इन प्रयत्नों का मैं स्वागत करता हूँ। श्री स्वामी अपनी पोलिटिकल कम्पलशंस की वजह से चीन के साथ दोस्ती की बात करते हो, ऐसा हो सकता है। लेकिन मैं हार्दिक रूप से चीन के साथ दोस्ती चाहता हूँ क्योंकि चीन के साथ दोस्ती पर मेरे क्षेत्र का आर्थिक विकास बहुत हद तक निर्भर करता है। लेकिन जिस प्रकार से चीन अमरीका और पाकिस्तान की घुरी डिवेलेप्मेंट हो रही है, उनके बीच में सांठगांठ खुसर पुसर हो रही है, उससे हमें गफलत में नहीं रहना चाहिए। हमारा पूरा ध्यान इस समय बैस्टर्न संकट की तरफ है। जो हमारा नार्थ ईस्टर्न संकट है, वहाँ जो हमारी चीन के साथ सीमायें हैं उसकी तरफ भी हमें ध्यान देना चाहिए। वहाँ पर हमारा कम्प्युनिकेशन सिस्टम बहुत कमजोर है। हमारे पास मोडर्न फेसिलिटीज नहीं हैं। खुद आपने स्वीकार किया है कि वहाँ पर कुछ कम्प्युनिकेशन गैप्स हैं। उनको भरने की कोशिश करनी चाहिये और माउन्टेन डिवीजन और बढ़ाई जायें। उस एरिया के अन्दर हमको ऐसे हथियार आर्मी को उपलब्ध कराने चाहिये जो वहाँ के काम भाने लायक हों।

साथ ही हमें रोड कम्प्युनिकेशन की तरफ भी ध्यान देना चाहिए। मैं और डा० स्वामी को मानसरोवर की यात्रा पर जाने का अवसर मिला था, हमने देखा कि जहाँ हमें हिन्दुस्तान के अन्दर 100 किलोमीटर तक कठिन टैरेन से पैदल चलना पड़ा, वहाँ चीन की सड़कें हमारी सीमा से 2 किलोमीटर

की दूरी तक उनकी ट्रक आ सकती थीं। इसलिये, विशेषकर जो मेरी कांस्ट्रिक्ट्यूरी है और उससे लगा हुआ जो एरिया है जहाँ मोटर रोड्स नहीं हैं, गढ़वाल क्षेत्र में वैसे ही रोड्स की कमी है, 100, 150 किलोमीटर तक कोई रोड नहीं है, वहाँ बोर्डर रोड्स प्रायोजेक्शन के कार्य को बढ़ा कर के तत्काल मोटर रोड्स का निर्माण करना चाहिए।

Should I take your smile as acceptance of my request ?

इसके अलावा मैं रक्षा मंत्री जी का ध्यान सैंकेन्ड लाइन आफ डिफेंस की तरफ दिलाना चाहता हूँ। एन० सी० सी० को आपने बहुत कुछ हद तक स्ट्रेन्थन किया है और बहुत पैसा भी खर्च कर रहे हैं और उसके सुधार की तरफ ध्यान भी दिया है, जिसके लिये आपको बन्ववाद देता हूँ। मगर और भी सुधार की आवश्यकता है। साथ ही साथ टैरीटोरियल आर्मी के संगठन को और अधिक प्रभावशाली बनाना चाहिए, व्यापक बनाना चाहिए। हमने इकोलाजिकल टास्क फोर्स के रूप में टैरीटोरियल आर्मी की कुछ बटालियन्स भेज कर अच्छा काम किया है, और दूसरे कार्य के लिए भी बटालियन्स उपलब्ध करवा रहे हैं। मगर साथ-साथ हमको यह ध्यान रखना चाहिए कि 1949 में जिस संगठन का रोज किया यह जितना बढ़ना चाहिये था उतना नहीं बढ़ पाया। हमारे पड़ोस में जो राष्ट्र हैं, पाकिस्तान, चीन और यूरप के अन्य राष्ट्र भी, उन्होंने सैंकेन्ड लाइन आफ डिफेंस के रूप में टैरीटोरियल आर्मी को बहुत कुछ बढ़ाया है। और मुझे ऐसा लगता है कि जब तक टैरीटोरियल आर्मी, आर्मी संगठन के साथ जुड़ी रहेगी तब तक वह नहीं बढ़ पायेगी। मेरा

[ श्री हरीश रावत ]

रक्षा मंत्री जी से निवेदन है कि टैरिटोरियल आर्मी को डिफेंस मिनिस्ट्री के अन्तर्गत एक अलग विंग के रूप में डेवलप करना चाहिए और उसको प्रभावकारी बनाना चाहिए। इसमें जहाँ हमारी भ्रान्तरिक सुरक्षा व्यवस्था सुधरेगी और आर्मी को सपोर्ट मिलेगी, वहाँ भूतपूर्व सैनिकों को भी रोजगार मिल सकेगा।

अब मैं मंत्री जी का ध्यान जल सीमा की तरफ आकर्षित करना चाहता हूँ। एक तरफ तो हमारा पिगमैलियन पोइंट है जहाँ से सुमात्रा 75 किलोमीटर दूर है और दूसरी तरफ लक्षद्वीप और न्यू मूर आइलैंड है, और फाकलैंड युद्ध ने हमें बहुत बड़ा सबक दिया है कि जब तक हम अपनी नेवी को सुदृढ़ नहीं करेंगे तब तक हो सकता है किसी को भड़का कर हमारे द्वीप समूहों पर कब्जा न करवा लिया जाय। और जिस तरह की व्यवस्था अन्धमान निकोबार की है, जितनी कम नेवी वहाँ पर है, उस स्थिति में उनके लिए उसकी रक्षा करना कठिन हो जायगा। और पिगमैलियन पोइंट का जो इलाका है उसके पास से एक ऐसा पास है जिसे हम स्वेज कनाल जैसा इलाका कह सकते हैं और वेस्टर्न कंट्रीज के कमर्शियल इंटरैस्ट उसके साथ जुड़े हुए हैं। इसलिए, नेवी की क्षमता को वहाँ बढ़ाया जाय और इस सीमा तक बढ़ाया जाय ताकि हम अपने द्वीपों की सुरक्षा, विस्तृत कोस्ट लाइन और डफेंस इंस्टालेशंस की सुरक्षा के प्रति आवश्‍य हो सकें।

मुझे इस बात का बड़ा गर्व है कि मैं उस क्षेत्र का रहने वाला हूँ जिसमें कम-से-कम एक भूतपूर्व सैनिक रहते हैं। हमारी वीर

सैनिकों की परम्परा रही है। हमारे यहाँ के जितने फाक-डासेज होते हैं, उसमें हमेशा सैनिक बनने की कामना की जाती है। सोमनाथ शर्मा से लेकर रेजांगला की लड़ाई तक हमारे इलाके के वीर सैनिकों ने अपने बलिदान से हिन्दुस्तान की स्वतंत्रता का इतिहास लिखने में सबसे ज्यादा मदद की है, हिन्दुस्तान की रक्षा के इतिहास में सबसे ज्यादा मदद की है, लेकिन आज उस क्षेत्र के लोग सबसे ज्यादा सफोकेशन फील कर रहे हैं।

पहले जो वहाँ से लोग भर्ती होते थे, अब उस सीमा तक भर्ती नहीं हो पाते हैं। भूतपूर्व सैनिकों को रोजगार नहीं मिल पाता। स्थिति यह है कि जो बटालियन का कम्पोजिशन है, वह इस प्रकार का बना दिया गया है कि उसके रहते लोगों की भर्ती कम हो गयी है। मेरा कहना यह है कि उसको बदला नहीं जाना चाहिए, लेकिन अगर बदला भी जाता है तो भर्ती होने लायक है जिसकी प्रास्पेक्टिव सोल्जर कहते हैं, हमारे यहाँ के लोगों की बनावट, फिजिक्स को देखकर हाइट घटाई जानी चाहिए।

पिथौरागढ़ के इलाके में सबसे ज्यादा भूतपूर्व सैनिक रहते हैं। भर्ती होने वाले सुदूर नेपाल के गोरखे भी वहीं भर्ती के लिए आना चाहते हैं, लेकिन पिथौरागढ़ में कोई भर्ती का कार्यालय नहीं है। वहाँ के भूतपूर्व सैनिक इसकी मांग बरसों से करते आ रहे हैं। मैं भी मांग करता हूँ कि पिथौरागढ़ को इस कार्य के लिए चुना जाना चाहिए। अकेले पिथौरागढ़ के लिये ही नहीं, बल्कि जो गोरखे भाई भी वहाँ आते हैं, उनकी मांग को देखते हुए भी वहाँ इसी साल भर्ती का कार्यालय खुलना चाहिए।

भूतपूर्व सैनिकों के पुनर्वास के मामले में भी मैं एक निवेदन करना चाहूंगा। जो भूतपूर्व सैनिक हमारे बड़े-बड़े शहरों में समीप हैं, जहां बहुत सारे उद्योग खोल दिये गये हैं, वहां पर उनको नौकरी मिल जाती है क्योंकि वह वहां ईजीली एप्रोच कर सकते हैं। दूरस्थ इलाके के भूतपूर्व सैनिकों को खबर भी नहीं मिल पाती। जब तक उनके पाम खबर पहुंचती है और वह आते हैं, उससे पहले वहां भर्ती हो चुकी होती है। पुनर्वास डायरेक्टोरेट में भी उनकी पहुंच नहीं हो पाती। मैं समझता हूँ कि उस डायरेक्टोरेट का स्वरूप भी बदलना चाहिये।

एक बात तत्काल करने की आवश्यकता है। आज हर जिला सैनिक बोर्ड का कम-से-कम कोटा निर्धारित कर दीजिए कि इतने लोगों को वहां से नौकरी दिलवाने की कोशिश की जायेगी। जब तक यह नहीं होगा, जो सबसे ज्यादा बहादुर सैनिक होते हैं, वह हमेशा पिछड़े रहेंगे। उनको कभी उनकी फैसिलिटी नहीं मिलेगी।

भूतपूर्व सैनिकों को पेंशन पैरिटी के संबंध में भी मैं चर्चा करना चाहूंगा। भूतपूर्व सैनिकों को बहुत सारी सुविधाएं होती हैं और उनके लिए मैं उनकी ओर से आप को धन्यवाद दूंगा, लेकिन पेंशन में जो डिसपैरिटी है, एक बहादुर सैनिक जिसने 3 लड़ाई लड़ी हैं, जिसे तीन-तीन तमगे मिले हैं, अगर वह 2 दिन पहले रिटायर हो गया तो उसको पेंशन कम मिलती है और उसके बाद जिसको कभी लड़ाई का मौका नहीं मिला, वह दो दिन बाद रिटायर हुआ तो उसको ज्यादा पेंशन मिले, यह ठीक नहीं है। इससे बहुत असंतोष है, जिसे दूर करना सरकार का काम है।

माननीय रक्षा मंत्री जी से मैं निवेदन करूंगा कि उन पर पैसे का बड़ा दबाव पड़ेगा, आपको सीमाओं की सुरक्षा को देखना है, रक्षा-सामग्री को देखना है, लेकिन दूसरी तरफ यह दबाव भी है जिससे भूतपूर्व सैनिकों में असंतोष न रहे। इस डिसपैरिटी को समाप्त करने की कोशिश की जाये।

भरे क्षेत्र में कुछ बर्मीज भूतपूर्व सैनिक हैं जो सारे हिन्दुस्तान में बहुत कम रह गये हैं। उनमें बहुत असंतोष व्याप्त है। उनको इतना कम पैसा मिलता है कि गांव से जब वह चलकर पेंशन लेने आते हैं तो मोटर का किराया-भाड़ा भी उसमें नहीं निकल पाता। अब उनकी संख्या बहुत कम रह गई है। मैं निवेदन करूंगा कि उनकी पेंशन को बढ़ाना चाहिए।

केन्द्रीय बोर्ड की स्थिति बहुत खराब है। जंगलों के काटने पर प्रतिबंध लगने से अब उनकी आमदनी का और कोई जरिया नहीं रह गया है। मैं आप्रह करूंगा कि केन्द्रीय बोर्ड को और ग्रान्ट्स देनी चाहिए।

रानीखेत केन्द्रीय में सिविल पापुलेशन, नागरिक आबादी, को पानी कम मिलता है। ज्यादा पानी सेना के भाइयों को दिया जाता है। इसलिए केन्द्रीय बोर्ड के लिए प्रलग से वाटर सप्लाई की व्यवस्था करनी चाहिए और उसके लिए ग्रान्ट देनी चाहिए।

डी० जी०बी०आर० में केजुअल लेबर को बहुत कम पैसा मिलता है। रेगुलर लोगों को अधिक वेतन मिलता है, मगर उन्हीं के बराबर काम करने वाले केजुअल लेबर को बहुत कम पैसा दिया जाता है। मैं आप्रह करूंगा कि उनके वेतन में वृद्धि की जाए।



[श्री हरीश रावत]

मैं रक्षा मंत्री का ध्यान रक्षा-उत्पादन के यूनिट्स की ओर आकर्षित करना चाहता हूँ। डिफेंस प्राइव्शन के यूनिट्स में सुधार हुआ है और उन्होंने बहुत अच्छा काम किया है। उन्होंने वैल्यू के रूप में अपना उत्पादन बढ़ाया है। मगर हमने उनको एक प्रकार की मानोपली दे रखी है, जिससे उनका काम्पीटीशन नहीं है। वे जो कुछ बनाते हैं, हम खरीद लेते हैं। इसके बावजूद उत्पादन में जितनी वृद्धि होनी चाहिए, वह नहीं हो पाई है। इसका कारण यह है कि हमने उनमें कामर्शल आउटलुक डेवेलप नहीं किया है। मैं रक्षा मंत्री से निवेदन करूँगा कि वहाँ पर कामर्शल आउटलुक के लोगों जिनका दृष्टिकोण यह हो कि उत्पादन बढ़ाना है और साथ-साथ लाभ भी बढ़ाना है, और विशेषकर स्पेशलिस्ट्स को रक्षना चाहिए। मैं किसी की क्षमता पर शंका किए बिना यह कहने के लिए माफी चाहूँगा कि हम लोग वहाँ पर रक्षा सेवाओं के लोगों या ब्यूरोक्रेट्स को रख देते हैं। एच० ए० एल० में हमने रक्षा सेवा के लोगों को रखा, लेकिन उससे वहाँ का उत्पादन घटा है। अगर उत्पादन घट जाए, तो इसका अर्थ यह है कि हम न तो अधिकारी और न रक्षा-उत्पादन संस्थान की क्षमता का ठीक उपयोग कर पा रहे हैं। इसलिए उनके लिए एक कामर्शल सेवा होनी चाहिए और उसी के लोगों की रक्षा-उत्पादन संस्थानों में जिम्मेदारी मिलनी चाहिए।

रक्षा मंत्री ने सुरक्षा सम्बन्धी समय परिस्थितियों की ओर सदन और देश का ध्यान आकर्षित किया है। उन्होंने हम लोगों को भाववस्तु किया है कि हमारी सेनाएं देश की सुरक्षा की आवश्यकताओं के प्रति

जागरूक हैं। इसके लिए मैं उनको धन्यवाद देता हूँ।

SHRI A. K. BALAN : Sir, I rise on a point of order. There is no quorum in the House.

MR. DEPUTY SPEAKER : Let the quorum bell be rung.

MR. DEPUTY-SPEAKER : Now, there is quorum in the House. Dr. Subramaniam Swamy, you may speak now.

DR. SUBRAMANIAM SWAMY (Bombay North East) : Mr. Deputy-Speaker, Sir, first of all, I want to make it clear that I did not raise the question of quorum. Mr A K. Balan, had raised the point. There is a point in his point of order because this is a very important subject which we are discussing now. The ruling party Members should pay more attention to this subject.

MR. DEPUTY-SPEAKER : Before you rose to speak, he raised the point of quorum. Now, there is quorum. I do not know the understanding between yourselves at least in this.

DR. SUBRAMANIAM SWAMY : Sir, I rise to speak on this Demand for the Defence Grants. My comments are going to be naturally critical. I have no complaints against Mr. Venkataraman's stewardship of the Defence Ministry or Mr. K.P. Singh Deo. Both have conducted themselves quite well, not as well as we in Janata did, but, still, quite well. I have no complaints on that score. The Defence Report which has been placed on the Table of the House has two very happy features which I should mention in advance before I go into the critical parts.

The first happy feature is that the Chapter on National Security Environment makes out that India is equidistance from the two super powers. It is a happy departure from the past

where it had tilted towards one super power. But this time, the chapter shows a certain balance which is a happy feature. Unfortunately that balance is not reflected in the speeches made in the House from the ruling party side. Again, the Members from the ruling party who spoke showed a tilt towards one Super Power, but that is not there in the Report. I think the Defence Minister should perhaps educate his own party Members about the perspectives that he has.

The second happy feature is that for the first time, there is a reference to a perspective plan for defence. We know that since 1964, there has been a five-year defence plan, and there was a defence plan for 1980 to 1985, and there is going to be a defence plan for 1985 to 1990. But weapon systems are very sophisticated and they require gestation lags, but there was need for a perspective plan. And I am happy to see from the Defence Report there is a perspective plan for the years 1985 to 2000. What this perspective plan is, I do not know. And I do not know whether the Defence Minister is going to inform the House. Unfortunately, they have this archaic concept of information, and this House is regularly denied information which is easily accessible in foreign countries about our own country, but our Members of Parliament are frequently kept in ignorance. I think, nevertheless, the existence of this perspective plan is welcome.

I do find one thing very unusual in this chapter on the National Security Environment; a reference to the instability of Pakistan, because there it no democracy. I am happy that they are committed to democracy. Having the legacy of the emergency, this reiteration of their faith in democracy is a happy thing, but does the lack of democracy in Pakistan leading to instability mean that in general, the Government views are that where there is no democracy, it is an unstable situation. In that case, the Government's own perspective on national security will have to be spelt out more

clearly. If you have a look at Asia, Japan, India and Israel are the three democratic countries in the entire span. Perhaps; Sri Lanka is also a democracy. This is the first time that I have seen this being mentioned in the Defence Report, that because there is no democracy in Pakistan, the situation is unstable. Does it mean that there is no democracy in Russia, therefore, it is unstable? Does it mean that there is no democracy in Saudi Arabia, it is unstable? Does it mean that there is no democracy in Bangladesh, it is unstable? This is something the Government cannot put in a sentence; they must come out clearly and say: Do they regard the lack of democracy in country as promoting instability in the region?

I am also happy to see that the Defence Report does not mention anything about there being a war with Pakistan in one year. The General Secretary of the Ruling Party, Shri Rajiv Gandhi, has gone on record to say that we expect some war within one year. Shri Venkataraman is the Defence Minister; I do not know whether there is a super Defence Minister of the country, but certainly Shri Venkataraman does not seem to indicate that in the Report.

But the outstanding negative feature of our defence policy as also reflected in the Defence Report is a lack of national security doctrine. There is a chapter on National Security Environment, it is very sketchy, it is only two pages. But what is your doctrine? This requires to be spelt out. This demand has been made before also. Why is there no doctrine? What can't you spell out your doctrine? You cannot say that deterrence is a doctrine; deterrence is one aspect of the doctrine. You can deter the enemy, that is, of course, understood. But how do you deter the enemy? By pre-emptive action, you can deter the enemy, by diplomacy you can deter the enemy. There are numerous ways; you have to have a concept of national security doctrine. Every country has it. I do not know, why our country seems to fight shy of it.

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When you formulate a national doctrine, you cannot go by intentions. It is true that my party regards friendship with Pakistan very important in the area of diplomacy and Shri Biju Patnaik spoke about it, and there was a reference to it made by Shri Rawat also. Our party does regard friendship with Pakistan very important. But that is in the area of external affairs; foreign policy, but when it comes to defence, you cannot go by intentions, you have to go by capacity. If Pakistan augments its capacity, we have to augment our capacity; if China augments its capacity, we have to augment our capacity. If the United States moves its troops into the Indian Ocean. We have to augment our capacity to meet that threat. In defence also, you cannot go by intentions. We do believe—Mr. Biju Patnaik said it—and I am also of the view that the intentions of Pakistan and China are not to wage war. This is our belief. They may not believe that. But when it comes to defence planning, you cannot go by intentions. You have to go by capacity. After all, the leaders change. After all, by the end of this year, these people may not be in power. We will be back in power. (Interruptions) The same thing may happen in Pakistan.

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There was news of a *coup*. I do not know. So, when you plan defence, you are going to depend on capacity; and Pakistan's capacity has gone up. Naturally, we have to augment our capacity. So, a national security doctrine is necessary.

Similarly about vulnerability. To-day, our vulnerability is much larger than before, in some areas; e.g. earlier on, we had no oil vulnerability. We have got the Bombay High. Now we are heading towards self-sufficiency in oil. I must tell you that this fact that we are heading towards self-sufficiency in oil, is a matter of jealousy all over the world; it is a matter of concern in some countries. And indeed, therefore, the protection of these installations is of vital concern to us.

So, your concept of security changes. Earlier on, you did not have to worry too much about the off-shore installations. Your resources were under the sea. Now you have to. Therefore, this is something which you have to consider. I do not know whether the Minister will confirm it or not—there were reports about a submarine, an enemy or foreign sub-marine, being sighted near Bombay High. I do not know whether he will confirm or not, but the fact of the matter is that these are installations which have to be protected.

Similarly about the far-flung islands. Andaman and Nicobar islands are 2,000 Kms. away from the coastline. They are only 90 miles from Sumatra. These islands could be occupied in situations. The question is whether you are in a position to defend the far-flung islands. Here again, the concept of security has to be developed.

The third point is one of developing the internal, external security nexus. So, I may tell you that during one of my visits to Pakistan, I was told that they were encouraged to attack us—specialists told me this—in 1965, because of the riots in Tamil Nadu over Hindi, in which you, Sir, played a prominent part. They thought that the riots were or virulent... (Interruptions) You were opposed to Hindi, Sir.

MR. DEPUTY SPEAKER : For your information, I was then a Government servant. I have nothing to do with that. This I say as a personal explanation. I was employed in the P&T Department.

DR. SUBRAMANIAM SWAMY : We will not go into what you did with the telegraph system at that time. But the fact of the matter is that when a situation of that kind occurs, abroad a certain miscalculation takes place. The anti-Hindi riots did create a feeling that the country was falling apart. But, in fact, the war proved that it was not so. In the same way, I am arguing why it is necessary to develop a sense of doctrine of national security which the Government is fighting shy of. I do this because of

the fact that in the modern world, all these things impinge of each other. Therefore, I would make a demand on the Minister to come out with a satisfactory answer as to why they do not have a notional security doctrine, or whether they are working on one; and if they are working on one, when they hope tell this House about it at least the broad parameters of it.

The situation to-day in our country, from the defence point of view, is not a happy situation. We do have Pakistan on the one side, and China on the other. It is a fact that in 1962 we had a war with China; and in 1947 and 1971, we had wars with Pakistan. And there is a feeling that if they had attacked us in the past, they might attack us in the future. Nobody can rule it out. There is no question of ruling it out. But the question is not to get highly inflamed or hysterical about it.

It is true also that in the Ocean, the United States' presence, after the Iran-Iraq War, has greatly increased. Recently, the Minister took some of us to a naval exercise. I do not know whether I should be telling this to the House. But the Admirals told me in that exercise, that sometime ago, they sighted something on the radar. So, they sent a frigate to go and investigate what it was. And no sooner they had gone 25 miles, it looked as if it was U. S. Navy. The US Navy, its air, arms and all that surrounded this frigate: from the top, the planes began buzzing; the ships came out of nowhere; and this poor frigate identified itself; and they said that they had come only on an exploratory mission and returned. Here it means 25 miles in the Arabian Sea.

You have US presence already. This you have not informed the House of. We know US presence in the Diego Garcia, but that is so close that the rapid development force concept has reached a point where just 25 miles away US Navy is there, waiting around. Something you said was sighted on your radar. The frigate goes and they surround it in all

ways and the submarine also turned up, destroyer turned up, aeroplanes turned up; that poor frigate identified itself and then after great searching question, it was allowed to come back. So, in a sense, we have a situation where, strategically speaking, we are surrounded; there is no doubt about that. What is your answer to that? Now the answer to that is not greater reliance on some reliable friend. In fact, I should say that the Minister should take a lesson from the West Asia war of 1982 where Israel went into Lebanon and the friends of the PLO and the Syrians just watched the whole show the Israel was piercing through. Afghanistan was occupied by another super power and the United States, the other super power just watched the show. So, there is a tacit understanding between the super powers that within these lines if you do not interfere, whoever makes the first grab, it is his property. That kind of a concept functions.

If your defence Report talks about equi-distance for super-powers and you mean it, it is a healthy development. Therefore, this concept of reliable friends on whom we can rely or treaty obligations or a new treaty will not work. Mr. Ustinov came here. There were speculations that he wanted to pull off another 1981. I do not know what really happened. The only thing I saw in the newspaper was the two smiling faces. One was of Mr. R. Venkataraman and the other was of Mr. Ustinov. Mr. Ustinov's smile was more authentic than Mr. Venkataraman's smile. Mr. Venkataraman looked more synthetic. But I do not know what happened. But I would say that the country should take a lesson from the fact that the recent wars had demonstrated that there is no such thing as a reliable super power; and the country must then go in for self-reliance. This is where, I am sorry to see, there is no attempt at drawing up of a self-reliance strategy or astute diplomacy to reduce the number of enemies you have; there is no doubt, the United States in the ocean Pakistan is there. China is there. Now, what should be our strategy? The strategy, in my opinion, would be disastrous, if I say, let us come closer

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to the Soviet Union ; that would be a disastrous strategy in my opinion. The West Asia war has shown the way the Chinese went into war with Vietnam. It shows that super powers cannot be relied upon and, therefore, the answer to that is that don't let this gang-up take place. These States may have strategic relationship with Pakistan ; they may have strategic relationship with China. But you use your diplomacy in order to see that this gang-up does not take place ; and you draw your defence point in such a way where you can meet this.

Instead of going for self-reliance strategy, estute diplomacy to prevent this gang-up, we find on the contrary, in practice, that the Government is going in for more foreign dependance and provocative diplomacy. The approach of India towards Pakistan is not justified. In my opinion, with the kind of security environment we have, in fact, the alternative strategy of trying to establish some amount of working relationship with Pakistan that would have been the consequence of this national security environment, but, in fact, that we find is that the Government of India is pursuing just the opposite.

How can this self-reliance strategy be worked up ? I am sorry to say, after looking into the Defence Budget, that two-thirds of the defence budget is just pay and rations and things like that which they cannot alter.

Two-thirds, that is, out of Rs. 6,600 crores only Rs. 2,200 crores are left with which they can build a weapons system have some manoeuvrability. Approximately one-third of the Defence Budget is what they can use to develop their self-reliance strategy. But that we find is that since 1981, the dependence on imports, that is, the defence imports of this country, if you take the stores, the total stores purchased by the Government, and if you take how much of it has been imported, then, the percentage has been steadily going up since 1981. Since Mr. Venkataraman became the Defence Minis-

ter, the dependence on imports has increased. I am not saying there is a co-relation. But this is something which Mr. Venkataraman should answer. And so, we see on real movement towards weapons for self-reliance. I can give you a few examples.

Take the aeronautical industry. There was a time when we were producing some aircraft of ours, Marut, Ajit and so on. Now, the aeronautics industry, or the HAL is entirely on licence production of Jaguars, Mirages and so on. There is no indigenous production. It is not being experimented. As far as Naval and Transport aircraft are concerned we are hundred per cent importing. We are not even doing licence production. Now, this is a very serious development. In fact, I would recommend to the Minister to read Shri C. Subramaniam's Aeronautics Committee Report of 1970. He had warned about this. I think what the country needs now is an Aero-Space Commission, like the Bhaba Atomic Research Centre focusses attention on the development of aero space industry or aeronautical industry. Why is it necessary ? Because, all the planes that we are buying are getting more and more expensive. According to studies, for over ten years, the cost of aircraft has been going up ten times, quadrupling every ten years. Now if you want to buy a Mirage it must be costing Rs. 20 crores at least, may be 25 or 30 crores. But I do not know if the Minister will now tell us how much it costs. He will not tell us these details. But I think if you look at the international journals, you can see it. Rs. 30 crores must be the cost of Mirage. Now, a few years ago, an aeroplane or jet fighter bomber could be purchased for Rs. 10 crores. Today it is Rs. 30 crores and over the last ten years, the quadrupling of cost took place. So, therefore, we should have an aircraft project wherr we can develop our own light aircraft. We have a very good project, for the light combat aircraft project. But I think there is enormous pressure being brought on the Defence Minister to enter into a licence production with the Soviet Union. I believe Mr. Ustinov also spoke to him about it ; I do not know what

Mr. Venkataraman has said. Right now, he is not listening to what I am saying. But the fact of the matter is that here is a project which needs to be developed indigenously and I hope the Government would not let go on this, and I think the light combat aircraft development would take place.

Similarly, there is a controversy about the armaments controversy as about the aeronautics industry. Take the armaments industry. Take the controversy about the main battle tank. Now, if you are taking time to produce it, no harm. You have a problem with the power pack, You have a problem with the horse power or the engine, you are trying to get over all those problems. But the people are not willing to believe you. Why not come out openly and say? I would like to tell you that this Government is totally confused on what kind of tank they want. We have a Vijayanta tank. In order to replace it you brought T-72. The T-72, the reports say was not good, and Vijayanta will be improved and it will continue to be there till we have our own M.B.T. That is what I tell you. How can you come out of this? You have only one tank factory. You cannot produce three different types of tanks, You need a new tank factory which can produce the MBT and it would require Rs. 200 crore investment just now. But there is no provision for it in the budget and will the Minister tell us when we will have our own battle tank which is of indigenous make? I think, Mr. Minister, you are not going to tell us; you should not keep Parliament in dark. Tell us the truth. If you tell us the truth, maybe we will have more sympathy. But I think this controversy needs to be finally and firmly settled on this matter.

As far as the T-72 is concerned, I have already said that it is a tinder-box. The Russians are palming off the second-hand material from Eastern Europe, because they are giving to Eastern European countries T-80. Sir, you will agree that you will not like second-hand material. Now T-72 tanks are being withdrawn from Europe and being parcelled off to India and T-80 tanks which are advance

tanks are being given to Eastern Europe and not to India. I do not know whether Mr. Ustinov promised T-80 or not. It is for the Minister to tell us. The fact of the matter is that if you talk about the Harpoons which the Pakistanis have, Russians also have equivalent to Harpoons. Did Mr. Venkataraman make a request that Harpoons equivalent from the Soviet Union be given to us? I believe, he did not it was turned down. I do not know whether he will confirm or deny it. Therefore, we have to look at this in that perspective.

I think the outstanding feature of the last few years has been decline in self-reliance capability and the Government must not change its strategy. It must go in for greater self-reliance because of a variety of situations arising in the national security environment. Even when it comes to the Navy, the strategy should be so picked that the Navy is effective. There is a UNI report which says that the Government understood to have approved the Naval Headquarters plan to make the Navy a blue water Navy. It means to go far in the ocean, as far as Mauritius, if necessary. If the Government has given clearance of that, what are the elements of that? Do you have the submarine fleet which is necessary? Last year, he talked about nuclear population. Yes, if you have the nuclear population submarine, it can stay under water for a long time. And today anti-submarine warfare is still very weak. So, instead of going in for all these big frigates and other things which are being mentioned after Mr. Ustinov's visit, I think, you should go in for submarines in a big way. Have 25, 30 submarines. Have giant helicopters with airlift capacity, so that they can bring in troops from the border and drop them on the ship. Such modern concepts should be brought in, not in terms of how many this and how many that we have got but in terms of strike force. The focus should be on that. Here I am sorry to say that the Government is spending only 2.5 per cent of the Defence budget on research and development. Most countries spend 20 per cent. I say, spend at least 8, 9 or 10 per cent. It has to be done in a big way. But, perhaps,

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they cannot do it. I do not believe that the Defence budget is growing in a very large amount. In fact, in real terms the Defence budget for the last 15 years has grown at the rate of 2.28 per cent per year when our national income is growing at the rate of 3.5 per cent per year. It is only in the last three or four years that our Defence budget as a ratio of GNP has risen a little. Otherwise, it was always declining. But, I think, if they cannot do the research and development, use the tax laws to see that the private sector comes up with ideas of areas where they are weak, and allow those institutions. We do not have a proper defence science department in the Universities. The IITs are there. But they are not being involved. We have Radar Departments. But these are very minimum. Real advance in research as to what this country needs and is capable of doing is necessary.

Recently there has been some controversy about the appointment of the Commander-in-Chief. I do not want to go into that. But there is a triangular relationship. Sir, you must have heard the triangular relationship in love with two women and one man or one woman and two men. But in Defence also we have a triangular relationship i.e. the politicians, the bureaucraft and the General. This has not been satisfactorily worked out in the Ministry. The Generals complain that the voluminous technical reports that they produce, go to the Section Officer in the Ministry. Then it climbs up to the Under Secretary, Deputy Secretary and all the way to the Secretary, but it never reaches the Minister. So, a certain amount of professionalisation of the administration is necessary. Only then you can have a healthy relationship among politician, bureaucraft and the General. For this, I think, the Defence Minister should come out with some concrete suggestions.

I think Gen. Sinha—he may not like—he has published some pamphlets on the question of how this should be done. The Government should look at it and

come forward with some streamlining of the decision-making apparatus. Most of all, I would say the fact that the national security doctrine has not been formulated is very odd for all us and that is why the debate goes in for a little more of this, a little more of that. Most of the debate is on that but the focus has to be drawn by the Government coming forward with a National Security Council. Thank you.

SHRI P. NAMGYAL (Ladakh) : Mr. Deputy Speaker, Sir, thank you for calling my name. The Demands for Grants of the Ministry of Defence presented to the House are under discussions for the last two days. While supporting these Grants, I will try to express my opinion on this subject. The arms build-up which is going on around our neighbourhood in setting up military bases on the Indian Ocean area, has practically surrounded us from all sides. During the last 3½ decades our country has had to face four aggressions across our frontier. Pakistan had attacked India in 1947, in 1965 and again in 1971 while China had attacked India in 1962. As you know, America has already set up a very powerful military base in the Diego Garcia and according to the Press reports negotiations are well under way between the United States and Sri Lanka for providing facilities for the United States Navy in the harbour of Trinkomalee. The Americans are reported to be trying to get similar facilities in the eastern sector, that is, in Bangladesh around Chittagong and particularly in the area of St. Martin and Manpura Islands. It is in this context that the Bangladesh President Gen. Irshad visited Washington recently and spent perhaps four days in Honolulu—one of their most important U.S. naval bases. The impression is that they were having negotiations for letting some of the islands to America. So our country's is surrounded us from all sides—Pakistan from the West, Diego Garcia from the South West side and if the reports of what is happening in Sri Lanka and Bangladesh are true then Bangla Desh on the Eastern side and Sri Lanka in the South and on the North-Eastern side China is already there.

14.11 hrs.

[SHRI SOMNATH CHATTERJ E *in the chair*]

In this context, we have to make our defence preparedness for the near future.

P. NAMGYAL

Turning to Pakistan, everybody knows that Pakistan is getting American military aid and economic aid to the tune of \$ 3.2 billion. Within a short period of about 6 years Zia regime has doubled its defence budget. Defence establishments now account for over 60 per cent of Pakistan's total annual budget. According to a report, the *per capita* defence expenditure in Pakistan's budget is little more than \$ 20 while our corresponding expenditure is only about \$ 8.

Pakistan's current programme is to strengthen its air defence system and air strike capability. The much-talked about and deadly F-16 aircraft, which has been mentioned in the course of the discussion is fitted with the most sophisticated and dangerous missiles and other electronics gadgets. A number of them have already formed part of their formation. Their total strength of this aircraft likely to be around 50 in numbers by 1986 or so.

According to some reports published in the magazines and newspapers, Pakistan is acquiring 28 AH-15 helicopter gun ships, 200 M-48 K-5 all weather night vision tanks, 24 launchers for computer-controlled anti-tank missiles fitted on armoured vehicles and 25 M-113 type armoured personnel carrier. All these will be supplied by the United States. Some of them have already reached and inducted into their combat formation. The supply of the entire quantity of the above weapons will be completed by 1986. By the end of this decade, i.e. say by about 1990, Pakistan would have 700 M-48, K-5 tanks, 500 M-140 type armoured personnel carrier and over 500 pieces of latest artillery equipments. Besides, Pakistan wants to buy an unspecified quantity of arms from China

and western countries. The latest reports say that USA is helping Pakistan to raise six new infantry regiments consisting of 17 tanks, 34 artillery and 17 anti-aircraft battalions. Besides this, Pakistan is to build with American help an underground hanger in the Occupied Kashmir. All these armaments and other military hardware are in addition to the already negotiated \$ 3.2 billion American arms aid. All of you must have seen Press reports that Pakistan is also constructing an airbase in Gilgit with Chinese help. Gilgit is part of the Occupied Kashmir. The US is also reported to be helping Pakistan to establishing and perfecting an integrated command control and communication network known as C-3 network. Once this C-3 network is completed, the fourth factor i.e. the intelligence factor, may also be incorporated in their system. This, according to reports, will enable the Pakistani military intelligence to be linked with the Pentagon circuit for mutual exchange of information for coverage of military information. This will give Pakistan a great advantage over India and Pakistani Air Force will become impregnable to any outside aircraft attack.

On the naval front, Pakistan is also getting the latest submarines, harpoons missiles, ships, frigates fitted with most modern weapons and missiles for meeting danger ostensibly from Afghanistan. Well anybody can understand it as to how these naval armaments can be used against Afghanistan. Everybody knows that whatever Pakistan got in arms assistance from abroad in the past in the name of threat from China was used against India. And they are getting these equipment in the name of the threat from Afganistan. We all know they cannot afford to use these against Afghanistan. They will be using against our country.

According to reports, President Zia-ul-Haq has agreed to give facilities for the US Navy at Gawadar. Pakistan is also reportedly developing with U.S. assistance other ports around Makran base to be subsequently given to the American Navy for use.



[Shri P. Namgyal]

Reports also appeared in the national Press quoting Dr. Abdul Qadir Khan, a Pakistani nuclear Scientists that Pakistan has achieved success in making upto 90% enriched uranium for making the so-called Islamic Bomb. It is said that 90 per cent of the enriched uranium can be used for any type of nuclear explosion.

Along with all these developments, according to reports, Pakistan is carrying out air, land and naval exercises right from the line of actual control in Kashmir to Karachi. And that too, for the first time night exercises had been carried out in the peak winter. The report says that it is still continuing.

Sir, the question is : Are we able to match all these hostile activities all around our country ? According to press reports which many of you must have read, we are still negotiation with France for acquisition of Mirage-2000 and in some reports it is also said that the final decision will be taken only after evaluation of MIG-29 of Russia. Evaluation is to be carried out by our Air Force personnel and after evaluation final decision would be taken. That means that Pakistan would be getting all the armaments worth \$3.2 billion by 1986 and we do not know in what way we may be able to counter such a move from that side. As our hon. Member, Dr. Subramaniam Swamy has just said, we have to depend on Vijayanta and T-72. We should take immediate steps for improvement of our weaponry and all sorts of air, naval and army equipment as early as possible. We cannot afford to wait for evaluation to be made later on and then decide whether we shall go in for this type or that type. By that time it will be too late for our hostile neighbours are always waiting for an opportunity to strike at us. So, this opportunity should not be given.

Turning to internal situation in our country, which is very much connected with our Defence, the situation in Punjab

and in Jammu & Kashmir States are quite alarming. Press reports indicate that so many Khalistan volunteers and the so-called Kashmir Liberation Front or Army or whatever it is, are getting training in Pakistan under one Gen. Niazi at a camp near Rawalpindi to create instability and problem for this country. This is quite evident from the arms recovered, from whatever we have confiscated from some of the the people who have been arrested or some smugglers or other agent provocateurs operating across the J.&K. border. As you know, Punjab and J&K are most sensitive States and the Government has to keep a very close watch in these two states. The situation in J&K is more disturbing. Further, the State Government there is giving every encouragement to anti-national and secessionist element.

PROF. SAIFUDDIN SOZ : Sir, is it a debate on Defence or Home Affairs ?

SHRI P. NAMGYAL : I am coming to that. It is very much connected.

*(Interruptions)*

MR. CHAIRMAN : Please try to conclude.

SHRI P. NAMGYAL : I will just conclude. The House is aware that in 1965 Pakistan had sent thousands of infiltrators in to Jammu and Kashmir. The people of Jammu and Kashmir did not co-operate with them at that time and even now they are not going to co-operate. They cannot get co operation from the public in Kashmir Valley. But there are anti-national elements and secessionists elements who had been raising their heads high recently. If the 1965 type infiltration is repeated again. Things will be quite different now. We should not be complacent about this thing.

I come to my constituency now. Work for the widening and upgrading of Leh Miaali road should be speeded up.

Shri Rajesh Kumar Singh also pointed out to this. Because of the situation in Kashmir Valley there can be any type of trouble and widening of this road will help in the movement of army vehicles. Defence must have an alternative route. Therefore, Leh Minali road needs widening and upgrading. Government should do it immediately. More funds should be allotted to build that road.

The relation between the security forces and the local population is very cordial. The civil population get assistance from the Army in our area. We are grateful to them. We also co operate with them in every possible way. Under the present changed situation the Armed Security Forces cannot fight and win a war without the co-operation of the civil population. Civil population especially people from border region can play an equally important role in this regard. I assure you that our co-operation would always be there to assist the Army and other security forces. The Army should change their attitude towards the people particularly living in the tribal areas, in the hilly areas and on the border areas. They should try to win and the affection of those people and convince them that they are as good Indians as anybody living in Bombay, Calcutta or Madras. It is very important.

More facilities are required to be given to the serving as well as retired personnel. On demand of the hon. Members of this House, two years back, you have been kind enough to sanction free ration to all the officers living in peace area upto the rank of Col I feel that this facility should be extended from Brigadier upto General because their number is not much and monetary involvement would also not be much. My request is kindly to consider it.

In the tribal areas like the North Eastern Region and Ladakh Region, all the population—are exempted from payment of income tax. I feel that the officers who are serving in those areas for a tenure of two years only should also be exempted from the payment of income-

tax because they have to leave their family behind in the peace station. They cannot carry their family to the front area. Those areas are not family stations. So, in this high cost of living and high rise in prices, they cannot afford to meet both ends.

About the pension of retired servicemen, many Members have suggested and I am also in line with those hon. Members. You have already reduced the gap in the parity in pensions in different categories. But it needs further narrowing down. You must examine these things. Those officers who have retired can be utilised for national reconstruction. For instance, you have raised several units of Territorial Army and Ecological Task Force or so. They are disciplined soldiers and they can be used for these things and they will be very useful to our country.

Before I conclude, I would urge upon the hon. Minister to be always on the alert and he cannot afford to be complacent because I feel that our country may face hostile attack at any time across the border particularly from the Western side as the situation in that country is not good and to divert the attention of the people of that country and keeping in view the situation in border States of Punjab and Jammu & Kashmir, Pakistani's military dictators may resort to a new adventure with the latest weapons and equipments which they are getting from America and some other countries. Finally, I must thank the hon. Defence Minister and the hon. Minister of State for Defence for taking prompt action to solve whatever problems we are facing particularly in the border areas with the Army personnel or some civil-Army liaison and all sorts of things. He has been very kind enough to take very prompt action on our demands. I am grateful to you Sir.

Finally, I would say that the demand for grants for the Ministry of Defence is too meagre in the light of what I have explained to you. They are getting free of cost but we have to buy. Despite

[Shri P. Namgyal]

affecting our national economy, we have to take a proper view and I think the Finance Minister should also take these things into account.

With these words, I conclude my speech.

\*SHRI D.S.A. SIVAPRAKASAM (Tirunelveli) : Mr. Chairman, Sir, on behalf of my party the Dravida Munnetra Kazhagam, I rise to make a few suggestions on the Demands for Grants of the Ministry of Defence for the year 1984-1985. Our hon. Defence Minister, Shri R. Venkataraman is not only a venerable leader of Tamil Nadu but also a senior leader of the nation. He has held many significant posts both in the State of Tamil Nadu and in the Centre with distinction. He is being ably assisted by Shri K P. Singh Deo, the young and ebullient Minister of State, who has distinguished himself in the Services. I am happy that the security of the nation for which a massive amount of Rs. 68.00 crores is being allotted is in the safe hands of our Defence Minister.

From 1860 to 1983, during the past 123 years several reports have emphasised the strategic importance of Sethusamudram project. The Estimates Committee of Lok Sabha has recommended it. In 1982 the Public Undertakings Committee has stated categorically that this must be taken up in the interests of security of our long coast. On 7.3.1984, our Defence Minister himself has on the floor of this House stressed the strategic importance of this project. In 1963 the Central Cabinet had recommended the inclusion of this project in the IV Five Year Plan. Unfortunately till today this project has not been implemented.

Many military experts of the world have opined that Indian Ocean is the seed-bed for the Third World War. Diego Garcia is the most powerful Naval Base of America on the Indian Ocean. The Trincomalle

Harbour in Sri Lanka has been given to the custody of an American company. All our ships going from east to west and *vice versa* of our coast are to go around Trincomalle in Sri Lanka. The ship from Tuticorin is to go around Sri Lanka to reach Calcutta. You can imagine to what extent our ships are being exposed to danger at critical times. This necessitates the early implementation of Sethusamudram project. I request the hon. Defence Minister to take it up as a Defence project and execute it at the earliest.

Presently, on the East coast at Vishakapatnam we have a Naval Dockyard and also the ship-building unit. Many times the ships of Japan and Taiwan are seen in the Bay of Bengal making inroads in our economic zone and fishing nonchalantly. Some time back in one of the islands in Andaman and Nicobar Islands some 100 families of a foreign country were living for quite some time. By chance our Naval authorities noticed this and they were evicted by the Navy later on. This shows the vulnerability of Bay of Bengal. Hence I suggest that a Naval Base and a Naval Dockyard should be set up in Tuticorin. Similarly, I also suggest that a Coast Guard Centre should also be established in Tuticorin so that the foreign poaching ships can be seized. I request the hon. Minister of Defence to do the needful in this matter.

We have an Air Force base in Madras. I demand that for the security of the southern most of our country an Air Force base must be set up either in Tuticorin or in Kanyakumari or in Rameswaram. This is very necessary and I am sure that our Minister will pay attention to this. Unfortunately all these years, from 1952 till today the Navy has been treated in a niggardly manner. In 1984-85 out of the capital outlay of Rs. 6800 crores, a meagre sum of Rs 500 crores has been allocated for Indian Navy. I demand that more funds should be allocated for making our Navy a self-reliant Wing of our Armed Forces.

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\*Original speech was delivered in Tamil.

Before I conclude I would like to suggest that the east coast road from Madras to Kanyakumari should be taken over by the Defence Ministry as a road of strategic importance and then it will ensure the free movement of troops from North to South and vice-versa. With these words I conclude my speech.

प्रो० निर्मला कुमारी शक्तावत (चित्तौड़) : माननीय सभापति जी, मैं रक्षा मंत्रालय की अनुदान की मांगों का समर्थन करने के लिए खड़ी हुई हूँ। सब से पहले तो मैं माननीय मंत्री जी को बधाई देना चाहूंगी - पिछले चार वर्षों में हम ने इस क्षेत्र में काफी आधुनिकतम शस्त्रास्त्रों का भंडार इकट्ठा किया है और प्रगति की है। इस वर्ष भी हम 6800 करोड़ रुपया खर्च करने जा रहे हैं जो पिछले बजट से 7 परसेंट अधिक है।

मान्यवर, यदि हम टोटल खर्च का अनुपात लें तो यह पिछले वर्ष से अधिक होते हुए भी 17 परसेंट ही आता है, लेकिन अन्य देशों की तुलना में हमारा यह खर्च बहुत कम है। यदि हम सारे विश्व के रिकार्ड को देखें तो 1981 में सारे विश्व में सेना और शस्त्रास्त्रों पर 600 अरब डालर खर्च किये गये थे और अन्य प्रगतिशील देशों से तुलना करें तो जहाँ उन का खर्च 50 प्रतिशत आता है, हमारा खर्च केवल 7 प्रतिशत है। यदि हम प्रति व्यक्ति व्यय की दृष्टि से तुलना करें तो हमारा यह खर्च केवल 7 डालर आता है जब कि इंडोनेशिया 9 डालर खर्च करता है, पाकिस्तान 17 डालर, चाइना 56 डालर, मिश्र 129 डालर, ब्रिटेन 190 डालर, अमरीका 477 डालर और यू० एस० एस० आर० 792 डालर खर्च करता है। इतना ही नहीं ईजराइल जैसा छोटा सा मुल्क 1201 डालर खर्च करता है, इन सब के मुकाबले हमारा देश केवल 7 डालर

खर्च करता है। आज हमारे देश की सीमाओं पर जो खतरा मंडरा रहा है—चारों तरफ से हम घिरे हुए हैं, पाकिस्तान हमारी सीमाओं पर बार-बार हमारे सामने आते हैं, कई बार वह हमारे देश पर हमला भी कर चुका है और हमारी 30200 वर्ग मील जमीन उसके कब्जे में है और ऐसी स्थिति में जब कि अमरीका उस को बहुत ही आधुनिक हथियार दे रहा है—यह कठिनाई और भी अधिक बढ़ जाती है। अमरीका उस को एफ-16 हवाई जहाज दे रहा है। चाइना उसकी मदद कर रहा है - चाइना की मदद से उस ने 12 हवाई पट्टियां बनाई हैं जिन में गिलगित भी शामिल है। गिलगित के हवाई अड्डे पर जो अभी बनाया गया है, कुछ दिन पहले जनरल जिया ने अनेक विदेशी राजदूतों का एक सम्मेलन भी किया था। तो यह सब इस बात का द्योतक है कि पाकिस्तान से हमें बहुत अधिक खतरा है। वह बात तो यह करता है कि अफगानिस्तान में जो रुस की सेना है, उसे वह आगे नहीं बढ़ना देना चाहता परन्तु व्यवहार में 80 प्रतिशत उस की मिलिट्री हमारे देश की सीमाओं पर लगी हुई है और धर्म के नाम पर भी वह अरब कंट्रीज से और अधिक सहायता मांगता है और हम ने ऐसा सुना है कि उन की सहायता से और चीन से टेकनीक लेकर उसने एक इस्लामी बम बना भी लिया है। उस को किस प्रकार से वह इस्तेमाल करेगा, यह एक प्रश्न-चिन्ह हमारे दिमाग में बना हुआ है।

इसी प्रकार जो हमारी जो उत्तरी सीमा चीन की है, वहाँ पर भी हमें अत्यधिक खतरा है। यद्यपि हमारे संबंध चीन से सुधर रहे हैं परन्तु फिर भी देखने में आया है कि चीन ने मीठी मीठी बात करके बरा-

[प्रो० निर्मला कुमारी शक्तावत]

बार हम पर एटेक किया है, जिस का उदहारण 1962 का युद्ध है। उस समय उस ने हिन्दी-चीनी भाई भाई कहते हुए, हमारे ऊपर आक्रमण किया था और हमारे देश 14,500 वर्ग मील जमीन उस के कब्जे में है। इसी प्रकार से अरुणाचल प्रदेश को वह अपने नक्शे में बता रहा है। चीन को सब से अधिक घमंड अपनी अणु शक्ति के ऊपर है और उस ने उस का परीक्षण 20 बार अभी तक किया है और तिब्बत में लहासा से 200 किलोमीटर दूर नागा चू में उस ने अपना सैनिक अड्डा बनाया है और उस की रेंज में हमारे प्रमुख नगर, बांध और औद्योगिक केन्द्र आ जाएंगे। इसलिए उस की तरफ से भी हमें सतर्क रहने की जरूरत है।

भौगोलिक दृष्टि से अमेरिका हम से बहुत अधिक दूरी पर है परन्तु हिन्द महासागर में अणुशक्ति से सम्पन्न उसके जहाज इधर से उधर घूमते हैं और वह बराबर हमारे लिए खतरे की घंटी बजाता रहता है। डियागोगासिया में उस ने जो सैनिक अड्डे कायम किये हैं, उन से वह पता चलता है कि उस का रुख हमारी तरफ से किस तरह का है। हमारी जो तेल सम्पदा है, उस की सुरक्षा के लिए हमें इस बात की ओर ध्यान देना ही होगा।

इसी प्रकार से हमारे पड़ोसी देश लंका का उदहारण लीजिए, जिससे पहले हमारे मित्रता के संबंध थे परन्तु अभी-अभी उन का जो आन्तरिक झगडा तेमीलियन्स के संबंध में हुआ, उससे उसने अमेरिका का दामन थाम लिया है।

हमारा पड़ोसी देश जो बंगलादेश है, शेख

मुजीबुर्रहमान के देहांत के बाद से उससे भी हमारे संबंध बहुत अच्छे नहीं रहे हैं। वह अपने नागरिकों को हमारे देश की सीमाओं में धकेलने की कोशिश करता है और हमारे देश के जो मित्रो विद्रोही हैं, उन को अपने यहां णरण देता है। कभी-कभी यह भी सुनने में आया है कि हमारे आसाम के चीफ मिनिस्टर के बोर्डर पर जी फॉसिंग की बात कही थी, उसका उसने विरोध किया है। ये सब बातें यह सिद्ध करती हैं कि हम अपनी रक्षा के बारे में और अपनी सेनाओं के बारे में कुछ भी ढील नहीं दे सकते और अगर हम इस में ढील देते हैं, तो इस के बहुत घातक परिणाम हो सकते हैं क्योंकि हम ने देखा कि बड़े जो राष्ट्र हैं, वे अपनी धरती पर युद्ध न करा कर छोटे राष्ट्रों को आपस में लड़ा कर उन की धरती पर युद्ध कराते हैं। इसलिए मैं यह कहना चाहूंगी कि हमें चाहे रक्षा बजट में और भी बढ़ोतरी करनी पड़े, इसके लिए मंकोच नहीं करना चाहिए। निःसंदेह यह बात सही है कि 1980 से लेकर अब तक जो रक्षा बजट में वृद्धि हुई है, वह वृद्धि यदि न करते, तो उस से बहुत सारे जनोपयोगी काम हो सकते थे। और हो सकते हैं, यदि यह वृद्धि अभी न की जाती, तो 3 लाख किलोमीटर लम्बी सड़कें देश में हम बना सकते थे। यदि यह वृद्धि न होती, तो 500 बिस्तर वाले 100 अस्पताल बना सकते थे और यदि यह वृद्धि न होती, तो हम लोग 100 मेगावाट वाले 40 ताप विद्युत घर बना सकते थे परन्तु हमारी सेनाओं की और हमारी सीमाओं की सुरक्षा के लिए, हमारे नागरिकों को और हमारी जनता को यह सब त्याग करना पड़ता है। क्योंकि हमारे सारे पड़ोसी राष्ट्र हैं, हमारे चारों तरफ जो बाऊंडरी है, वहां पर जो बिस्फोटक स्थिति

है, उसको देखते हुए इस खर्च को कम करने के बारे में हम सोच भी नहीं सकते। इसके अलावा हमारे पाम और कोई विकल्प नहीं है।

मान्यवर, हमारी सीमाओं पर जो सशस्त्र पहरा देने वाले जो प्रहरी हैं, उनकी स्थिति के बारे में भी आप विचार कीजिए। हमारे देश की ऐसी सीमाएं हैं जो कि विश्व के किसी भी राष्ट्र की नहीं हैं। एक तरफ तो ऊंची-ऊंची पहाड़ियां हैं जहां कि रक्त जमा देने वाली बर्फ पड़ती है। हमारी सीमाओं पर दूसरी तरफ रेगिस्तान है जहां कि इतनी अधिक गर्मी पड़ती है कि लोगों का खून भी खौल जाता है। सीमाओं पर कहीं दलदल भरी जमीन है और कहीं पर पहाड़ और घने जंगल हैं। इन सीमाओं पर हमारे सारे के सारे सैनिक रहते हैं और काम करते हैं। हमें उनकी वीरता और उनके मनोबल पर गर्व है। विपरीत परिस्थितियों में रहने की वजह से उनका स्वास्थ्य भी खराब हो जाता है। मैं यह कहना चाहूंगी कि हम उनके बारे में उपेक्षा नहीं कर सकते। हमें उन्हें अधिक से अधिक सुविधाएं देनी चाहिए और उन्हें अधिक से अधिक आधुनिकतम हथियारों से लेस करना चाहिए।

मैं मंत्री जी को ब्यववाद देना चाहूंगी कि हमारी जल, थल और नभ तीनों सेनाओं ने विकास किया है। हमारी थल सेना ने आधुनिक टैंक टी-72 का निर्माण किया है। विजयन्त टैंक में 'रेडा फाइन्डर' लगाया है जिससे कि रात के समय भी हम दुश्मन पर अटक कर सकें। इससे हमारा निशाना बचक रहता है। इसके अतिरिक्त हमने विजयन्त टैंक में 320 मिली मीटर की तोप लगाई है, मिलार मिसाइल लगाया है। फ्लोटिंग ब्रिज भी तैयार किया है। बे हमारी महान उपलब्धियां हैं।

मान्यवर, आज हिन्द महासागर में खतरा बढ़ रहा है। उसे रोकने के लिए हमें अपनी नेवी को अधिक सशक्त करने की जरूरत है। क्योंकि हमारा जो विक्रांत है वह बहुत पुराना हो गया है। हमने यू० एस० एस० आर० से नेवी सम्बन्धी कुछ जहाज लिए हैं जिनके नाम राजपुत, राणा तथा मी-हेरियर हैं। मगर मान्यवर, बोम्बे हार्ड में जो तेल के भंडार हैं, उनकी सुरक्षा का भी बहुत बड़ा काम है। हमारी करोड़ों और अरबों रुपये की जो तेल सम्पत्ति है, उसकी सुरक्षा के लिए हमें अत्यधिक सम्पन्न जहाजों, रडारों और पनडुब्बियों की आवश्यकता है। मंत्री जी इसकी तरफ भी ध्यान दें। अभी-अभी आपने गोदावरी श्रेणी के युद्धपोत बनाये हैं और जल सेना में काफी तरक्की है। (व्यवधान)

इसके अतिरिक्त, मान्यवर मैं कहना चाहूंगी कि हमारी एयर फोर्स ऐसी होनी चाहिए जो कि पाकिस्तान का मुकाबला कर सके। हमारी एयर फोर्स पाकिस्तान का मुकाबला कर सकेगी या नहीं, यह एक प्रश्न-वाचक चिन्ह है। जो मिराज-30 हैं, एफ-16 हैं, उनका मुकाबला हमारे जगुआर वा मिग-23 कर पायेंगे या नहीं, यह प्रश्न दिमाग में पैदा होता है। यह प्रसन्नता की बात है कि हमने मिराज-200 और ए० एन०-32 के बारे में समझौता किया है। यू० एस० एस० आर० के रक्षा मंत्री अभी भारत आये थे। उनके यहां आने से हमें बहुत अधिक आशा बंधी है कि हमें मिग-29 जो कि एक बहुत अच्छा और दूर तक मार करने वाला विमान है, मिल सकेगा। इससे हम सोच सकते हैं कि हमारी एयर फोर्स भी तरक्की पर है। इसके अलावा ए० एन०-32 विमान भी भारत खरीदेगा। इस सब के लिए मैं मंत्री जी को बधाई देना चाहूंगी कि

[प्रो० निर्मला कुमारी शक्तावत]

हमारी एयर फोर्स ऐसी सशक्त हो रही है कि वह कम से कम पाकिस्तान का तो मुकाबला कर सकेगी। मान्यवर, आज भारत गुट निरपेक्ष देशों का अध्यक्ष है। अध्यक्ष होने के नाते हम अपनी नीति के अनुसार अणु शक्ति का इस्तेमाल शांति पूर्ण कामों के लिए करेंगे। साथ ही अमरीका और अन्य राष्ट्र इस बात का प्रचार कर रहे हैं कि तारापुर यूरेनियम ईंधन से हम एटम बम बना रहे हैं। इससे भारत वर्ष 20 एटम बम प्रतिवर्ष बना सकेगा। इस तरह का झूठा प्रचार पाकिस्तान के जरिए हो रहा है। मान्यवर, हम अमरीका की परमाणु प्रसार संधि के ऊपर हस्ताक्षर नहीं कर सकते। वह संधि द्वेषपूर्ण है। हम अपनी स्वतंत्रता और खुशहाली का समझौता दूसरे देश के साथ नहीं कर सकते। आज उनको सबसे बड़ी परेशानी इस बात से है कि मद्रास में जो कल्पाकम अणुशक्ति रिऐक्टर लगाया गया है और उसमें जितना ईंधन खर्च होता है उससे दुगना साफ हो जाता है। उसको देखकर वे लोग तिलमिला उठे हैं। माननीय सदस्य ठीक कह रहे हैं कि उनका दिम जलता है। शांतिपूर्ण कामों के लिए हमें इसकी रक्षा करनी चाहिए। आज हमारी परमाणु नीति ऐसी होनी चाहिए कि हम दूसरे देशों का मुकाबला कर सकें। क्योंकि आज इतने अधिक परमाणु अस्त्र दुनिया में हैं कि यदि सबको एक साथ छोड़ दिया जाए तो पृथ्वी को कई बार खत्म किया जा सकता है। (श्रवणबान)

अभी अमरीका में एक पिक्चर बनाई गई है "द डे अपार्टर", उसमें बताया गया है कि कुछ मिनटों में जिस पृथ्वी को हमने कई वर्षों में बनाया है, खत्म हो सकती है। आज ऐसे रासायनिक अस्त्र भी सामने आए हैं।

जैसे अमरीका ने बियतनाम में उपयोग किया था—“एजेंट ऑरेंज”, उसके इस्तेमाल से बियतनाम की 40 प्रतिशत जमीन नष्ट हो गई थी। उसको फिर से हराभरा करने के लिए कई दशक लग जाएंगे। अगर इस प्रकार के अस्त्रों की होड़ लगेगी तो उससे कोई देश सुरक्षित नहीं रह सकता। आज अन्तरिक्ष में भी मरुका नहीं है। वहां पर भी अमरीका ने के० एच० 11 नामक एक कृत्रिम उपग्रह बनाया है। अगर यह शीत युद्ध गर्म युद्ध में बदल गया तो सब तरफ-तबाही हो जाएगी। अगर इस युद्ध को कोई रोक सकता है तो गुट निरपेक्ष राष्ट्रों का अध्यक्ष देश भारत और उसकी प्रधान मंत्री श्रीमती इंदिरा गांधी और हमारे देश की नीतियां जो पंचशील और सह अस्तित्व के आधार पर सारी दुनियां की इस भयंकरता से छुटकारा दिला सकती हैं।

भूतपूर्व सैनिकों के बारे में भी मैं कुछ निवेदन करना चाहती हूं। आज हमारे देश में भूतपूर्व सैनिकों की संख्या 38 लाख है। 60-70 हजार प्रतिवर्ष सैनिक सेवानिवृत्त होते हैं। लार्किस बंधुओं ने जो शर्मनाक काम किया उसमें हम सारे के सारे भूतपूर्व सैनिकों को नहीं घसीट सकते। ये सैनिक 32 से 38 के बीच और अधिकारी 40 वर्ष के आसपास रिटायर हो जाते हैं। जबकि पब्लिक सेक्टर में 58 वर्ष तक सेवा की जा सकती है। इन लोगों को पेट पालने के लिए, रोजी रोटी लिए जाँब चाहिए। जो पुनर्वासि महानिदेशालय है वह केवल दो-तीन हजार को ही नौकरियां दे सकता है जबकि प्रतिवर्ष 60-70 हजार रिटायर होते हैं। मेरा एक सुझाव है। राज्य सरकारों को आप आदेश दें कि वे इन भूतपूर्व सैनिकों के लिए जरूर स्थान सुरक्षित करें, उनका

रिजर्वेशन निश्चित रूप से करें। इसके अलावा सैनिक पुनर्वास योजना राज्य सूची में है। इसको सभ्यता सूची के अन्तर्गत लाया जाए ताकि सैनिकों के पुनर्वास के बारे में हम लोग मोच सकें।

सैनिक अपने जीवन का स्वर्णिम प्रभात आपकी तथा देश की सेवा में अर्पित करते हैं। उनका हम क्यों नहीं एडजस्ट कर सकते हैं? आपका जो डिफेंस डिपार्टमेंट है उस में भी कई ऐसे विभाग हैं जिन में इनको एडजस्ट किया जा सकता है जैसे सेना का लेखा विभाग है, सीमा सड़क निर्माण विभाग है, आइर्न ऑफिट्रीज हैं, कैंटीन स्टोर्ज, एम० आर्ड० एस० है। साथ ही हमारे गृह विभाग में कई ऐसे महकमों हैं जिन में 50 प्रतिशत स्थान भूतपूर्व सैनिकों के लिए सुरक्षित रखे जा सकते हैं जैसे सीमा सुरक्षा बल है, सी० आर० पी० है, रेलवे सुरक्षा बल है। एयरलाइज में भी कर सकते हैं। कस्टम में भी कर सकते हैं। इसके दो लाभ होंगे। एक तो जिन्होंने देश की सीमाओं की रक्षा करते हुए अपना जीवन भुजारा है उनको रोजगार मिलेगा दूसरे वे जो सर्वासिग हैं इनके लिए आपको डिमिप्लिंड आदमी मिल जाएंगे।

मेरा एक और सुझाव है। आज कई देशों में सैनिक शिक्षा अनिवार्य है। अमरीका चीन आदि में हर नागरिक सेकिंड लाइन आफ डिफेंस के तौर पर सामने आता है। मैंने पहले भी यह सुझाव दिया था और आज भी देती हूँ कि क्यों न हम एन० सी० सी० लड़के लड़कियों दोनों के लिए या मिलिटरी साइंस की एजुकेशन विद्यालयों के लिए अनिवार्य बना दें।

आज बार एक्सरसाइज में भी लोग शहीद होते हैं। जब आदमी घर से बाहर निकलता

है तो चाहे दुश्मन के हथियार से मरे या अपने स्वयं के आदमियों के हथियार से, मौत उसकी जरूर होती है। उसकी मौत के बाद उसके जो बच्चे हैं, बीबी है उनकी स्थिति क्या होती है इसको मैं स्वयं जानती हूँ। मैंने पहले भी निवेदन किया था कि मैं एक ऐसे भाई की कलाई में राखी बांधती थी जोकि इस प्रकार की एक्सरसाइज में शहीद हुआ और उसके बच्चों को मैं देखती हूँ तो मुझे अपने भाई की हमेशा याद आ जाती है और डिफेंस की मांगों पर मैं हमेशा इसीलिए बोलती हूँ ताकि कुछ कह सकूँ। मेरा निवेदन है कि जो इस तरह से भी मरते हैं उनके बच्चों की एजुकेशन की उचित व्यवस्था हो सके, यह भी आपको देखना चाहिए। बार-एक्सरसाइज में मरने वाले व्यक्ति भी आपकी सेवा के ही होते हैं और आपकी सेवा में शहीद हुए होते हैं।

बजट में आपने बहुत अच्छा प्रावधान किया है और हमारी सुरक्षा के लिए जो कुछ आपने किया है, उसके लिए मैं आपको धन्यवाद देती हूँ और अपनी बात समाप्त करती हूँ।

15.00 hrs.

(SHRI N.K. SHEJWALKAR *in the Chair*)

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI K.P. SINGH DEO) : Mr. Chairman, Sir, I am extremely grateful to you for having given me an opportunity to take part in this debate. First and foremost I would like to thank the hon. Members for their very impressive homework and the deep interest they have taken in this subject of national security which is so very important for our survival and for our economic development. As many Members have pointed out that the national security or the question of



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defence is not only in the realm of soldiers, sailors and airmen but in this modern security environment, the entire country has to be geared to face any eventuality, if such an eventuality does arise, and many of the Members have given their weighty suggestions that Apart from the armed force, the morale of the country, the economic strength of the country, the industrial capacity of the country must also be geared up. Our late Prime Minister, Pandit Nehru had, in this regard, said that the strength of the country is not only the strength of the Armed Forces but also the economic strength of the country, the industrial capacity and the indomitable spirit of the country. Therefore, Sir, it is very heartening that we are all unanimous in this approach to the problem that should our country face such an eventuality, we should have to rise like one person.

Sir, as is the procedure and the practice, the debate was initiated by an hon. Member from the Opposition and knowing my Barrister friend, who is a very intelligent lawyer—I won't say in the Delhi accent—he has very intelligently gone into the question of Defence planning, perspective planning and has also gone into the aspect of planning within the Ministry concerning all sections and has brought in a host of subjects both geo-political, geo-strategic as well as the Defence supplies. One of my hon. friends here—Mr. Arjun Sethi—had this to comment that the hon. Member, Mr. Amal Datta, has probably not gone through the Annual Report and had he done so he would not have raised some of the questions which he did raise. (Interruptions).

Sir, I will not be naive enough to any that Mr. Datta has not gone through the Report. He has very much gone through the Report. Not only has he gone through the Report but he has also gone through a lot of printed materials, a lot of materials published in the media and very intelligently through the ideological spectacles that he wears, he has thought it fit to ignore the report and has given his political assessment of the question of National Defence Planning.

But the point, I regret to say is that he has thought fit to rely on considerable material from persons who are not accountable to Parliament, who are not answerable to the people of India, and he has totally ignored a document which has been placed by the Defence Minister who is accountably to Parliament and who is answerable to the people of India and if he had gone through the Report right from the first Chapter of the National Security Environment, the organisation functions, Defence plan and the Chapter on Army, the various schemes of the Services within the Army, the Navy, Air Force, Coast Guards, Defence Production Units, Defence R&D, etc. then for all the points which he has raised in his speech and the cements which he has made, the answers are very much there. It would not be possible for me to answer all the points, because apart from him, there are many other hon. Members who have raised a lot of points. Some of them are repetition, some of them are new points, but I would confine myself to seven or eight points, and answer those.

One of the point which Shri Datta raised was about the civilian Defence employees of the Ordnance Factories, about their requirements, and their going on strike, because my Minister could not go to their function on 23rd February. But I think, it was more of an ironical remark than a serious one, because on the 23rd February was the President's address and my Minister could not possibly be away from the President's Address, and secondly the strike notice was given by the AIDEF on 7th March, 1984.

SHRI SAMAR MUKHERJEE : Actually, they gave notice on 31st December.

SHRI K.P. SINGH DEO : The notice was given at a time, when the Ministry was already seized of the matter, and I would like to refer to the matter of the Third Pay Commission to which the hon. Member Shri Datta was referring also. That the Third Pay Commission's recom-

mentations were not being implemented nor is it in parity with the railways. The fact is that the Third Pay Commission had recommended five scales of pay in which the industrial workers should be fitted in after getting their jobs evaluated by an Expert Classification Committee. The Ministry of Defence had accordingly appointed an Expert Classification Committee, who on the basis of the point-rating system, determined the point-score for various jobs. However, they recommended the fitment of industrial workers in nine scales of pay. Even though the Federations have participated in the deliberations of the Expert Classification Committee, the Federations demanded the fitment of workers in five scales of pay, as recommended by the Pay Commission. The compression of workers fitted in nine scales of pay into five scales of pay created certain anomalies.

The Ministry of Defence, therefore, appointed an Anomalies Committee to sort out various anomalies that had arisen. The Committee consisted of both the official side and the staff side, as represented in the Departmental Council.

In the meantime, the All India Defence Employees Federation served a notice that they would go on strike unless the three-grade structure in the skilled categories was implemented. Defence Secretary had called the President and the General Secretary of the AIDEF and discussed the matter with them. The AIDEF agreed to continue their cooperation with the Anomalies Committee. Defence Secretary has also laid down a target date of May 31, 1984 for completion of the deliberations of the Anomalies Committee.

In brief, the Anomalies Committee would undertake the job evaluation of certain identified categories in whose case the job content has apparently not been evaluated properly. In this case also, the Ministry of Defence wanted an Independent organisation like the National Productivity Council, but it was not agreed upon. Now the Committee will co-opt experts from the Directorate

General, Ordnance Factories, EME and MES.

I would like to confine myself to a few points. The twin policy of the Government is to attain self-sufficiency and self-reliance in defence equipment. Therefore, Ordnance factories and the public sector undertakings are the concrete expressions of India's drive towards self-reliance and self-sufficiency in defence production. In the Report itself, figures have been given, to show the production which has been taking place in the Ordnance factories and the PSUs.

The PSUs manufacture a wide range of equipment such as air-craft, helicopters, avionics, aero-engines, a variety of electronic equipment including radars, weapon control systems and components, railway coaches, earth-moving equipment, a range of frigates, patrol vessels, torpedo vessels, machine tool, missiles, super alloys and other equipments and components, not only for Defence but also for the civilian sector.

The capital investment in all the nine defence PSUs on 31st March 1983 was of the order of Rs. 610.28 crores. This investment was likely to rise to Rs. 711.31 crores by 31st March 1984.

The value of production went up from Rs. 825.65 crores in 1981-82 to Rs. 1144.13 crores during 1982-83, recording an increase of over 39% over the previous year. During the current year, the value of the production was likely to peak at Rs. 1392.76 crores.

The total sales of the defence PSUs also recorded impressive growth. During 1982-83, the sales were of the order of Rs. 930.52 crore, and are expected to rise to Rs. 1251.91 crores during 1983-84.

Six out of the nine PSUs are consistently making profit. Steps have been taken to improve the performance of the other three PSUs as well. The overall profit before tax earned by defence

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PSUs in 1982-83 was Rs. 72 crores, as compared to Rs. 67.4 crores in 1981-82. This also meets the point of Shri Harish Chandra Rawat who wanted our production units to have a commercial outlook, and also help in the self-reliance, self-sufficiency and in the indigenization of defence equipment.

Efforts are being made to explore an export market for the products of defence PSUs, and ordnance factories. During 1982-83, exports were of the order of Rs. 27 crores which are likely to rise to Rs. 42 crores during the financial year 1983-84.

In view of the increased demands both from defence and civil sectors, the PAUs have plans to step up their production units and to increase their capacity through expansions. Already, the Prime Minister has laid the foundation-stone for the new unit of HAL at Korwa, U.P. BEL have planned to open a new unit at Taloja, Maharashtra, the foundation-stone for which was laid by Raksha Mantri in December 1983. Work on the new units of BEL at Panchkula (Haryana) and Kotdwara (U.P.) is in progress. The management of the nationalized Andhra Scientific Co. at Machilipatnam was vested in BEL in February 1983.

Regarding HAL, the production of the trainer aircraft, Kiran, Mark-2 and HPT-32 has commenced at both Bangalore and Kanpur divisions of HAL respectively, and the deliveries are expected to be made to the Air Force during the current year. The first batch of Andhra gliders will also be delivered to Air Force by the end of current year.

The BEL has entered the field of optoelectronics through the newly-acquired Andhra Scientific Co. unit. They have undertaken a programme of production of equipment for space research and have entered the fields of electronic magnetism.

BEL are also geared to supply transmitters and other equipment for the

special expansion programme for the TV network in the country during the year 1983-85, regarding which one of our hon. members was wanting that we should have low Power transmitter in our borders.

Bharat Earth Movers Ltd. who have had an impressive performance and have planned to manufacture hydraulic excavators and engines. They undertook the manufacture of bunk houses for ONGC. Besides, they have designed and productionised 25 tonne rear dumpers and G-14D dozers.

The Mazagon Dock Ltd. had earned a contract from ONGC for management of multi-support vessels (Samudra Suraksha) which is a sophisticated ship for carrying out various off-shore maintenance and support functions during the year. MDL also delivered the first of Godavari class frigates to the Indian Navy and on the last one has also been commissioned only recently and the first off-shore patrol vessels to the coast guard.

Garden Reach Ship Builders and Engineers handed over INS Nirdeshak—a sophisticated survey vessel to the Indian Navy and the ocean going tug "Matanga" to the seaward defence both to the Indian Navy.

The Bharat Dynamics Limited have taken up production of a new line of missiles for use by our armoured sources.

While the drive for greater self-sufficiency and indigenisation continued, peaceful and cordial industrial relations marked the atmosphere at the PSUs.

Regarding ordnance factories, in the year 1982-83, the value of gross production was to the tune of Rs. 869 crores as against Rs. 787 crores in the year 1981-82. The target for production in the 1983-84 is Rs. 950 crores which is expected to be fully met.

The ordnance factories plan their products through constants interaction with

the services and the Research and Development Organisation. Some of the projects which are at various stages are manufacture of (i) a new type of ammunition developed by DRDO for the Navy; (ii) new types of optical and opto-electronic equipments; (iii) new sophisticated anti-tank ammunition; (iv) newer and lighter model of field and capable of being air dropped and a host of other items which are already in the Report. So, I do not want to take the time of the House and deal with them. (*Interruptions*)

The hon. member, Shri Amal Datta, has said that we are importing small arms and pistols from Italy. That might have been a decade back. As of today, we are not importing any small arms or the pistol which are manufacture at Ishapur where he wanted to be manufactured. \*

The ordnance factories have employed a force of 1.8 lakhs of workers. The welfare programmes like hospitals, education, housing, that is also in the Report. So I do not want to go into it. We are trying to remove stagnation and improve the career prospects; and only last year, a cadre review had been ordered; this is the first cadre review since 1957.

Many of the hon. members have also referred to NCC and the territorial army and the expansion of which should be effected and that it should act as a second line of defence. Some hon. members also referred to the United States and China etc. All these points have been considered before; and as you are aware, when the Prime Minister was handling the Portfolio of Defence in 1981, a committee was set up under the Chairmanship of Maj. Gen. Sparrows MVC Bat our distinguished soldier and Parliamentarian, and it has already given a report in which there are 66 recommendations. The government is in a position to finalise the report. Some of the recommendations have already been sanctioned and acted upon in which improvement in the cadre as well as, Improvement of cadre, service conditions of some of the Territorial Army personnel have been gone into; the promotional avenues, the pensionary

benefits as well as the bounty and refreshment allowances, all these have already been sanctioned by the Government. Some of the recommendations which have far-reaching consequences are under the consideration of the Government and in a very few days time we shall be taking some decisions for issuing a final sanction on the report. The Central Advisory Committee of the Territorial Army is also meeting which will go into it and ratify the decisions of the Government.

The Territorial Army, as has been rightly pointed out by many of the hon. Members, has a very useful role to play in the defence-awareness, in creating a second line of defence. But due to certain situation it has had a metamorphosis and it has an evolution too. So this Committee, the new committee under the Chairmanship of General Sparrows has looked into it, how it can be more effective, how it can be made more attractive any how it can supplement the efforts of the regular Army in case an eventuality arises and it can act as a reserve force and add to our strength. I would not like to say anything here, because we have refrained from giving the strength of our Forces here. It will suffice to mention that the Consultative Committee of Members of Parliament has also recommended that the Territorial Army as well as the NCC should be expanded, their activities should be expanded, in the light of it, ecological battalions of Territorial Army, with one hundred per cent ex-servicemen have been raised in Shivaliks of Uttar Pradesh, and Rajasthan Canal area. There is a move to raise ecological battalions of ex-servicemen belonging to that particular area in Himachal Jammu & Kashmir and Uttar Pradesh. Requests have also come from Maharashtra and Goa and other Governments and we are looking into them. The Department of Environment is also associated in this.

The same is the case with the NCC, and in 1972 when the Mahajan Commission was appointed to go into the functioning of the NCC it had recommended to Government that there should be more

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bias towards adventure activity because as a result of the Chinese aggression there was an unwieldy expansion of the NCC which, the Mahajan Committee said it should be restricted and a strength of 11 lakh cadets was the ceiling. Now, it is also mentioned by the members of the Consultative Committee that in the NCC, apart from the adventure activity, the emphasis should also be on military training aspects so that in times of Emergency as is also there in the provisions of the NCC Act, the NCC cadets could be mobilised as a second line of Defence to help the regular Army in times of war and in times of Emergency.

PROF. N.G. RANGA (Guntur) : Has the ceiling on its strength been removed ?

SHRI K. P. SINGH DEO : That is what we are considering at the moment. Should it be removed and if so, how much should be the strength ? Because, it is not a wholly Central Government project. The State Governments also participate in it and unless we get the State Governments' commitments for some of the expenses we cannot take a unilateral view. So, the expansion of NCC has to depend on the financial position of some of the State Governments and we are also examining how best the Central Government also can improve on its contribution from the financial aspect. So, these are certain things which we are looking into. It will be too premature at the moment to give an answer before we examine them from all the aspects.

The other point which was raised by most of the Members is the question of ex-service-men. Now, the ex-service-men, as our Prime Minister has already reiterated in Parliament and in 1981 the Estimates Committee has also gone into it, is a national problem which has to be dealt with by the Central and State Governments and also by the public sector undertakings, the private sector and the entire country. As hon. Member, Prof. Shaktawat has said, ex-service-men are released at a very young age when there is still a lot of service in them. This is done in order to maintain the

young profile of the Armed Forces. Some of them, Sepoy ranks and others, are released between 33 to 38 years of age and sometimes 41. In certain areas if they keep on getting promotion, they can go upto the age of 50 upto the rank of JCO, whereas an officer who goes upto the rank of Lt. General, retires at a higher age i.e. 58 years. Since this is a disciplined and organised manpower which is trained, the country would like to benefit from their training and discipline. It is also the duty of the nation to see that these people who have given the best part of their lives for the security and integrity of their country, are re-settled and rehabilitated. A number of steps have already been taken in this regard, which are mentioned in the Report. So, I would not like to repeat them. There have been calling attention motions and half-an-hour discussion in this House, brought by Mr. Rajesh Pilot and Mr. Rajesh Kumar Singh, in the last session. In defence to the wishes of Parliament as well as, ex-service-men's organisation, the Prime Minister and the Government of India have already appointed a high power committee on ex-service-men, which has a few Central Government Ministers, some State Government Ministers MPs and some ex-service-men, to look into various aspects of ex-service-men and specially to see their employability with regard to the public sector undertakings, private sector, in the field of agriculture, industry, their on-the-job training. They are being trained in management and other practices.

SHRI INDRAJIT GUPTA (Basirhat) : What about their pension ? It is covered by this Committee ?

SHRI K.P. SINGH DEO : All aspects of ex-service-men.

This Committee has been given one year's time to look into all these aspects, specially those of the ECOs, Short Service Regular Commissioned people who have taken release and are already in some of the banks and public sector undertakings. Then there was no monitoring at the nodal points, because

the Zila Sainik Boards and Rajya Sainik Boards do not have the organisation or wherewithal to carry out some of the guidelines of the Central Government, which many of the States have agreed to do now. Some of them have not agreed due to paucity of funds are some of them are in the course of agreeing.

About legal safeguard's regarding their lands and buildings which was mentioned by Mr. Harish Rawat, most of the States have now agreed. Some of the States do not feel its need because they do not have concentration of ex-service-men. Therefore, the legal safeguards which would enable the ex-service-men to get back his house and land are to be provided to them through a legislation which will be coming from the Ministry of Works & Housing. That will be applicable for the Union territories of Delhi and Chandigarh also. Ex-Service-men have been taken into peace-keeping forces by the Governments of Assam, Orissa and Bihar, The Madhya Pradesh Government is also.....

(Interruptions)

SHRI SOMNATH CHATTERJEE (Jadavpur): What is this force ?

SHRI K.P. SINGH DEO : Peace-keeping force. West Bengal does not want it. They have told us that they do not find the necessity.....(Interruptions)

SHRI SOMNATH CHATTERJEE : You have said that they have been taken into the peace-keeping force. What is this force ?

SHRI K.P. SINGH DEO : Peace-keeping forces have been raised entirely of ex-Servicemen or components of it like .. .....(Interruptions)

SHRI SOMNATH CHATTERJEE : What is that service called ?

SHRI K.P. SINGH DEO : Peace-Keeping Force. Because they are disciplined and trained manpower and because they are young they have been taken in.

SHRI SOMNATH CHATTERJEE : That means that is a State Government force.

SHRI K.P. SINGH DEO : State Governments have raised such forces. Apart from the Ecological Battalions and the Peace Keeping Force, there is a scheme known as the PEXSEM (Preparing Ex-Servicemen for Self-Employment) on the same analogy as the TRYSEM which is the Training of the Rural Youth for Self-Employment. Since ex-Servicemen have been away from their homes for a long time, they would like to be resettled nearer their homes and they are not very keen to seek employment far away from their homes. So, this on-the-job training is being given so that they can resettle and rehabilitate themselves at home by self-financing projects. Financial institutes have been directed to give them subsidy, interest subsidy. Ex-Servicemen's cooperatives and transport companies have also been formed so that in the field of coal, energy and at some places in forest protection forces, the Ex-servicemen who are coming out in large numbers.....(Interruptions). May I stop, Sir ?

MR. CHAIRMAN : Please go ahead.

SHRI K.P. SINGH DEO: Apart from all the steps which have been taken till now, we are still not fully satisfied with all that is being done for the Ex-Servicemen and, therefore, this High-Power Committee has been set up by the Prime Minister. This Committee will go into the entire aspects and see that the placements for Ex-Servicemen which are already there and the reservations meant for Ex-Servicemen in the public sector and the Government—both in the Centre and in the States—are fully met and if there are any anomalies or any impediments, they are removed. This Committee will be giving its report and recommendations.

Now I come to the question of Border Roads. Many hon. Members have mentioned about the Border Roads and GREF people who have to work in very

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arduous and hazardous conditions. We are trying to make the proximity between the people in uniform as well as the civilian element in the GREP and the Border Roads Department to be reduced to the minimum as far as practicable. Due recognition and rewards to GREP and Border Roads personnel who have done yeoman service and excellent service in Sikkim, Jammu and Kashmir and other border areas in very difficult conditions is also under consideration

(Interruptions)

SHRI T.S. NEGI (Tehri Garhwal): Are you making GREP a part of the Armed Forces? This is what is needed. Last time also people raised this question and they wanted that they should not be governed by two rules—civilian and military.

SHRI K.P. SINGH DEO : We will take your suggestions into consideration. At the moment, Border Roads is governed by various regulations. Army Act is also applicable in certain cases and we shall certainly examine the hon. Member's suggestion and keep it in mind while reviewing the conditions of service of Border Roads personnel.

There are two more aspects which I feel are quite important. One is the Services Sports Control Board and sports. Services have been in the vanguard of sports in this country and specially after the impetus to sports and to our youth in this country in 1982 by the Asian Games, we have decided in the Ministry of Defence to have special allocation for sports and the Services Sports Control Board which deals with the promotion and development of sports in the three Services. They have been asked to prepare a paper of the projection for the next Five Year Plan. We shall be having an investment to the tune of more than Rs. 12 crores spread over 5 years to build permanent infrastructure and equipment of international standards, so

that our armed forces can compete and come upto the best in the international field. In the Asian Games our personnel have done extremely well. They have won 33 per cent of the total medals and 50 per cent of the gold, medals although the representation was only 17 per cent of the Indian contingent. In this regard also we considering that sports is an integral part of the soldiering and training. Therefore, a lot of importance is being attached to the development of sports and sportsmanship in the armed forces.

My last point is on mountaineering. This is another sport or activity which teaches a person self-control, mental discipline, development of character and a spirit of adventure. Therefore, the Ministry of Defence has been aiding many of the mountaineering institutes, like the Nehru Institute of Mountaineering, the HMI and the new Jawahar Institute of Mountaineering and winter sports. This institute is going to be located at Pahalgam in J&K. We have also tried to expand the mountaineering activities both in the National Cadet Corps, the Territorial Army and within the armed forces mountaineering has taken on. Now there is a ladies' expedition to the Himalayas, led by the Principal of the HMI, Darjeeling, Col. Khullar. These are some of the various aspects where the Defence Ministry has been aiding the civilian sector.

I am extremely grateful to the hon. Members, specially to Gen. Sparrow, for having brought out the very important subject of the second line of defence, which will go a long way in creating defence awareness amongst the youth, as well as other civilians, who are interested in the defence of the motherland, because history has shown that, whenever we have neglected this aspect, we have been subjugated by far less inferior people.

SHRI SOMNATH CHATTERJEE : I am really happy at the excellent manner in which our youthful Minister of State has dealt with the various points. But he has not touched two aspects.

There is the Caterpillar Company, which was supplying the Defence Ministry. Now people are on the streets because of the withdrawal of support by the Defence Ministry. I am requesting the Minister to consider that question. Secondly, in the Ordnance Depot at Calcutta thousands of people have been retrenched. Repeated representations have been made by the unions jointly in the matter.

**SHRI K.P. SINGH DEO :** I agree that I should have replied to them.

**SHRI SOMNATH CHATTERJEE :** All unions have jointly made a representation regarding the Caterpillar Company also.

**SHRI K.P. SINGH DEO :** Sir, the Ordnance Depot had been set up long time back because of the strategic reasons. Now an expert Committee of the Armed Forces as well as from the Ministry of Defence has gone into it. They do not feel the requirement of the Ordnance Depot. But although the Ordnance Depot will not be there, yet no permanent person will be retrenched or set idle or sent out of employment. We are using them for Project Yatrik, which is too the Andaman and Nicobar Islands and for the MES also. We are also keeping in tact all workers from West Bengal. They will not be sent out of Bengal. This is a commitment which we made last year on the floor of Parliament. My Ministers has also written to the Chief Minister of West Bengal. Shri Shivraj Patil, my predecessor had also written about this to the Chief Minister of West Bengal.

**SHRI SOMNATH CHATTERJEE :** But you need an Ordnance Depot.

**SHRI K.P. SINGH DEO :** That is a different question.

**श्री टी० एस्० नेगी (टिहरी गढ़वाल) :** सभापति महोदय, मैं आपका आभारी हूँ कि आपने मुझे रक्षा बजट पर बोलने का समय दिया। माननीय सदस्यों के बहुमूल्य सुझाव इस पर आए हैं। इस बात में कोई दो राय

नहीं कि हमको अपनी रक्षा पंक्ति पर गर्व है। हमारे सैनिक दुनियाँ में किसी से कम नहीं हैं। अगर उनको पूरी सुविधाएं और इक्वीपमेंट्स मिलें तो उनको कोई परास्त नहीं कर सकता। इसके कई उदाहरण हम लोग देख चुके हैं।

मैं रक्षा मंत्री जी को बधाई देना चाहता हूँ कि उन्होंने रक्षा बजट में बढ़ोतरी करने की कोशिश की है। वैसे आज की मंहगाई को देखते हुए जिस अनुपात में बढ़ोतरी होनी चाहिए थी, उतनी नहीं है। रक्षा के बारे में हमारे बड़े-बड़े अधिकारी और तजुर्बेकार लोग पूरी कोशिश करेंगे, ऐसा हमें यकीन है। सदन में तो जनरल स्पॅरो साहब ज्यादा जानते हैं। उन्होंने अपनी बातें रखी हैं। लेकिन वे भी बहुत पुराने जनरल हैं, उनके विचार आउट डेटेड हो सकते हैं।

**श्री एम० रामगोपाल रेड्डी (निजामाबाद) :** बिल्कुल आउट डेटेड नहीं हैं।

**श्री टी० एस्० नेगी :** आज रक्षा सैन्या-रियों के लिए नई टेक्नालाजी की जरूरत है। इसके संबंध में हम ज्यादा सुझाव नहीं दे सकते। सरकार हमको पर्याप्त जानकारी मुहैया नहीं करती। सरकारों के जरिए से जो हमको पता लगता है उसी के आधार पर हम कहते हैं। "विजयंत" टैंक के बारे में पिछले दिनों काफी चर्चा रही है। यह ठीक ढंग से रिपेयर नहीं हो रहा है और हमारे पास जितनी कैपेसिटी रिपेयर करने की है उसका भी पूरा इस्तेमाल नहीं किया जा रहा है। प्राइवेट कारों की बहां पर रिपेयर चल रही है। यह प्रखबार में छपा है। ऐसी बातें हो रही हैं। इन गड़बड़ियों को रोकने की आवश्यकता है।



[श्री टी० एस० नेगी]

अभी अभी जनरल सिन्हा के रिटायरमेंट की बड़ी भारी चर्चा आर्मी आफिसर्स में रही। अच्छा नहीं लगा। मैं नहीं जानता कि किन कारणों से उनको सुपरसीड किया गया। यह तो सरकार ही जाने लेकिन इसकी एक प्रतिक्रिया यह है कि आर्मी में भी अगर देखेंगे कि रिटायरमेंट के लिए कितने अफसरों ने एप्लीकेशन दी है। उससे पता चल जाएगा कि लोग, आर्मी से बड़े-बड़े आफिसर घर जाना चाहते हैं। इसका क्या कारण है? कारण यह है कि प्रमोशन में बांधलेबाजी है। इसको रोका जाना चाहिये। इन एफिशेंट आफिसर्स की आप प्रमोशन रोक सकते हैं। लेकिन बाकियों के साथ तो आप पक्षपातपूर्ण ढंग से बरताव न करें। ब्रिलियेंट लड़के आज आर्मी में जाना नहीं चाहते हैं क्योंकि वे इस तरह की बातों को देखते और सुनते हैं कि वहां पर खुशामद करेंगे तो प्रमोशन मिलेगी। इस तरह से यह सिलसिला चलता रहा तो काम नहीं चल सकेगा। मैं चाहता हूँ कि ब्रिलियेंट से ब्रिलियेंट लड़के आर्मी में जाएं और उनका मनोबल बड़े। इससे मुल्क भी सुरक्षित रहेगा अच्छे ब्रॉज आर्मी में आएँ तो अच्छे ढंग से वे आर्मी के कार्य को चला सकते हैं।

श्री एम० रामगोपाल रेड्डी : कल इसका जबाब मिलेगा। तब यहां रहें।

श्री टी० एस० नेगी : उम्मीद है कि रहूंगा। विजयन्त टैंक का जो इंजन है उसको रिप्लेस करने की बात अखबारों में आई है। दो तीन का ट्रायल भी हो चुका है लेकिन वे अफिट पाए गए हैं। उन से बढ़िया हमारा इंजन पाया गया है। इसको मेन बेटल टैंक में भी इस्तेमाल किया जा सकता है। इस-

को ज्यादा अच्छे ढंग से डिवैलेप किया जा सकता है। जिन महाशय, जिन आफिसर्स की देखरेख में इंजन डेवेलप किया जा रहा था वे रिटायर हो गए हैं और रिटायर होने के बाद वह किरलोस्कर कंपनी में काम कर रहे हैं। वे लोग इस तरह की चीजों को मेनिपुलेट करते हैं। इंजन ठीक हो यह हमारी भी जिम्मेदारी है और उन अफसरों की भी है जो इस काम में लगे हुए हैं। इसके बारे में नव भारत टाइम्स में 12 मार्च को एक खबर छपी थी जो मैं आपको पढ़ कर सुनाना चाहता हूँ :

विजयन्त टैंक के लिए ब्रिटिश एल-60 इंजन बिकवाने का प्रयास सेना के तीन भूतपूर्व अधिकारी ही कर रहे हैं।

आगे कहा गया है :

सब से दिलचस्प बात यह है कि नए एल-60 इंजन की खरीदी प्रस्ताव को ध्यान में रखकर देशी इंजनों के साथ आयातित इंजनों का परीक्षण करने पर विदेशी और सब से मंहगे इंजन के दस गिबर बाक्स टूट गए और वे देसी इंजनों के मुकाबले घटिया पाए गए। अब वे भूतपूर्व अधिकारी और प्रभावशाली बिचौलिए किसी तरह पुनः परीक्षण करवाने और किसी न किसी तरह आयात के प्रस्ताव पर स्वीकृति की मुहर लगवाने में जुटे हुए हैं। देखना यही होगा कि रक्षा मंत्रालय के जागरूक अधिकारी इस जाल से किस तरह बच पाते हैं।

इस तरह की कोशिशें जो लोग रिटायर हो जाते हैं और निजी कंपनियों में काम करने लग जाते हैं, उनकी तरफ से होती हैं। वे किसी न किसी तरह से अपना इन-

प्लुएंस लगवा कर इन तरह के गड़बड़ी के काम करवा लेते हैं। ये सिरकोस्कर जैसी कंपनियों के साथ मिल जाते हैं। मैंने पिछली बार भी इस के बारे में सदन में चर्चा की थी। आपके जो रिटायर्ड अधिकारी है वे किसी न किसी तरह अपने परिचितों को उन स्थानों पर पोस्ट करवा लेते हैं ताकि उनका काम निकलता जाए। इस चीज को देखने आवश्यकता है।

टैंकों के बारे में फोटो के नीचे रिपोर्ट में लिखा है और यह कहा गया है कि टैंक अपगण्ड हो रहे हैं। यह कब तक चलता रहेगा? क्यों नहीं अब तक हो गया? ये टैंक 14-15 साल पहले बन चुके थे। यह क्यों नहीं अब तक इम्प्रूवमेंट हुआ? क्यों कोताही हो रही है, क्यों कमजोरी दिखाई जा रही है। इस में तेजी बरती जानी चाहिए।

200 सैचुरियन टैंक तथा स्पेअर पार्ट्स 1980 में जब मैडम प्राइम मिनिस्टर डिफेंस मिनिस्टर थीं बिकवाए गए। 7 करोड़ कीमत के सिर्फ 70 लाख में बिकवाए गए। कर्नल पन्त की रिपोर्ट आई है। वह कहते हैं कि बहुत अच्छे स्पेअर पार्ट्स हैं। बहुत स्पेअर पार्ट्स बिक गए हैं। जो बिके वे बहुत अच्छे थे। जो निकम्मे छूट गए थे वे भी बहुत अच्छे हैं। उनको रखा गया है। इस प्रकार की गड़बड़ नहीं होनी चाहिए। मेरे पास यह रिपोर्ट है कि 7 करोड़ का माल 70 लाख में बेच दिया गया। On August 18th, Mrs. Alva has alleged in the Rajya Sabha that Tank spares worth Rs. 7 crores has been disposed of for Rs. 70 lakhs.

तो हमारे गरीब देश के पैसे का इस ढंग

से दुरुपयोग न किया जाए। उसका सदुपयोग होना चाहिए।

आर्मी ट्रेनिंग के बारे में मेरा कहना है कि जब एशियाड, निरगुट सम्मेलन या चौगम हुआ था इसमें आर्मी का इस्तेमाल हुआ उस समय आर्मी ट्रेनिंग में कुछ स्लैक-आ गई थी। बीच में जरूर कुछ रफ्तार आयी थी। लेकिन अब शिथिलता आ रही है। और ट्रेनिंग के दौरान जो रिजल्ट निकलते हैं उनमें देरी होती है। मैं जानना चाहता हूँ सेक्योरिटी के प्वाइंट से.....

सभापति महोदय : नेगी जी, आप कितना समय और लेना चाहते हैं।

श्री टी० एस० नेगी : मुझे तो अभी 5, 7 मिनट और चाहिये।

सभापति महोदय : तो फिर आप कल बोलियेगा।

16.03 hrs.

DISCUSSION ON INDEFINITE STRIKE BY PORT AND DOCK WORKERS AT MAJOR PORTS FROM MID-NIGHT OF 15TH/16TH MARCH 1984

MR. CHAIRMAN : So, we take up item No. 9, Discussion under Rule 193. Prof. Ajit Kumar Mehta to raise a discussion.

प्रो० अजित कुमार मेहता (समस्तीपुर) : सभापति जी, यह सचमुच में दुर्भाग्य की बात है कि एक ऐसे उद्योग में जिसकी 100 वर्ष से गौरवमय परम्परा और प्रतिष्ठा रही

(प्रो० अजित कुमार मेहता)

हो हड़ताल हो जाय। पिछली हड़ताल वहाँ 1978 में हुई थी। पिछले 6 साल से शांति थी और 1978 के बाद जो समझौता हुआ था उसकी अवधि 1983 के दिसम्बर में पूरी होनी थी। गोदी और पत्तन के मजदूर और कर्मचारियों के प्रतिनिधि समझौते का बदले हुए संदर्भ में नवीकरण चाहते थे, और इसके लिए समझौता वार्ता चल रही थी। कर्मचारियों के प्रतिनिधि भी अपनी 163 करोड़ की मांग से उतर कर के 69 करोड़ पर आ गये थे। तो इसी से समझा जा सकता है समझौता वार्ता में प्रगति थी। परन्तु क्या हुआ कि यह समझौता टूट गया और मजदूरों को कर्मचारियों को हड़ताल पर जाने को बाध्य होना पड़ा। किसका दोष है, यह हमें सोचना होगा? जो बात 8 महीने से चल रही थी वह एकाएक टूट जाय और कर्मचारी हड़ताल पर जाने को विवश हो जायें जिससे राष्ट्र का नुकसान हो तो सचमुच में यह विश्लेषण की समस्या है जो कि होना चाहिए। समझौता वार्ता के दमियान 23 फरवरी को ट्रांसपोर्ट और शिपिंग मिनिस्टर ने फेडरेशन की संयुक्त बैठक में उनकी सभी मांगों के जवाब में 32 करोड़ ६० वेतन वृद्धि की बात कही और 12/13 मार्च को जो समझौता वार्ता हुई उसमें उसी ओफर को दोहराया गया। गया कुछ नहीं किया गया।

मंत्री जी ने प्रतिनिधियों को ओफर स्वीकार करने या अस्वीकार करने के लिये कहा, यह नहीं कि उस पर विचार हो, वार्ता हो। उन्होंने सिर्फ यही कहा कि यह ओफर है, आप इसे स्वीकार करें या अस्वीकार करें।

उनका कहना था कि 1983 का टोटल

वेज 187 करोड़ होता है और उस पर 32 करोड़, करीब-करीब 17 प्रतिशत होता है जिसकी वृद्धि के लिए वह तैयार हैं, इससे एक कदम भी आगे जाने को तैयार नहीं हैं।

16.06 hrs.

[SHRI R. S. SPARROW *in the Chair*]

भाष्य है कि इस बात पर प्रतिनिधियों की ओर गोदी-पत्तन कर्मचारियों की प्रतिक्रिया क्या हुई, इसको जाने बिना ही उन्होंने कह दिया—No useful purpose would be served by continuing the negotiations.

इससे साफ है कि सरकार की नियत समझौता वार्ता करने की थी ही नहीं। सरकार कोई कंफ्रंटेशन चाहती थी, इसलिए उसने ऐसी परिस्थिति पैदा कर दी कि यह कंफ्रंटेशन हो ही। इसी से कोई भी समझ सकता है कि इस हड़ताल की जिम्मेदारी किस पर है, गोदी-पत्तन मजदूरों पर अथवा सरकार पर?

सरकार ने यह भी नहीं सोचा कि इस हड़ताल से राष्ट्र का कितना नुकसान हो रहा है। इस हड़ताल के कारण पूरे देश में खाद्य तेल, किरासिन तेल, लुब्रीकेशन तेल और अन्य जीवनोपयोगी वस्तुओं की कमी होगी, यह भी अपने वक्तव्य में मंत्री जी ने स्वीकार किया है। कीमतें घनाप-शनाप बढ़ेंगी और आप सब जानते हैं कि एक दफे बजार में कीमतें बढ़ गई तो उन्हें नीचे लाने में आप कभी सफल नहीं होंगे। पिछले 4 साल से आप प्रयास कर रहे हैं, उसमें सफल नहीं हुए तो अब क्या होंगे?

इसके कारण और भी हानियाँ हैं। आयातित कच्चा माल जहाज से न उतरने के कारण उद्योग-धंधे बंद होंगे और बेरोजगारी

बढ़ेगी। देश में बेरोजगारी की समस्या तो वैसे ही है और जब उद्योग-धंधे बन्द होंगे तो जो थोड़ा बहुत रोजगार है, वह भी एक समस्या खड़ी होगी और बेरोजगारी बढ़ेगी।

जहाज पर माल न चढ़ने से विदेशी व्यापारियों में हमारी साख घटेगी और साथ ही विदेशी कंट्रेक्ट पूरा न होने के कारण कंट्रेक्ट टूटेगा अथवा उस पर हमें बड़ा जुर्माना देना पड़ेगा। माल के न चढ़ाये जाने से हमारे गोदाम भरे रहेंगे जिनमें खनिज पदार्थ और कच्चे माल पड़े रहने से देश में उत्पादन नहीं होगा। जिन चीजों का निर्यात करना है, उनका उत्पादन नहीं होगा, माल लाया नहीं जायेगा तो बेरोजगारी बढ़ेगी।

यह समस्या छोटी नहीं है, 150 जहाज अभी बंदरगाह पर आने को तैयार हैं जो कि माल की चढ़ाई अथवा उतराई के लिए खड़े हैं। आप स्वयं सोच सकते हैं कि इससे राष्ट्र का कितना बड़ा नुकसान हो रहा है? एक जहाज यदि एक दिन खड़ा रहे तो 15, 20 हजार रुपये के लगभग उस पर खर्चा आ जाता है।

PROF. N. G. RANGA (Guntur) :  
Why do they go on strike because of all this national loss ?

PROF. AJIT KUMAR MEHTA : I told you the reason. The onus of strike is on the Government. That is what I told you. Probably, you did not hear the beginning part of my speech.

भाज 150 जहाज ऐसे ही खड़े हुए हैं। डेमरेज और हजाने के रूप में राष्ट्र पर कितना खर्चा लादा जा रहा है? इसकी जिम्मेदारी किस पर है? चूकि हड़ताल शुरू

करने की जिम्मेदारी वर्तमान सरकार की है, इसलिए यह स्पष्ट है कि इस खर्च की जिम्मेदारी भी उसी पर जाती है।

हम देखना चाहेंगे कि समझौता-वार्ता को चलाने में, समझौता करने में, सरकार की नीयत साफ थी या नहीं। समझौता-वार्ता में छल-प्रपंच से काम नहीं लेना चाहिए। 13 मार्च, 1984 से पहले सरकार ने कहा कि हम 32 करोड़ रुपए की बढ़ोतरी करने के लिए तैयार हैं, जो कि 187 करोड़ रुपए के टोटल वेज बिल का 17 प्रतिशत होता है। परन्तु 15 मार्च, 1984 को सरकार की ओर से दोनों सदनों में यह वक्तव्य दिया गया कि टोटल वेज बिल 187 करोड़ रुपए नहीं, 215 करोड़ रुपए है और 32 करोड़ रुपए उसका केवल 15 प्रतिशत है। क्यों यह छल किया गया है? समझौता-वार्ता में छल प्रपंच से काम लेने के कारण सरकार को श्रमफलता मिली।

अब भी सरकार को समझौते के लिए कौन रोकता है? सरकार कहती है कि समझौते के लिए हमारा दरवाजा खुली है। लेकिन समाचारपत्र में स्टेटमेंट निकाल देने से काम नहीं चलता। यह निमंत्रण नहीं हैं। मंत्री महोदय दिन नियत कर, एजेन्डा बनाएं और मजदूर प्रतिनिधियों को समझौते के लिए निमंत्रित करें। उन्हें यह कदम उठाने से कौन रोकता है?

लेकिन सरकार ऐसा न कर के मजदूरों को पुलिस और नौ सेना के जवानों से लड़ाती है। क्या आवश्यकता थी नौसेना के जवानों को बुला कर वह बाम करवाने की, जो गोदी और पत्तन के मजदूरों का है? क्या गोदी और पत्तन मजदूर देश-भक्ति में किसी से कम हैं? इतिहास के

[प्रो० अजित कुमार मेहता]

पन्ने उलटिए और इंडो-पाक वार का जमाना याद कीजिए। किस प्रकार उन मजदूरों से दिन-रात जान की जोखिम उठा कर परिश्रम किया। परन्तु फिर भी यह सरकार गोदी और पत्तन के कर्मचारियों को पुलिस और नौसेना के जवानों से लड़ाती है, यह कितनी शर्मनाक बात है।

मगर यह याद रखिए कि इसका कुफल हमें और आपको, और हमारी और आपकी संतति को भुगतना पड़ेगा। अगर सरकार हमेशा सेना और नौसेना को सिविल एडमिनिस्ट्रेशन के लिए बुलाती रहेगी, तो इसका प्रभाव यह होगा कि सेना और नौसेना के दिल में यह बात बैठ जाएगी कि यदि सरकार हमसे ही चलती है, सरकार सिविल एडमिनिस्ट्रेशन को चलाने में अक्षम है, हम ही उसे चलाने वाले हैं, तो ऐसी सरकार का न रहना ही अच्छा है। सरकार की अक्षमता को देखते हुए उनकी प्रवृत्ति हो जाएगी कि वे सिविल एडमिनिस्ट्रेशन पर कब्जा कर लें। मैं सरकार को आगाह करता हूँ कि यदि वह जनता और भावी संतति का भला चाहती है, तो वह इस प्रकार का काम न करे, किससे प्रजातंत्र की जड़ ही समाप्त हो जाए।

अब हम गोदी और पत्तन कर्मचारियों की भांग पर विचार करें कि वह उचित है या अनुचित, और अगर उचित है, तो किस हद तक उचित है और किस हद तक उसको माना जाना चाहिए। जब हम पिछला इतिहास देखते हैं तो पाते हैं कि पत्तन और गोदी कर्मचारियों के वेतनमान दूसरे किसी भी उद्योग के कर्मचारियों के मुकाबले ज्यादा अच्छे थे, ज्यादा ऊँचे थे परन्तु हाल के दिनों में कुछ ऐसा हुआ कि इनके वेतन-

मान, इनकी आर्थिक दशा दूसरे उपक्रमों के कर्मचारियों के मुकाबले में नीचे गिरती गई और आज तो स्थिति यह है कि ये सबसे नीचे हैं। फिर भी पिछले 6 सालों से उनमें शांति बनी रही जिस पर कि हमें आश्चर्य होता है और इसके लिए हम उनको घन्यवाद देते हैं कि उन्होंने इतना अनुशासन दिखाया। लेकिन किसी भी चीज की एक सीमा होती है। जब वह सीमा पार हो गई तो उसके बाद हड़ताल हुई।

कोयला मजदूरों को सरकार ने 22 प्रतिशत की वृद्धि दी जिस पर हमें कोई शिकायत नहीं है, ईर्ष्या भी नहीं है परन्तु गोदी और पत्तन कर्मचारियों के मामले में भी उसी अनुपात में वेतन वृद्धि होनी चाहिए क्योंकि वे भी सरकारी उपक्रम के ही एक भाग हैं। परन्तु आप 15 प्रतिशत से अधिक वेतन वृद्धि के लिए तैयार नहीं हैं। वेतन पुनरीक्षण के बाद स्टील कर्मचारियों की न्यूनतम वेतन वृद्धि 91 रुपए की गई किन्तु यहाँ पर आपने निर्धारित कर दिया कि न्यूनतम वृद्धि मात्र 71 रुपया ही होगी। क्या मैं जान सकता हूँ कि इस प्रकार के डिस्ट्रिक्शन का क्या कारण है?

इनकी मांगों की तीन श्रेणियाँ हैं—वेतन पुनरीक्षण जिसमें मकान किराया भत्ता, सिटी कपेन्सेटरी एलाउन्स और ट्रांसपोर्ट सन्सीडी शामिल है। यह पहली श्रेणी है। आप उदहारण के लिए मद्रास लीजिए। वहाँ पर पत्तन गोदी कर्मचारी भी हैं और दूसरे उपक्रमों के कर्मचारी भी हैं। यदि दोनों के वेतनमानों की तुलना की जाए तो आप देखेंगे कि जहाँ यह भत्ता अन्य उपक्रमों में 30 प्रतिशत तक जाता है, यहाँ केवल 10 प्रतिशत ही है। तो इस प्रकार का डिस्ट्रिक्शन क्यों होता है? और इसको कौन

सहेगा ? दूसरी श्रेणी में मंहगाई भत्ता है । जहाँ तक मंहगाई भत्ते का सवाल है, उसका निर्धारण मंहगाई को देखते हुए ही होना चाहिए ।

उनकी मांगों की तीसरी श्रेणी है बोनस अभी तक आप उनको 8 1/2 प्रतिशत एक्स-ग्रैशिया पेमेन्ट करते रहे हैं । क्या आप खैरात बांटते हैं ? एक्स-ग्रैशिया पेमेन्ट किस बात का ? आप उसको बोनस कहिए । यदि आप मुनाफा देखें तो बम्बई बन्दरगाह पर कुल मुनाफा 67 करोड़ रुपया है और आज जो एक्स-ग्रैशिया पेमेन्ट करते हैं वह बाई करोड़ ही होता है दोनों में क्या तुलना है ? आप एक्स ग्रैशिया पेमेन्ट के बदले में बोनस दीजिए और बोनस का मुनाफे से भी कुछ संबंध होना चाहिए । अगर आप 20 प्रतिशत भी बोनस दें तो वह भी केवल 6 करोड़ ही बनता है जोकि बम्बई को 67 करोड़ शुद्ध मुनाफे की तुलना में कुछ भी नहीं है । आप कह सकते हैं कि केवल बम्बई में लाभ होगा लेकिन बहुत से बंदरगाहों पर हानि उठानी पड़ती है । एक अनुमान के अनुसार, जैसा कि आपकी रिपोर्ट में भी है, यदि सभी बंदरगाहों से प्राप्त होने वाले मुनाफे की गणना करें तो वह 120 करोड़ रुपए है । 120 करोड़ २० में 6 करोड़ २० की राशि क्या होती है । मैं समझ नहीं पाता हूँ कि क्या तुलना है ? क्यों आप उनकी मांगों को स्वीकार करने में इतना हिचकिचा रहे हैं । उन्होंने अपनी मांग 163 करोड़ २० घटा कर 69 करोड़ पर कर दी है । क्या तुलना है 69 करोड़ से 67 करोड़ और 120 करोड़ की ।

सभापति जी, आप पूरे आयात-निर्यात बिल का अवलोकन करें, 21 हजार करोड़ पर वेज बिल 1.0% से भी कम है ।

प्रस्तावित वृद्धि जो मांग रहे हैं यदि उसकी गणना करें तो वह 0.03% है । यदि इसको भी जोड़ दिया जाए तो भी वह टोटल एक्सपोर्ट इम्पोर्ट बिल का केवल 13 रहेगा । क्या हर्ज है कि आप उनकी मांगों पर गम्भीरता-पूर्वक विचार न करें । आप अपनी झूठी प्रतिष्ठा के लिए 69 करोड़ २० बचा रहे हैं । लेकिन आपको भालूम होगा कि एक दिन में हमें 80 करोड़ का घाटा हो रहा है । यदि हम एक दिन के ही घाटे को लें तो हम उनकी मांगों को पूरा कर सकते हैं । जब कि आज उनकी हड़ताल का सातवाँ दिन है आप 80 करोड़ का घाटा उठाने के लिए तैयार हैं, लेकिन उनकी मांगों को मानने के लिए तैयार नहीं हैं । इसको कहते हैं - मोहर लुटाए कोयले पर छाप ।

यदि सारा मामला पोर्ट अधिकारी और मजदूरों के बीच छोड़ दिया जाता तो समझौता हो जाता, लेकिन आपके मंत्रालय ने हस्तक्षेप किया और इसीलिए यह भगड़ा बढ़ा । मैं यहाँ कहना चाहता हूँ कि इसमें तो श्रम मंत्रालय कहीं नहीं जाता है । इसकी सहायता आपने दितनी ली है ? आप यह कदम नहीं उठायेगे, क्योंकि आप ने इस हड़ताल को गैर-कानूनी घोषित कर दिया है और समझ लिया है कि समस्या का समाधान निकल गया है । हड़ताल को गैर-कानूनी घोषित कर देने से ही समस्या का समाधान नहीं होता है । टैंक्सटाइल वर्क्स की हड़ताल भी कितनी लम्बी चली उसमें आप ने कितने को गिरफ्तार किया और कितनों को जेल में रखा है । ये मजदूर भी तीन लाख हैं, हड़ताल को गैर कानूनी घोषित कर देने से ही समस्या का निदान नहीं हो सकता है । आपकी यह मनोवृत्ति है कि आप पहले किसी भी हड़ताल को गैर कानूनी

[प्रो० अजित कुमार मेहता]

बोधित करेंगे और फिर मजबूर होकर उनकी सारी मांगों को मान लेंगे। पता नहीं उस वक्त आपकी गैर कानूनी हड़ताल कहां चली जाती है। मैं सरकार से पूछना चाहता हूँ कि क्या अपनी झूठी प्रतिष्ठा को छाड़कर समझौता वार्ता द्वारा हल निकालन को प्रस्तुत है और यदि हाँ, तो समझौते की तिथि और एजेंडा तय कर उनके प्रतिनिधियों को बुनाएगी? यदि हाँ, तो कब तक?

श्रीमती कृष्णा साहू (बेगूसराय) : सभापति महोदय, अभी मैं अपने साथी मेहता जी का भाषण सुन रही थी, ऐसा लग रहा था जैसे वह अरण्य-बिलाप कर रहे हों इन के बिलाप का क्या भ्रसर होगा, कौन इन का विश्वास करेगा? ऐसा लग रहा था जैसे सचमुच में इन की नीयत जा हड़ताल चल रही है और जो क्षति हो रही है उस को समाप्त कराने की है। लेकिन वास्तव में इन की नीयत केवल हमारी सरकार पर आरोप लगाने और भाषण देने की है जिस से उन का प्रचार हो, अखबार वाले और उन के माध्यम से जनता यह जान कि हम कितनी उदारतापूर्वक उन के बारे में सोचते हैं।

उन्होंने कहा कि सरकार की नीयत नहीं है और 163 करोड़ से घटा कर 69 करोड़ पर ले आई है। ऐसा लगता है जैसे मंत्री महोदय की जगह पर वे लोग होते तो तुरंत इस का समाधान हो गया होता और हम सब लीग सुखद स्थिति में होते और देश के सामने कोई समस्या ही नहीं हाती। सभापति महोदय, देश के सामने आज प्रमुख पतनों पर गोदी कर्मचारियों की हड़ताल से एक गम्भीर स्थिति उत्पन्न हो गई है। आज हमारे देश के सामने अनेक समस्याएँ हैं उन

में यह समस्या भी आ कर खड़ी हो गई है, पता नहीं हमारे गोदी कर्मचारियों में राष्ट्रीयता की भावना है या नहीं, जिन्होंने अनेक राष्ट्रीय समस्याओं के साथ अपनी समस्या को भी साकर जोड़ दिया है। विशेष महत्व की बात यह है कि यह हड़ताल ऐसे समय में हो रही है जब कि माचं का महीना चल है, जिस महीने में प्रायः कार्गो-हैंडलिंग पीक पर होता है, जो हमारे उत्थान का समय होता है, जो हमारे सुदृढीकरण का समय होता है। हवाई जहाजों से कितना सामान लाया और ले जाया जा सकता है, हमारी जितनी एसशियल कमाडिटीज हैं, इंसान के जीवन में जिन वस्तुओं की आवश्यकता होती है, देश के जीवन में जा आवश्यक वस्तुएँ हैं उन को इन जहाजों के माध्यम से लाया जाता है जैसे खाद्य तेल, फटिलाइजर, पेट्रोलियम प्रोडक्ट्स। ये सब ऐसी वस्तुएँ हैं जो हमारे जीवन की केन्द्र-बिन्दु हैं। इन के अलावा जैसा हम ने अखबारों में पढ़ा है - सीमेंट, कंरासिन आयल और अन्य आवश्यक वस्तुएँ भी हैं। पेट्रोलियम प्रोडक्ट्स पर हमारा सारा यातायात निर्भर करता है - ये सभी चीजें उन मालवाही जहाजों द्वारा लाई गई हैं जो इस समय बीच समुद्र में या किनारे पर पड़े हुए हैं। यदि ये वस्तुएँ तुरन्त नहीं उतारी जायेंगी तो इन का राष्ट्र पर क्या प्रभाव पड़ेगा, आप स्वयं इस का अनुमान लगा सकते हैं। राष्ट्र के लिए इन वस्तुओं की सप्लाई-लाइन को बनाये रखना अनिवार्य है, अगर इस को मेन्टेन न किया जा सके और इन वस्तुओं का देश में अभाव पैदा हो जाय तो उस की जबाब देही सरकार पर होती है। मुझे इस बात की प्रसन्नता है कि इन सब कठिनाइयों के बावजूद भी हमारी सरकार अपने उत्तरदायित्व को पूरी तरह से निर्वहन कर रही

है। ये वस्तुयें कोई लकजरी या घाराम की वस्तुयें नहीं हैं, इस लिए इन का समय पर उपलब्ध कराया जाना अत्यावश्यक है।

इसी तरह से इम्पोर्ट और एक्सपोर्ट की बात है—इन्हीं जहाजों के द्वारा विदेशों में सामान यहां आता है और उस के बाद यहां का सामान लद कर विदेशों में जाता है, लेकिन इस हड़ताल के कारण हमारे एक्सपोर्ट और इम्पोर्ट पर प्रतिकूल प्रभाव पड़ने जा रहा है। इम्पोर्ट और एक्सपोर्ट किसी भी देश की लाइफ लाइन है, एक्सपोर्ट से विदेशी मुद्रा का अर्जन होता है लेकिन इस नमय इस हड़ताल से हमारी विदेशी मुद्रा की कितनी क्षति हो रही है इस का आप सहज ही अनुमान लगा सकते हैं। इस हड़ताल से कार्गो फ्रेट का चार्ज भी बहुत बढ़ जायगा जिस का हम लोगों पर बहुत प्रतिकूल प्रभाव पड़ेगा।

मेहता जी ने अभी कहा कि समस्या के समाधान के लिए सरकार की नीयत नहीं है, मंत्री महोदय की नीयत नहीं है। लेकिन शायद आप को मालूम होगा जो द्विपक्षीय बार्ता हुई थी उस में इन की चार फंडरेशनों के नेता थे और वह बार्ता अगस्त, 1983 में शुरू हुई थी। परन्तु वह सफल नहीं हुई। यह उन की भूल के कारण नहीं हुआ। उस के बाद कुछ समय पहले, पांच महीने पहले सरकार ने निगोशियेशन प्रारंभ किये थे और वे भी उन्होंने नहीं माने। मैं मंत्री जी को धन्यवाद देती हूँ कि उन्होंने उन लोगों से आग्रह किया और यह कहा कि राष्ट्रीय अर्थ-व्यवस्था को ध्यान में रखते हुए जो व्यवहारिक और युक्तिसंगत समझौता हो सकता है, वह करें। उस के लिए हमारी सरकार तैयार थी और 32 करोड़ रुपये देने को

तैयार थी। अब 32 करोड़ रुपये कोई थोड़ी राशि नहीं है फिर भी हमारे मंत्री महोदय और हमारी सरकार इस को देने को तैयार थी लेकिन सरकार यदि उन की सभी मांगों को यदि मान लेती है, तो हमारे विचार से और बहुतों के विचार से इस का देश के ऊपर प्रतिकूल प्रभाव पड़ेगा और आज ये मांग रहे हैं, कल को दूसरे मांगें और परसों तीसरे मांगें और इस तरह से इसका बहुत बड़ा प्रभाव पड़ने वाला है।

कर्मचारियों के वेतनमानों की भी बात कही गई। एक पब्लिक सेक्टर के कर्मचारियों का वेतनमान दूसरे पब्लिक सेक्टर के कर्मचारियों के बराबर नहीं हो सकता क्योंकि हर एक पब्लिक सेक्टर की नेचर आफ ड्यूटी और जो काम करने का तरीका है, वह अलग अलग है। जो काम उन के लिए निर्धारित किया गया है, वह एक दूसरे से भिन्न है और स्वाभावतः ही वह भिन्न-भिन्न होता है। अगर कोई मैनूफैक्चरिंग इंडस्ट्री है, तो दूसरी माइनिंग इंडस्ट्री है और तीसरी सर्विस आर्गेनाइज करने का काम करती है। इसलिए इन सभी के कर्मचारियों के वेतनमानों में भिन्नता रहेगी और वेतनमानों में एकरूपता नहीं हो सकती है। मुझे आश्चर्य लगता है कि किस तरह की बातें विरोधी पक्ष के लोग उठाते हैं। मैं उन से जानना चाहती हूँ कि यदि हमारी तरफ से कोई कसर है, तो इस को दूर करने के लिए उन का कितना योगदान हुआ है और क्या कोई उन्होंने सुझाव दिये हैं। केवल एक ही सुझाव उन्होंने दिया है कि 69 करोड़ रुपये की उन की मांग है और इतना रुपया उन्हें दे दिया जाए। अब यह कोई छोटी सी रकम तो है नहीं जोकि उन को दे दी जाए। और कोई दूसरा योगदान उन का नहीं है। मैं



[श्रीमती कृष्णा साहू]

मंत्री महोदय से कहूंगी कि दबाव डाल कर सरकार को यदि झुकाने की बात होती है, तो यह अनुशासनहीनता है और इस अनुशासनहीनता के बदले अगर इनाम के रूप में उन की मांगे मान कर इतना सारा रुपया दे देंगे, तो हम एक गलत परिपाटी को प्रारंभ करेंगे जोकि मेरी राय में उचित नहीं है। जो उन की जायज मांग है, वह माननी चाहिए और जितना उन को मिलना चाहिए, उतना देना ही चाहिए, इस में कोई दो मत नहीं हो सकते और हम ने कभी इस के इंकार नहीं किया है लेकिन ऐसी बात नहीं है। एक ओर समाज में जब विपत्ति आती है, तो इस तरह की स्थिति उत्पन्न कर दी जाए, इस को हम नहीं मान सकते। इन्होंने कहा कि ऐसा सगता है कि जैसे श्रम मंत्रालय हैं ही नहीं। यह इस बात को कैसे मूल गये कि श्रम मंत्रालय नहीं है। हमारे श्रम मंत्री ने उन से बात की है और उनसे स्ट्राइक न करने के लिए एक हफ्ते का समय मांगा लेकिन वे इसके लिए भी तैयार नहीं हुए और अपनी हड़ताल पहले ही प्रारंभ कर दी। ऐसी स्थिति में किस तरह का व्यवहार करना चाहिए, इस की उन को बिल्कुल भी चिंता नहीं है। ऐसे समय में उन की काम करना चाहिए था और उन्होंने काम बंद कर दिया। जब उन्होंने हड़ताल कर दी, तो मंत्री महोदय ने आवश्यक वस्तुएं लोगों को उपलब्ध कराने के लिए, उन की आपूर्ति करने के लिए, जिस ले लोगों को सुनिश्चित तरीके से सभी आवश्यक वस्तुएं मिल जाएं, नीसेना की मदद ली और उनकी सर्विसेज का आवाहन किया। ऐसा जो मंत्री जी ने किया तो यह कोई उन से कंफ्रेंशन के लिए नहीं किया बल्कि यह इसलिए किया गया कि लोगों को आवश्यक सामान उपलब्ध कराया

जा सके। आखिर इस के लिए भी सरकार का कुछ उत्तरदायित्व है। यदि सरकार इस में झुक कर जाती, तो फिर वे चीजें लोगों तक ही पहुंच पाती और यदि चीजों के मिलने में रुकावटें आएंगी तो चीजों की कीमतें बढ़ेंगी। तो इस को देखने का काम भी सरकार का है कि किस तरह से चीजों की आपूर्ति हो और चीजों के दाम न बढ़ें।

एक बात और कहना चाहती हूं। यह ठीक है कि उन की जो बाजिब मांगे हैं, उन की पूर्ति होनी चाहिए लेकिन सभापति महोदय, कुछ समितियों में सदस्य के नाते और चैयरमैन के नाते, मुझे रहने का अवसर मिला है और मैं ने पोर्ट ट्रस्ट के कार्य-कलापों को भी देखा है। कुछ महीने पहले मैं बम्बई गई हुई थी। मैंने वहां पर यह देखा और पाया और यह साबित किया हुआ है कि पोर्ट में जितनी स्मगलिंग होती है, जितने अनैतिक काम होते हैं, क्या स्मगलिंग को रोकने के लिए फेडरेशन के नेता-गण, यूनियन के लोगों ने कभी काम किया है जिससे कि स्मगलिंग को रोका जा सके? पोर्ट के अन्दर बहुत से गलत काम होते हैं। उन गलत कामों को रोकने का उत्तरदायित्व उनका भी है। यदि वे अपनी मांगे रखते हैं, वे यह चाहते हैं कि उनके वेतन बढ़ने चाहिए तो इन चीजों को देखने का भी उनका कर्तव्य हो जाता है। वे सरकारी कर्मचारी हैं पोर्ट में काम काय करते हैं। स्मगलिंग बढ़ती जा रही है और यह बताया जाता है कि इसमें उनका हाथ बहुत जोर शीर से रहा है।

मैं यही कहना चाहती हूं कि मंत्री महोदय ने जो कर्तव्य दिया है, जो उन्होंने सुभाव दिये हैं, हड़ताली कर्मचारियों को अपनी ओर से उन्होंने जो ओफर किया है, वह एक

बहुत अच्छा कदम है और देश हित में है। हम तो यही चाहते हैं कि इसका जल्दी से जल्दी तितबटारा हो जाए। आजकल जो देश की बाह्य परिस्थितियां हैं, उनको देखते हुए सदन के सभी माननीय सदस्यों को सरकार को सहयोग देना चाहिए। यह कंफ्रंटेशन का समय नहीं है। जो लोग हमारे उन कर्मचारियों को एक्सप्लोइट कर रहे हैं, उनको यह जानना चाहिए कि वह देश की कितनी बड़ी क्षति कर रहे हैं। यह क्षति देश के किसी एक हिस्से की क्षति नहीं है, यह सारे देश की क्षति है इसलिए मेरा निवेदन है कि इसको महंजर रखते हुए हम सभी लोगों को मिलकर इस समस्या को मुलभाना चाहिए ताकि हम अपने राष्ट्र को इस क्षति से और बड़ से बड़तर होने वाली स्थिति से बचा सकें।

SHRI M.M. LAWRENCE (Idukki) : Mr. Chairman, Sir, the strike by Port and Dock Workers in reality is the creation of the Government. If the Government had taken proper steps to settle the issues, agree with the demands raised by the Port Federation Representatives cent per cent, this strike in all the 10 major ports of our country would not have taken place. Some people are alleging that in haste, they went on strike. It is a falsehood. In September 1983, the Port Federation jointly submitted a Memorandum of demands to the Port Authorities as well as the Government. So many discussions had taken place between the two parties but nothing fruitful came out of that. Subsequently, the officials of the Ministry intervened and so many rounds of talks had taken place. But all of them did not bear fruit. Then our hon. Minister, Shri Vijaya Bhaskara Reddy, intervened. In his presence also four rounds of talks took place. That also failed.

Sir, there is a background for the demands put forward by the Workers

working in the Ports and Docks in our country. In 1975, the Government of India set up a Wage Revision Committee to examine and report a uniform wage structure for all major ports in India under the Chairmanship of Justice Lokar. That Committee submitted a report in March 1977. On the basis of that report, an agreement was signed between the Federation of Port and Docks workers and the Government of India on 14th July, 1977. With this agreement a measure of uniformity in the wages and allowances of port and dock workers of India was achieved. The wage revision Committee had proposed three rates of DA, from Rs. 130 to Rs. 2/- per point of cost of living consumer price index based on 1960. It was stipulated in that agreement that the rate of DA would be reconsidered when the cost of price index rose to above 363. But the Government of India did not honour this commitment. This was the beginning of sliding down of the wage level of the port and dock workers. Till then the Government was blatantly ignoring the agreement with the workers. The Government manoeuvred and the agreement got extended to six years instead of the earlier five years. When that agreement was signed initially, the port and dock workers were ahead of the other public sector undertakings in the matter of wages and other benefits. However, due to the extension of the agreement to six years, and by denying the revision of D.A. rate, effected in eroding the legitimate income due to them.

The port and dock workers Federation demanded Rs. 1000 as basic pay, basing on the all India consumer price index of 500, 1963, and DA to provide for full neutralisation of rise in the cost of living with a minimum of Rs. 2/- per point plus house rent allowance, city compensatory allowance and other fringe benefits. But the Government was prepared to raise it to an overall enhancement of only 10%. Subsequently, the discussions went on with the Ministry in the presence of the hon. Minister and it was raised to about 15%, as the hon.

[Shri M.M. Lawrence]

Member has pointed out a little while ago,

In the year 1982 and 1983, so many settlements were made in other public sector undertakings. The four Federations demanded that the basic pay, D.A., the house rent allowance, and the CCA should be raised to be at par with other public sector undertakings. What is wrong in asking for such a rise? Actually, the four Federations have come down from their original demand. As already pointed out, their original demand was for minimum basic pay of Rs. 1000/-. From there the four Federations have come down to a stage to be at par with the other public sector undertakings. In fact, the Government of India have entered into an agreement with respect to the public sector undertakings and they are already implementing it. Why is Government playing a dual role? It can be given in other public sector undertakings, but in the case of port and dock workers, it cannot be given. This is double standard.

An hon. lady Member was explaining here that there were differences between the working methods, circumstances and all that. What is the difference between the food taken by steel workers, coal workers and that taken by the port and dock workers? What is the difference between the cloth worn by the steel workers, coal workers and other public sector workers and that worn by the port and dock workers? What is the difference in the expenditure on medical treatment, house rent paid and the difficulties experienced in the cities? I cannot understand. They are taking the same food, wearing the same cloth, facing the same living conditions and living standards. The rise in prices experienced by all the workers in all the public sector undertakings is the same. So, to say that circumstances are different in different sectors, is not tenable.

In the steel industry, an increment of Rs. 91/- in the basic pay has been an-

nounced, plus two increments. Likewise, steel workers working in port cities are getting HRA at the rate of 30% in Bombay, 25% in Calcutta and Madras, and 15% or so in other ports. Why is it being denied to the port and dock workers? The same rent is being paid by the port and dock workers. The same cost of living hike is being faced by port and dock workers, working in Calcutta, Bombay and Cochin as the workers working in the steel industry. Why is the Government reluctant in allowing these facilities?

The argument put forward by the Minister is that the gap is very big when we compare other public sector workers, and port and dock workers. It is true; but whose creation is it? I have already explained that it was created deliberately by Government, and not by God but by the omnipotent God who is ruling this country.

SHRI BIJU PATNAIK (Kendrapara) : Goddess.

SHRI M.M. LAWRENCE : I am prepared to make that correction.

MR. CHAIRMAN : I would like to recommend something to the hon. Members, so that everybody gets an equitable share of the time. Please stick to the silent points. If possible, spend less time on frills. This applies to all.

SHRI M.M. LAWRENCE : I am working in that field. I am also one of their leaders.

SHRI CHITTA BASU (Barasat) : It should apply to the Minister.

SHRI BIJU PATNAIK : He would be happy not to say anything at all.

SHRI SOMNATH CHATTERJEE (Jadavpur) : He wants lesser time. More than 1,07,409, workers are engaged in the port trusts of 10 major ports and 30,808 workers are working under 7

dock labour boards. Why is the government reluctant to put them under port trusts directly? Why are they trying these workers for the mercy of Stevedores? In the Dock Labour Boards, the Stevedores are managing every thing even though there is a board for name sake. Their cudgels are in their hands. They are squeezing the workers. Likewise, more than 1500,000 workers are working directly under the ports, but they are not under the port trust nor under the Dock Labour Boards; they are under commission agents, forwarding agents, clearing agents and other contractors. They are working continuously for years together. Why are they not made permanent? Government is always saying that they are for down trodden people and they want to improve their conditions. Who is holding their hands to make them permanent? I know it very well that only Stevedores and private exploiters are squeezing the workers who are shedding their blood and working very hard for this nation. But who is benefited by that? The people who are benefited by that is the private owners of the company. Why is the government reluctant in enhancing port charges as recommended by the Major Ports Commission. The Commission recommended to enhance it by 3 per cent instead of the present 1 per cent. The share of Indian bottom ships are only 28 per cent of the total traffic. The rest of the ships are owned by foreign shipping companies. The low port charges benefit only the foreign ship owners. Why does the government follow this policy? Why are they not prepared to correct this policy? If they do it, they can increase the earning of the ports. Even otherwise by the present low port charges, the hon. member, who had spoken first, has pointed out that big profit is made by these people; nevertheless the government is not prepared to increase the wages or the DA or the HRA or the CCA and other fringe benefits of the Port and Dock workers.

Likewise, bonus is being denied to port and dock workers; they are being paid only 8.33 per cent ex-gratia in a sphere where big profit is being made.

They have demanded 20 per cent of bonus. Legitimately, they have got the right to get that bonus; it has to be paid to them.

During emergency, even this ex-gratia payment was not given; only 4 per cent was given taking the advantage of emergency. Willingly, government is not prepared to help the workers in order to ameliorate their conditions. Only through organised pressure, they can achieve this. The hon. lady member and so many other members have said about the national spirit and all that. She said, that the national and international situation is very bad. It is true; it is very grave. It is the concern of all of us, not only inside the House, but outside the House also, Sir and it is the prime concern of the working class of India. Why? It is they who are producing for the nation; for the whole people. Who told the hon. Member that they are not concerned about the national interest? She was saying that.

AN HON. MEMBER : She is not here now.

SHRI M.M. LAWRENCE : He representatives are here. She was preaching us discipline. She was very much worried about indiscipline. The Port and Dock workers have shown in this strike that they are a most disciplined class in this country, they have organised discipline, they have shown it, for their livelihood and not for making bank balances, from sugar business.

SHRI SOMNATH CHATTERJEE : Not for fighting a Rajya Sabha seat?

SHRI M. RAM GOPAL REDDY (Nizamabad) : Sir, can I transfer my balance to Mr. Chatterjee, because he is a poor man, a communist?

SHRI SOMNATH CHATTERJEE : Agreed; agreed.

**SHRI M.M. LAWRENCE :** By this strike the workers have shown their discipline and the reasonableness of the demands raised by them. Even though, formally the Government has declared the strike as illegal, as per the Industrial Disputes Act, they say that the strike is virtually illegal.

Sir, very hurriedly, after the failure of the Conference held by the Shipping and Transport Minister our Labour Minister entered the field. He was in Ahmedabad at that time. From there he sent a message to all the Federation leaders not to leave Delhi, asking them to stay for one more day, rather, three hours more. They stayed. We discussed, but there was no new proposal. Thus for what the Labour Minister intervened in a hurry? Only for the purpose of showing—as a procedure—that the Labour Minister also had intervened. And, he asked them for one week's time, to postpone the strike by a week. Those were the tactics to weaken the workers' strength, to defeat the workers, and their fighting strength, to pit one, section of workers against another. All the leaders including INTUC led by Congress(I) were not prepared to heed to that request. Why? Because they were also representing the workers. They were also interested in ameliorating the conditions of the workers who have showed their confidence in their leadership. They have all withstood it firmly till today. Now, it is for the Government to come forward with an open heart for the talks with the representatives of the federations, with a liberal mentality, so that the issues can be settled and the losses can be avoided.

Now, there is a threat hanging on the head of the workers. The Navy will be used. More Police Force, more battalions of CRP etc., have been sent to all the Ports. I know that. In Cochin. I am told, that two battalions of CRP have already reached there by yesterday and that the Navy conducted a Route March in the Port area there. The hon. lady Member was much pained about the difficulty being created due to this

strike in getting the essential commodities and all that. She was very much pained about the rise in prices. But may I ask by increasing the price of coal just before the Budget Session, what effect it has made in the price structure of the country or on essential commodities? Is the Government interested in bringing down prices of essential commodities? The Government is primarily responsible for the increase in the prices of all the essential commodities. My humble request is not to use the Navy. Chairman Sir, I know that your role during Indo-Pak war was glorious. Sir. Through you I request the Government not to use the Army Against the workers. We are in a very serious condition both nationally and internationally. It is a time when our defence forces and various sections of people have to be very cordial and united to safeguard our independence. In such a time if this Government is going to use the defence forces or the Naval Wing against the workers, it will be detrimental to the interest of the country. So, with all seriousness I warn this Government not to play with fire. The workers of this country are very much interested in getting the essential commodities to various parts of the country and to all sections of our people. By using threats and by using Navy and Army, do you think you can cow down the strength of the workers? The workers are fully confident that they are fighting for their livelihood. That is why INTUC has also joined the strike.

I once again request the Minister to call the representatives of the Federations and start discussion immediately and prepare or get ready to sanction increments, DA, HRA, CCA at par with those of other public sector undertakings' workers.

With these words I conclude my speech.

**SHRI SONTOSH MOHAN DEV (Silchar) :** Sir, I have heard speeches of the Members of the Opposition and I think while giving their speeches they

have very rightly and correctly tried to focus the feelings of the working class numbering about 1.38 lakhs and the demands which have been raised by them and discussed at various levels, the agreement which was signed and lapsed in December 1983 and to review that agreement or to have a fresh agreement there were negotiations from August 1983. The amounts involved in the offer that has been made by the Government at the intervention of the Ministers and the demands which have been raised by the four unions—two breakaway unions are of course there—in ten docks, are Rs. 32 crores and Rs. 69 crores. When these labour leaders ask what do I know about the labour demands and other things, to a certain extent I will agree. I will agree to the extent that they know very well about their demands. At the same time I also know that our Government, our Ministers and the officials also know to what extent they can give. So, I will not go very much into the legitimacy of the demands and the concessions which have been given by the Government or the commitments which have been made to the Government. I would like to see this problem from the angle of a common man who is affected by this strike. When Mr. Lawrence says that he is also equally conscious about the general public, I do not disbelieve him, but I think now the situation has come when the Opposition is also saying that Navy should not be deployed there to work as an alternative to these working people. At the same time, the Government is asking these unions to come to the negotiating table. There should be a meeting ground considering the situation created all over the country because the port workers are working at places which are the receiving points of certain essential commodities and also the distributing points from one place of the country to to the other place. I do not believe that any demand of the workers will be neglected by the Government. True, the Government will try to give what they feel reasonable and the unions will demand what they think is reasonable but a give and take attitude should be followed both by the Government and by

the unions, considering the situation which is prevailing in the country because of the world phenomenon of inflation. In our country, as many Opposition Members and our Members have said in their speeches, more than 80 per cent people live in the rural areas. True, the price level could not be checked to the extent it is desirable. Are we going to worsen the situation further? Who is at fault? I do not say whether the unions are at fault or the Government is at fault. It is a time when both the Government and the workers should sit together and discuss and decide this problem so that we can show to the whole nation that the unions as well as the Government are really thinking for the people. I am not a trade union leader. I do not know what are the norms. Government has declared this strike is illegal. Some Members have said that the daily loss is Rs. 80 crores. I do not know how far it is correct. Even if you say that you want to bargain with the Government by creating a loss daily, I do not think that is the attitude of Mr. Indrajit Gupta and others. Definitely not. Those who are talking of a daily loss of Rs. 8 crores, I think, are also not projecting the correct cause of the Unions. I am sure the union leaders are not thinking on these lines.

The main question is whether in totality the Port Trust Authority can concede the demand of the dock workers. Why should we consider it in relation to the coal or steel industry? We have to consider it in isolation. How can we consider all of them at the same level? Then, it is said that the Bombay dock is making a profit while others are not. Are we to go on that basis to come to a settlement? No, that is not desirable.

17.11 hrs.

(MR. DEPUTY-SPEAKER *in the Chair*)

I think both the unions and the Government have to come to an understanding so that these demands may not create a situation where the dock industry

[Shri Santosh Mohan Dev]

itself become a sick one. As a Member of Parliament coming from the eastern region, I would request the Union leaders as well as the Government to consider all these aspects and come to an amicable settlement. It is said that some anti-social elements, with the blessings of some political leaders, are trying to take advantage of this strike, which is not desirable. It should be avoided.

The Minister in his reply should make it abundantly clear that the Government is willing to settle the matter at the negotiating table. At the same time, I would appeal to the union leaders and those persons who are focussing the views of the unions to accept this at least under protest. If the Government agrees to 50 per cent of their demands, let them accept it under protest at least for the next three months...*(Interruptions)* I am making this suggestions as a layman. After two or three months they can again negotiate. There should be a settlement, which should be between Rs. 60 crores and Rs. 32 crores. If you do that, then it can be said that both the Government and the unions are thinking of the people. This is my simple appeal. It should not be taken as a prestige issue either by the Government or by the union. I find from the records that the demands relate to wage revision, house rent allowance, dearness allowance, city compensatory allowance etc.

Nobody disputes the right of labour to make their demand, be it in agriculture or industry. They have to play their role. Both our Prime-Minister and our Government have accepted it on the floor of the House and outside many a time. But championing the cause of labour is not the monopoly of the opposition parties.

**SHRI SATYASADHAN CHAKRA-BORTY** (Calcutta South) : Your Party people are also with us. No monopoly. This is a joint endeavour.

**SHRI SONTOSH MOHAN DEV :**

There you can see even the INTUC is known to be aligned. We have not told the INTUC that for the reasons which they think are reasonable, they should not fight. This should be the attitude. If you in the interest of the country work hand in glove with all the parties, we can solve this problem. With the same attitude we should sit with the Hon. Minister and work with him to arrive at a settlement. He is a very reasonable man. I am happy to see today the way they were speaking. I think what papers have written is not correct. I had the occasion to hear for five to ten minutes Shri Indrajit Gupta and also the Hon. Minister, Shri Vijaya Bhaskara Reddy. I am confident when leaders like Shri Indrajit Gupta on that side and the Minister, Shri Vijaya Bhaskara Reddy on this side get together, there will be a meeting ground.

**SHRI SATYASADHAN CHAKRA-BORTY :** Sir, he forgets that with Shri Indrajit Gupta on one side and Shri Vijaya Bhaskara Reddy on the other side, there is supreme leader on the head.

**THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) :** Ask Shri Lawrence.

**SHRI SATYASADHAN CHAKRA-BORTY :** You cannot do anything. Prime Minister has to say something.

**SHRI SONTOSH MOHAN DEV :** You give up that phobia.

**SHRI BIJU PATNAIK (Kendrapara) :** Sir, Shri Santosh Mohan Dev was talking about the good quality of the Hon. Minister. Therefore, I would like to ask the Hon. Minister a couple of questions.

The total income of the ports all put together for handling the cargo is roughly Rs. 21,000 crores, if I am not wrong. The total wage Bill of the workers comes to just one per cent. I put a question

to the Hon. Minister and to the Government and to Shri Pranab Mukherjee and of course, to the Prime Minister : is it too much to increase it from one per cent to one point three per cent ? The total wage bill of the workers is today only one per cent of the total cargo that is being handled at the Indian ports taken together. It stands to reason and I am sure there is greater capacity for it whether it is the wage bill or other conveniences to be given to the workers, which amount to two per cent of the total cargo that is being handled by the ports.

Sir, I don't understand why Shri Lawrence and other friends were saying that you must pay like other public sector undertakings. Why ? You have your own right. You have got your own financing. So you must get above the public sector undertakings. I cannot understand why they are paying below the public sector takings. I don't understand this logic. If I were negotiating with Shri Vijaya Bhaskara Reddy, I would have been talking in different terms saying "this is my right. I am handling Rs. 21,000 crores. You give the necessary support as Government and I will raise it to Rs. 25,000 crores. Even that 0.3 per cent will be absorbed in this. You give me the facilities. You know the conditions in which I am living. You know all the harbour conditions in which I live as a worker. Because of all these conditions I cannot put my best. Make it convenient for me. Give me all the facilities as an honoured citizen of the country can get for me, for my children, for my housing and other things. In such a case I will raise your port intake from Rs. 21,000 crores to Rs. 25,000 crores or even Rs. 30,000 crores ; and I will go on like in other countries which are doing much better than we are doing."

Sir, I don't understand what is this Rs. 60,000 crores or Rs 65,000 crores. For the coal workers, as a Minister, I arranged to raise their total wages by Rs. 90 crores. What is the difficulty?

I don't understand all these things. Rs. 60 crores or Rs. 65 crores is not important. I had raised the wages in the case of steel workers. What is the difficulty as long as production ratio remains, the productivity ratio remains ? Therefore, as a Government, I would like you to help the workers. For greater productivity, give them the benefits and then demand productivity. Then only nation progresses and then only the nation's output increases. It cannot be by starving them, by reducing them, by holding them to ransom, but demanding of them better performance. That should be the spirit of the time. That should be the spirit of any progressive Government.

Now I come to these port workers. I have to narrate a very pathetic thing that happened in one of the major ports in this country i.e. Paradeep in Orissa. Only a few days back, as soon as the port strike was declared, all the dadas in the port who take charge of the casual labour started fight amongst themselves. The result was that some policemen got killed in the melee. What happened after that ? The carnage that the C.R.P. i.e. the Central Police undertook in that port area, was totally ghastly. I have been in contact with the Orissa Government people, Governor, Secretaries and so on telephone. The report is, only seven people have been killed. But the eye-witnesses there say that more than 200 people, specially women and children, have been either burnt or they have drowned themselves in the creeks. It was worse than the cyclone that once caused terrible havoc in that area. The tidal wave went very high at mid-night and nearly 10,000 people got killed. The police went round the places with 'nasha' and put the torch on every thatched house in the area. Every thatched house of the poor people was burnt. The Prime Minister only two days back showed great feelings about *adivasis*—saying that their culture is no less than that of ours, etc. etc. I would like to put it to her, she is not here, most of these people, 99%, engaged in this are *adivasis*. They are women and children who were affected. The women carry



[Shri Biju Patnaik]

their children on their back and go to work. The work is handled by these port workers, stevedores on contract. The point raised is, how long will this contract labour go on? You have the dock labour. Then you have contract labour. Why? Let us review the whole thing. You are the Government. You are supposed to be progressive Government, Government that works, etc. etc. For God's sake, let us review the whole thing together, the whole apparatus. Can't we improve on it? Can't we stop the marauders who go on sucking the ordinary poor people? You have your own State Government, your own party. You should take it up yourself—that nearly Rs. 7 to 8 crores tax properties of people have been gutted. They must be compensated so that they can live because they are the workers of the port. The people who have been killed or who have died, their kith and kin must be compensated for that. I am told that the Chief Minister announced Rs. 10,000 for every one killed. Every one means police men, three or four policemen. These police men have been killed because C.R.P. went on carnage. I say, it is the responsibility of the Government, especially the Government of India. It is because the C.R.P. is the Government of India's and because they went into carnage, the compensation to the ordinary poor people especially Adivasi people must be paid by the Government of India. I put it this way. More than that, I would request the hon. Minister that since it is his establishment he should demand the Chief Minister to ensure that a sitting High Court judge of Orissa is appointed to conduct a judicial enquiry. I hope that the Minister is already sitting on the negotiating table with the workers of the dock and major unions and I only hope that your Rs. 20 or 30 crores different should not stand in your way. Go by a principle. Go by what has happened in steel, what has happened in coal and take a decision. I am sure you will do it. If you cannot persuade Pranab to shell-out a little money, this would be a pretty bad thing because Rs. 3 or 4 or 5 or 10 crores are lost every day, apart from anything else.

I do not see what are the reasons for the Government to stick out like Textile strike at Bombay. Government just sticks out. Let the people go to hell. Let the workers go to hell. This is hardly the attitude of the Government. We are all partners, workers, government and administration. The whole thing is the game together. The nation lives together. It is not just brow-beating one another.

अरे भाई 60 करोड़ नहीं हैं तो 50 करोड़ दो, और छुटकारा पाओ। मिनिस्टर बन कर, चीफ मिनिस्टर बन कर बैठना चाहते हो, कुछ तो करो।

That is all I would request with folded hands. I hope he will sit down and do the needful. Let the Ports and Harbours work. Regarding the carnage that has taken place in Paradeep Port which I had the misfortune to build when I was the Chief Minister a sitting judge of the Orissa High Court be put up to have a judicial enquiry.

**SHRI LAKSHMAN MALLICK** (Jagatsinghpur) : Sir, it is really very unfortunate that the Port Union strike took a different turn. In spite of the appeal from the hon. Minister, the Port Unions did not come forward to settle the demands and did not respond to the appeal of the Minister. This is the third time in the independence of India that the port workers go on strike throughout the country.

As you know, the strike has caused a great loss in different port cities. The strike took a different turn in Paradeep as my hon. friend from the Opposition just now mentioned about the pathetic story of the Paradeep incident. There has been a great discontent among the Paradeep port workers. There is a discontent among the workers against the Port authorities. There are genuine demands of the workers. And the Port authorities wanted to equalise only certain labours to manage the port. Thou-

sands of workers are working in the Paradeep Port. Their demands are genuine and they have decided to continue the strike in a peaceful manner. 'But it is regrettable that the Port authorities did not handle the situation in a way it should have been handled. About 2,500 families are homeless and there was a violent clash among the police and the workers.

You know, the situation was such that anti-social elements took an upper hand in this strike. I would request the Government to take immediate steps to help the families which have suffered in the strike. I would urge upon the Minister of Shipping and Transport to direct the Paradeep port authorities to change their attitudes towards labour. There are reports received by the Government of India about the attitudes of port trust authorities towards labour. This is not the time to discuss which demands of the port trust workers are genuine and which are not genuine. This is the time to settle the issue. I would request the hon. Minister to settle the issue amicably and persuade the unions to come to the negotiating table to settle the dispute.

I heard the Opposition members who spoke on this issue. They are finding fault with the Government. But this is not the time to find fault with the Government, without realising the financial implications of the demands raised by the port unions. I would request my friends opposite to take the initiative with the port unions and persuade them to withdraw the strike. They should extend their helping hand to the Government to get over the situation created by the strike.

An unfortunate incident happened on the 19th March at the Paradip port. You know the situation. There were no compelling circumstances to recruit unlisted labour when the listed labour was there in surplus. What compelled the port authorities to recruit unlisted labour? When the strike started on the 16th March, it peaceful and there was normalcy

at the Paradip port. This unfortunate incident took place on the 19th. It is a very sad thing. I hope the hon. Minister will take necessary steps to safeguard the interests of the labourers and their families who have been rendered helpless and financial help extended to them.

With these words, I conclude.

श्री रशीद मसूद (सहारनपुर) मेरा ट्रेड यूनियन से कभी ताल्लुक नहीं रहा। इस बास्ते मैं इसके बारे में ज्यादा नहीं जानता। दो तीन चीजें जरूर मेरे जहन को झंझोरती हैं, दिमाग में घाकर असर डालती हैं। खास तौर पर ऐसे मौकों पर जबकि जो लोग काम कर रहे हैं किसी खास जगह पर तो वे काम बंद करने पर मजबूर क्यों होते हैं? काम वे खुशी से बंद नहीं करते। इसलिए करते हैं कि हर आदमी का पेट है और पेट रोटी मांगता है। जब रोटी न मिले तो परेशानी और दिककत हो पेट भरने में, उस बक्त मजबूर होकर गरीब आदमी स्ट्राइक करने की बात सोचता है। लेकिन। हमारी सरकार का कुछ अजीब सा रबैया ऐसे मामलों में होता है। यह सरकार गुरबत मिटाने का दावा करती है, गरीबों के साथ इसकी हमदर्दी है इसका दावा करती है। लेकिन चाहे टैक्स-टाइल या जूट या डाक बर्कर हों न मालूम क्यों वह हमदर्दी नहीं रखती और हमदर्दी रखती है तो समझीता क्यों नहीं पहले से कर लेती? क्यों मामलों को वह तूल देती है, खींचती चली जाती है। बम्बई के टैक्स-टाइल बर्करज की बात को आप लें। उस में यही हुआ। जूट बर्करज के साथ भी ऐसा ही किया गया। आज मामला पोर्ट बर्करज का है। श्रीमती कृष्णा साही ने कहा कि अपोजीशन के लोग एक्सप्लायट करते हैं। अभी जो माननीय सदस्य बोल रहे थे वह कह रहे थे कि अपो-

[श्री रशीद मसूद]

जीशन के लोग कोशिश करें ताकि स्ट्राइक वापिस हो जाए और बर्कर काम पर वापिस आ जाएं। मेरे दोस्त को मालूम नहीं है कि यह मामला अपोजीशन और रूनिंग पार्टी का नहीं है। यह पेट का मामला है और इस में चार यूनियन शामिल हैं जिन में आपकी यूनियन भी है। बहुत कम मौके ऐसे आए हैं जबकि आपकी और अपोजीशन की यूनियन ने मिल कर स्ट्राइक करवाई हो और वे किसी एक मामले पर इस हद तक मुत्तफिक हो, मुत्तहिद होकर लड़े हों। इस तरह की चीज काफी दिनों के बाद हुई है। आपकी यूनियन भी उसी शिद्दत के साथ इस में शामिल हुई है जिस शिद्दत के साथ अपोजीशन वालों की यूनियन शामिल हुई है। आप किस तरह से यह कह सकते हैं कि अपोजीशन की यूनियन एक्सप्लायट करने का काम करती हैं। मेरे दिमाग में एक बात आती है। गवर्नमेंट का रबैया मुझे मालूम पड़ता है ऐसा है कि प्रापेगंडा किया जाए, सिबुएशन को एक्सप्लायट किया जाए ताकि आने वाली इलेक्शन में अपने हक में इसको इस्तेमाल किया जा सके, अपोजीशन को एक हीबा दिखा कर, मलत दिखा कर अपने फायदे के लिए इसको एक्सप्लायट किया जा सके। मेरी दरखास्त है कि हर मामले को इलेक्शन की दृष्टि से न देखा जाए, एक ही बिन्दु पर ला कर खड़ा न कर दिया जाए। इस वास्ते बजाय आप अपोजीशन वालों से दरखास्त करते कि स्ट्राइक वापिस करवा कर बातचीत के लिए उनको आप लाएं, बेहतर यह होता कि आप अपनी सरकार से दरखास्त करते कि जो बर्करज की मांगें हैं और जो जायज मांगें हैं, उनको वह मान ले।

स्टील मिनिस्ट्री के नीचे स्टील कारखानों में जो लोग काम करते हैं उनको आपने 91 करोड़ दे दिया जबकि स्टील के कारखाने लासिस में चल रहे थे और उसी तरह से आपने कोल इंडस्ट्री के मजदूरों को 22 परसेंट दे दिया लेकिन पोर्ट बर्करज का जब मामला आया और दसों पोर्ट्स कुल मिला कर जबकि आपको 120 करोड़ का मुनाफा दे रही हैं, बर्करज को आप 69 करोड़ देने में हिचकिचा रहे हैं। यह बहुत अजीब बात है। इन हालात में हम सोचने के लिए मजबूर हो जाते हैं कि पब्लिक सैक्टर के उन एंटरप्राइजिज में जो मुत्तकिल तौर पर नुकसान दिखा रहे हैं बर्करज को वहां तो आप एक तरह से इनाम दे रहे हैं लेकिन वे आर्गो-नोइजेशंज जो फायदा आपको दे रही हैं उन के बर्करज की जायज मांगों को मानने के लिए भी आप तैयार नहीं है। खता किस की है? 31 दिसंबर 1983 को आपका और उनका समझौता खत्म हो रहा था। बेहतर होता उससे पहले आप उन से कोई सैटलमेंट कर लेते तो यह नौबत न आती। लेकिन आप तो दस परसेंट से शुरू करते हैं फिर पंद्रह पर पहुंचते हैं। यह आपका रिकार्ड है पिछला। पहले आप कहेंगे कि गैर कानूनी काम ये कर रहे हैं, फिर कहेंगे कि आइये बातचीत के लिए और फिर कहेंगे कि 20-21 दैंगे या तीस दैंगे। इस तरह से जब स्ट्राइक हो जाती है तो नुकसान तो देश का ही होता है। यही बात आपने यहां भी की है। आपने कह दिया कि स्ट्राइक इलीगल है। फिर कहा कि आप बातचीत के लिए आएं। आखिर में आप दैंगे तीस परसेंट ही। इस में कोई शक वाली बात नहीं है। अभी मेहता साहब बता रहे थे कि 80 करोड़ के हिसाब से रोज नुकसान हो रहा है। और जिसमें 10,000 डालर रोज का नुकसान

होता रहेगा। मैं ट्रेड यूनियन से संबंध नहीं रखता हूँ, लेकिन एक आम आदमी की हैसियत से महसूस करता हूँ कि हमारा नुकसान हो रहा है। लेकिन इसकी जिम्मेदारी किस पर डाली जाय? आप वर्कर्स पर तो नहीं डाल सकते कि उन्होंने ही यह नुकसान कर दिया है। जैसा मैंने कहा आप की भी ट्रेड यूनियन इस हड़ताल में शामिल है जिसका मतलब है कि उसमें कुछ न कुछ बात जरूर है।

दूसरी बात अभी कही गई कि स्टील वर्कर्स से क्यों कम्पेयर करते हैं। ऐसा करना पड़ता है क्योंकि 1971 में डाक वर्कर्स की हालत बेजेज के मामले में तमाम पब्लिक अन्डरटेकिंग्स से बेहतर थी। और आज 1984 में उनकी हालत उनसे बदतर हो गई है। बेसिक पे पोर्ट और डाक वर्कर्स की शायद 325 रु० है जब कि स्टील वर्कर्स की 550 रु० है। इतना फर्क हो गया है। तो इसको देखते हुए आपको कोई न कोई इनीशियेटिव लेना चाहिए।

दूसरी बात आप ने नेवी को भेज दिया। हमारे मुल्क की सरहदों की हिफाजत के लिए आर्मी, एयर फोर्स और नेवी है। अगर इनको हम वर्कर्स के खिलाफ या उनके मुकाबले में खड़ा कर देंगे, दरार पैदा कर देंगे, तो कल को अगर खुदा न चास्ता ऐसा वक्त आये या कुछ मुल्क की हिफाजत को खतरा पैदा हो और नेवी और वर्कर्स में तालमेल न रहे तो अकेले नेवी ही हिफाजत नहीं करती है बल्कि पोर्ट और डाक के वर्कर्स भी उस कदर मददगार होते हैं जितना कि नेवी डिफेंड करती है और यह उनको सपोर्ट करते हैं। इन दोनों में अगर खाई पैदा करते जायेंगे, दूरी पैदा करते जायेंगे तो यह दूरी इतनी बाइड हो जायगी जिसको कम करना मुश्किल हो जायगा।

पारादीप का मामला बहुत ही गम्भीर है। हम देहातों में पुराने किस्से सुनते आये है और 1857 की बातें सुनी जाती हैं जब ब्रिगेजों ने, जो बाकी हिन्दुस्तानी थे, उनको सजायें देने के लिए लोगों को गिरफ्तार किया। मैं समझता हूँ 1857 में जब इस मुल्क के ऊपर दूसरे लोगों की हुकूमत थी बागियों को भी जब उन्होंने गिरफ्तार किया तो बाकायदा मुकदमा चला कर उनको सजा दी गई। लेकिन पारादीप के मामले में जो हुमा है उसमें 1857 के मुकाबले में आप ने यह किया कि अपनी ही हुकूमत, अपने ही वर्कर्स, अपनी ही फौज, सरकार, पी० ए० सी०, पुलिस और सी० आर० पी० एफ०, इन्होंने अपने मुल्क के लोगों को ही जा कर के चुन चुन कर के उनकी भोंपड़ियों को जलाया है यह देखे बगैर कि उसके अंदर औरतें, मर्द और बच्चे मौजूद हैं कि नहीं। बुरी तरह से उनकी मारपीट की है। क्या बजह थी कांट्रेक्ट वर्कर्स से पुलिस का भगड़ा खड़ा करने की? इसको अवायड किया जाना चाहिए था।

मेरी गुजारिश है कि आप इसको प्रिंस्टीज इशू न बनायें और एक टेबिल पर बैठें। हो सकता है कि कहीं आपके सोचने में गलती हो, या उनके सोचने में गलती हो। लेकिन जब एक टेबिल पर बैठेंगे और बातचीत करेंगे तो एक हल जरूर निकलेगा। जब यह वर्कर्स आप को 120 करोड़ रु० साल का मुनाफा दे रहे हैं 10 पोर्ट्स से तो 69 करोड़ देने में आपको कोई परेशानी नहीं होनी चाहिए। जब कि घाटे में चल रही पब्लिक अन्डरटेकिंग्स के वर्कर्स को आप 91 करोड़ दे सकते हैं। ऐसी सूरत में पोर्ट और डाक वर्कर्स को आपको 69 करोड़ रु० जरूर देना चाहिए।

اور اپوزیشن کی یونینز نے مل کر اسٹراٹک کر دائی ہو اور وہ کسی ایک معاملہ پر اس حد تک متفق ہوں۔ متحد ہو کر ٹکے ہوں۔ اس طرح کی چیز کافی دنوں کے بعد ہوئی ہے۔ آپ کی یونین بھی اسی شدت کے ساتھ اس میں شامل ہوئی ہے جس شدت کے ساتھ اپوزیشن والوں کی یونینز شامل ہوئی ہیں۔ آپ کس طرح سے یہ کہہ سکتے ہیں کہ اپوزیشن کی یونینز ایک پبلسٹ کرنے کا کام کرتی ہیں میں دماغ میں ایک بات آئی ہے۔ گورنمنٹ کا رویہ مجھے ایسا معلوم پڑتا ہے کہ پراپیگنڈا کیا جائے سچویشن کو ایک پبلسٹ کیا جائے تاکہ آنے والی ایسکشنز میں اپنے حق میں اس کو استعمال کیا جاسکے اپوزیشن کو ایک ہوا دکھا کر غلط کھا کر اپنے فائدے کے لئے اس کو ایک پبلسٹ کیا جائے۔

میری درخواست یہ ہے کہ برعکس کو ایکشن کی ڈرشن سے نہ دیکھا جائے۔ ایک ہی بندو پر لا کر کھڑا نہ کر دیا جائے۔ اس واسطے بجائے آپ اپوزیشن والوں سے درخواست کرتے کہ اسٹراٹک واپس کر دیا جائے تاکہ آپ ان کو آپ لائن بہتر یہ ہوتا کہ آپ اپنی سرکار سے درخواست کرتے کہ جو درکرز کی مانگیں ہیں اور جو جائز مانگیں ہیں ان کو وہ مان لے۔

اسٹیل منسٹر کے نیچے اسٹیل کارخانوں میں جو لوگ کام کرتے ہیں ان کو آپ نے ۹۱ کروڑ دے دیا جب کہ اسٹیل کے کارخانے لاسس میں چلے جاتے تھے اور اس طرح سے آپ نے کول انڈسٹری کے مزدوروں کو ۲۲ پریسینٹ دے دیا لیکن پورٹ ورکرز کا جب معاملہ آیا اور دسوں پورٹس مل ملا کر

شری رشید مسعود (سہارنپور) میرا ٹریڈ یونین سے کبھی کوئی تعلق نہیں رہا۔ اس واسطے میں اسکے بارے میں زیادہ نہیں جانتا۔ دو تین چیزیں ضرور دیکھیں کہ جو وقتاً بہ وقتاً ہیں دماغ میں آکر اثر ڈالتی ہیں۔ خاص طور پر ایسے موقعوں پر جب کہ جو لوگ کام کر رہے ہیں کسی خاص جگہ پر تو وہ کام کرنے پر مجبور کیوں ہوتے ہیں۔ کام وہ خوش سے بند نہیں کرتے اس لئے کرتے ہیں کہ ہر آدمی کا پیٹ ہے اور پیٹ روٹی مانگتا ہے۔ جب روٹی نہ ملے یا ملے تو پریشانی اور دقت ہو پیٹ بھرنے میں اس وقت مجبور ہو کر غریب آدمی اسٹراٹک کرنے کی بات سوچتا ہے۔ لیکن ہماری سرکار کا کچھ عجیب سا ہی رویہ ایسے معاملوں میں ہوتا ہے۔ یہ سرکار غربت مٹانے کا دعویٰ کرتے ہیں۔ لیکن چاہے ٹیکسٹائل یا جوٹ یا ڈاک ورکر ہوں نہ معلوم کیوں وہ ہمدردی نہیں رکھتے اگر ہمدردی رکھتے ہیں تو سمجھو نہ کیوں نہیں پہلے سے کر لیتے۔ کیوں معاملوں کو وہ طول دیتی ہے۔ کھینچتیں چلی جاتی ہے۔ ممبئی کے ٹیکسٹائل ورکرز کی بات کو آپ دیکھیں اس میں یہی ہوا۔ جوٹ ورکرز کے ساتھ بھی ایسا ہی کیا گیا۔ سچ معاملہ پورٹ ورکرز کا ہے۔ شرمیلی کرشنا ساہی نے کہا کہ اپوزیشن کے لوگ ایک پبلسٹ کرتے ہیں۔ ابھی جو ماننے سے تہمتیں بول رہے تھے وہ کہہ رہے تھے کہ اپوزیشن کے لوگ کو شش کریں تاکہ اسٹراٹک واپس ہو جائے اور ورکر کام پر آجائیں۔ میں میرے دوست کو معلوم نہیں ہے کہ یہ معاملہ اپوزیشن اور رولنگ پارٹی کا نہیں ہے۔ یہ پیٹ کا معاملہ ہے اور اس میں چار یونینز شامل ہیں جن میں آپ کی یونین بھی ہے۔ بہت کم وقت ایسے ہیں جب کہ آپ کی

پر تو نہیں ڈال سکے کہ انہوں نے ہی بے نقصان کر دیا ہے جیسا میں نے کہا آپ کی جی ٹریڈ یونین اس ہڑتال میں شامل ہے جس کا مطلب ہے کہ اس میں کچھ نہ کچھ بات ضرور ہے۔

دوسری بات ابھی کہی گئی کہ اسٹیل ورکرز کیپیسٹر کرنے پڑتے ہیں۔ ایسا کرنا پڑتا ہے کیونکہ ۱۹۷۱ء میں ڈاک ورکرز کی حالت و بجز کے معاملے میں تمام پبلک انڈر ٹیکنگس سے بہتر تھی اور آج ۱۹۸۲ء میں ان کی حالت ان سے بدتر ہو گئی ہے۔ بلیک پے پورٹ اور ڈاک ورکرز کی شاید ۳۲۵ روپیہ ہے جب کہ اسٹیل ورکرز کی ۵۵۰ روپیہ ہے۔ اتنا فرق ہو گیا ہے۔ تو اس کو دیکھتے ہوئے آپ کو کوئی اینٹی سٹیٹو لینا چاہیے۔

دوسری بات آپ نے نیوی کو متوجہ کیا۔ ہاٹے ملک کی سوجھ بوجھ کی حفاظت کے لئے آرمی ایئر فورس اور نیوی ہے۔ اگر ان کو کم ورکرز کے خلاف یا ان کے مقابلہ میں کھڑا کر دیں گے درار پیدا کر دیں گے تو کل کو اگر خدا نخواستہ ایسا وقت آئے یا کچھ ملک کی حفاظت کو خطرہ پیدا ہو اور نیوی اور ورکرز میں تال میل نہ رہے تو ایسے نیوی ہی حفاظت نہیں کرتی ہے بلکہ پورٹ اور ڈاک کے ورکرز بھی اس قدر مددگار ہوتے ہیں جتنا کہ نیوی ڈیفینڈ کرتی ہے اور یہ ان کو سپورٹ کرتے ہیں ان دونوں میں گرگمائی پیدا کرتے جائیں گے۔ دوری پیدا کرتے جائیں گے تو یہ دوری اتنی دائرہ بولے گی جس کو کم کرنا مشکل ہو جائے گا۔

پارا دیپ کا معاملہ بہت ہی گھبر ہے۔ ہم دیہاتوں میں پرانے قصبہ کو سننے آئے ہیں۔ اور ۱۹۸۵ء کی باہمی شہنی جاتی ہیں جب انگریزوں نے جو باغی ہندوستانی تھے ان کو سزائے دینے کے لئے لوگوں کو گرفتار کیا میں نکلتا ہوں کہ ۱۹۸۵ء میں جب اس ملک کے ادر پڑے

جب کہ آپ کو ۱۲۰ کروڑ کا منافع دے رہی ہیں ورکرز کو آپ ۶۹ کروڑ دینے میں پکچا رہے ہیں۔ یہ بہت عجیب بات ہے۔ ان حالات میں ہم سوچنے کے لئے مجبور ہو جاتے ہیں کہ پبلک سیکرٹری کے انڈر پرائیز میں جو مستقل طور پر نقصان دکھا رہے ہیں ورکرز کو وہاں تو آپ ایک طرح سے انعام دے رہے ہیں لیکن وہ آرگنائزیشنز جو فائدہ آپ کو دے رہی ہیں ان کے ورکرز کی ہارٹ مانگوں کو ماننے کے لئے بھی آپ تیار نہیں ہیں۔ خطا کسی کی ہے۔ ۳۱ دسمبر ۱۹۸۳ء کو آپ کا اور ان کا کھوٹا ختم ہو رہا تھا۔ بہتر ہوتا اس سے پہلے آپ ان سے کوئی سٹیلنٹ کر لیتے تو یہ فوٹ نہ آئی۔ لیکن آپ تو دس سٹیشن سے شروع کرتے ہیں پھر سندرہ پر پہنچتے ہیں۔ پھر آپ تیس پر پہنچتے ہیں۔ یہ آپ کا کارڈ ہے پھملا۔ پہلے آپ کہیں گے کہ عیسہ قانون کام یہ کرے ہیں پھر کہیں گے کہ آئیے بات چیت کے لئے اور پھر کہیں گے کہ ۲۰-۲۱ دیں گے یا تیس دینگے۔ اس طرح سے جب اسٹراٹیک جو جاتی ہے تو نقصان تو دیکھیں گا ہی ہوتا ہے۔ یہ بات آپ نے یہاں بھی کی ہے آپ نے کہا دیا کہ اسٹریک ہے۔ پھر کہا کہ آپ بات چیت کے لئے جائیں۔ میں آپ دیں گے تو تیس پر سینٹ ہی اس میں کوئی شک والی بات نہیں ہے۔ ابھی ہمت صاحب بتا رہے تھے کہ ۸۰ کروڑ کے حساب سے روز نقصان ہو رہا ہے۔ اور جس میں ۲۰۰۰۰ ڈالر روز کا نقصان ہوتا رہے گا۔ میں ٹریڈ یونین سے سمجھتا ہوں نہیں۔ کتنا ہوں۔ لیکن عام آدمی کی حیثیت سے تجسس کرتا ہوں کہ ہمارا نقصان ہو رہا ہے لیکن اس کی ذمہ داری کس پر ڈالی جائے۔ آپ ورکرز

لوگوں کی حکومت تھی باغیوں کو بھی جب انہوں نے گرفتار کیا تو باقاعدہ مقدمہ چلا کر ان کو سزا دی گئی۔ لیکن پارلیمنٹ کے معاملے میں جو ہوا ہے اس میں ۵۷ کے مقابلے میں میں آپ نے یہ کیا کر اپنی ہی حکومت لپٹے ہی درگزر اپنی ہی فوج سرکاریں۔ اے۔ سی پولس اور سی۔ آر۔ پی۔ ایف انہوں نے اپنے ملک کے لوگوں کے ہی جا کر کے جن جن کو ان کی جھوٹیلوں کو جلا ہے یہ دیکھ لیں کہ اسکے اندر عورتیں مرد اور بچے موجود ہیں کہ نہیں۔ ہر طرح سے ان کی مار پیٹ کی ہے کیا وجہ تھی کہ نرملیکٹ درگزر سے پولیس کا جھگڑا کھڑا کرنے کی۔ اس کو الیوانڈ کیا جانا چاہیے تھا میری گزارش ہے کہ آپ اس کو پریسیجیشن الیوانڈ بنا لیں اور ایک ٹیبل پڑھیں ہو سکتا ہے کہ کہیں آپ کے سوچنے میں غلطی ہو۔ یا ان کے سوچنے میں غلطی ہو۔ لیکن جب ایک ٹیبل پڑھیں گے اور بات چیت کریں گے تو ایک حل ضرور نکلے گا۔ جب یہ درگزر آپ کو ۱۲ کروڑ روپیہ سال کا منافع دے رہے ہیں۔ اپورٹس سے تو ۶۹ کروڑ دینے میں آپ کو کوئی پریشانی نہیں ہونی چاہیے جب کہ گھانٹے میں چل رہی ہے سبلک انڈر ٹیکننگ درگزر کو آپ ۹ کروڑ دے سکتے ہیں۔ ایسی صورت میں پلٹ اور ڈاک درگزر کو آپ کو ۶۹ کروڑ روپیہ ضرور دینا چاہئے۔

**SHRI BRAJAMOHAN MOHANTY (Puri) :** No doubt the anxiety about the strike is there and everyone wants that there should be a compromise and settlement of all the issues, of all the controversial issues between the Union and the Government said that normal work should be restored in the ports.

Since the strike certain features, certain silver lining features should not be lost sight of. (1) All the important major trade unions irrespective of their Party affiliation and irrespective of their commitment to ideology have joined together to project the demands of the port and dock workers. Not only that, they want that some humane treatment should be

given to the workers irrespective of their Party affiliations. They are committed to one charter of demands. That is something one should be happy about. It is a very good feature and that should not be forgotten. Secondly, since the strike started, not a single incident of violence has been reported. The strike is peaceful and even when the Paradip incident took place, the demonstration by the workers was going on peaceful and police was just looking after that peaceful demonstration on that side. So absolutely the strike has nothing to do with the violent incident that has taken place. That third silver lining is that the Government and the hon. Minister have a sympathetic attitude and his mind is open for negotiation and settlement. If somebody feels that out of Rs. 120 crores, given them Rs. 60 or 70 crores and settle it, that is not the approach, because it is only one sector of the public sector enterprise and its impact on the total public sector should not be forgotten. I think they are sympathetic to the demands of the workers. Who can deny the workers' demands that they shall be treated equally with the steel workers? But all the same we have to look into the other aspects of it, namely, most of the major ports are running in the red. Bombay is earning profits and very high profits. But most of them are in the red. So far as Paradip is concerned, since years it is running in the red. That has to be taken into consideration and the total impact it will have on the entire public sector. The whole difficulty is that we have not been able to evolve a uniform wage structure in all our public sector undertakings. That is our problem. Even if you take the LIC and the banking sector, there is the difference. Then at the State headquarters between what a State Government employee gets and what a Central Government employee gets, there is much difference as also in the case of a teacher in a State Government school and a teacher in the Central school. That generates discontent. So far we have not been able to introduce a uniform wage structure. That is the problem. However, I would urge upon the hon. Minister—he has an open mind and a sympathetic attitude—that he should very

seriously attempt for a negotiated settlement, and the sooner it is done, the better it will be. My submission would be that perhaps an early attempt could be quite beneficial to us.

Another aspect about the Paradip is this. There the tragedy of the situation is that the management and a section of the trader unions wanted to recruit from the unlisted workers and convert them as listed workers. My submission would be that the rule of law is applicable there. As a matter of fact, I am the President of the Paradip Port and Dock Workers' Union and twice I tried to meet the Chairman of the Port Trust Board but it was not possible. You will be surprised to know that a number of employees have been dismissed and there is no rule of law. If somebody abuses someone, he is dismissed from service. No other major punishment had been inflicted. The unfortunate part of it is that there is no Dock Labour Board there which has to control the supply of dock workers. As a matter of fact, it is some anti-social elements that are creating troubles and it is the management and the section officers there who are cent per cent responsible for this. So, my question is: Will the hon. Minister make an enquiry—may be a department enquiry—to know under which circumstances the unlisted workers were converted into the listed workers? Is it time now? Is it the situation there? I would like that enquiry to be comprehensive enough. I would submit that a number of workers have been dismissed. I do not know whether this is true or not. There are allegations and, if all these allegations are proved, it will result in a large scale dismissal of the workers. That is my point. You imagine the difficulty of the workers also running from Rourkela and Paradeep to Delhi for filing appeals in the High Court. The workers are harassed like anything.

Therefore, I would urge upon the hon. Minister that he should enquire into the matter to find out the circumstances under which this had been done. The people there have lost all their hopes.

There are workers in the Paradeep Port - dock workers. They must be given some compensation. The State Government has also declared some compensation for the workers. Not only that. Even the Chief Minister visited the area and he had talked to the workers; He has ascertained the facts from them. As Mr. Patnaik said, he was instrumental for the creation of Paradeep when he was the Congress Chief Minister in Orissa. He had the special blessings of Pandit Jawaharlal Nehru. But, what has been the result? The Congress Party there was routed out as there was a lot of allegation of corruption there. In the election held then our strength had been reduced to thirty. Sir, I was a Member of the Assembly then. My submission is that let him not make it more serious in this busy time. Some attempt should be made to help them. Let him not make an attempt to make it more difficult while speaking, the Leader of the Opposition has not uttered a single word of sympathy for the police officers and those who have sacrificed their lives in maintaining peace there. There was not a word of sympathy coming from him. There was a tussle between a group of workers. The police rushed there to maintain peace. They were brutally attacked and not a word of sympathy came from them. The police deserves compliments, that is, these who sacrificed their lives for the case of peace and maintenance of law and order. With these works, I thank you very much.

MR. DEPUTY - SPEAKER : Shri R.L.P. Verma. Please stick to the subject because the Minister's reply is very important in this discussion. This I place before you for your kind information. The point here is that when the Minister replies the Members are not present. If you want, we can ask Mr. Indrajit Gupta to speak as the last speaker and then the Minister can reply. I have no objection. It is left to you. But, then, you will start by saying that everybody was not given a chance to speak.

SHRI INDRAJIT GUPTA (Basirhat):  
I have sent a note to the Chairman asking



[Shri Indrajit Gupta]

him to distribute the time equitably from the beginning. I know you will start doing this.

MR. DEPUTY-SPEAKER : I am not restricting the time.

SHRI INDRAJIT GUPTA : We are also taking the trouble of sitting here.

MR. DEPUTY-SPEAKER : I am not restricting the time now. I say that the Minister's reply is very important.

SHRI INDRAJIT GUPTA : We do not deny that.

SHRI K. VIJAYA BHASKARA REDDY : It is in your hands.

SHRI INDRAJIT GUPTA : We will here his reply.

श्री रीतलाल प्रसाद बर्मा (कोडरमा) : उपाध्यक्ष महोदय, यह जो पोर्ट ऐंड डॉक वर्कर्स की राष्ट्र व्यापी हड़ताल है यह दूर-दक्षिणा के अभाव है हमारे सामने समस्या बनी है। बढ़ती हुई मंहगाई को देखते हुए और जो दूसरी समस्याएं शहरों में हैं उनको देखते हुए सरकारी उपक्रमों के कर्मचारियों के वेतनमान जो बढ़ाए गए हैं यदि उसी अनुपात में समानता के आधार पर इन वर्कर्स के मामले में भी विचार किया गया होता तो आज यह परिस्थिति उत्पन्न नहीं होती आपने कोयला उद्योग तथा इस्पात उद्योग में 22 से 25 प्रतिशत कर्मचारियों के

वेतनमानों एवं अन्य सुविधाओं में बढ़ोतरी की है। दूसरी जगह यदि आप दोहरी नीति अपनायेंगे तो निश्चय ही उससे अधिकों के मन में असंतोष की भावना पैदा होगी। माननीय मंत्री जी ने पिछले फरवरी के महीने में भी 4 यूनियनों के महासंघों से बातचीत की थी और उसमें बहुत सी बातें तय हुई थीं। मजदूरों ने जो मांग की है उसके अनुसार 69 करोड़ की रकम बनती है जोकि अधिक नहीं है। आपने दूसरे उप-क्रमों में 22 से 25 प्रतिशत तक दे दिया है—कोयला और इस्पात उद्योगों में तो यह जो मजदूर हैं इनके लिए भी मंहगाई उनके समान ही हैं। इन्होंने जो 25 से 30 परसेंट की मांग की है वह ज्यादा नहीं है और उस पर विचार किया जाना न्यायसंगत है। देश में जितने भी पत्तन हैं, जितने भी बंदरगाह हैं वहां 129 करोड़ का लाभ कूता जाता है उसमें से 69 करोड़ दे देते हैं तो वह अधिक नहीं है। जबकि आज वहां पर प्रति दिन 80 करोड़ का घाटा हो रहा है और पता नहीं यह हड़ताल कब तक चलेगी और इस का परिणाम देश की अर्थ-व्यवस्था के लिए घातक हो सकता है। अधिक दिनों तक यदि आप इन कर्मचारियों को आन्दोलन चलाने देते हैं तो दिन प्रति दिन नए संकट पैदा होंगे। जिस तरह से पारादीप में सात व्यक्तियों की जानें गई और दो पुलिस वालों की जानें गई, इस तरह से हो सकता है कि दूसरे पोर्ट पर भी घटनाएँ घटीं। इस उद्वेलन में आदमी क्या कर सकता है यह नहीं कहा जा सकता है; कोई प्लान्ड-वे नहीं होता है। ऐसी परिस्थिति में मंत्री जी जो 12-13 मार्च को उन लोगों के साथ डिजीजन लिए गए हैं, उस दृष्टिकोण को न्यायोचित नहीं कहा जा सकता है। ऐसी परिस्थिति

में मंत्री जी को पुनर्विचार करना चाहिए और मजदूरों को अधिक दिनों तक आन्दोलन में हिस्सा लेने का अवसर नहीं देना चाहिए। हड़ताल खत्म कराने का उपाय यह है कि उन्हें कम से कम दूसरी जगहों पर दिया जा रहा है, यदि इन मजदूरों को दे दिया जाए तो उनकी समस्याएँ दूर हो जायेंगी। जब कलकत्ता पोर्ट पर लाखों रुपयों की चोरी को आप नहीं रोक पा रहे हैं और वहाँ पर लूट चल रही है। ये गरीब मजदूर जो तीन लाख की संख्या में हैं, यदि एक परिवार 5 लाख या 10 सदस्यों का मान लिया जाए तो उनकी मांगे मानने पर 25-30 लाख लोगों का कल्याण है। जब हमारे देश की व्यवस्था समाजवादी, लोकतान्त्रिक और प्रजातांत्रिक ढंग की है तो हमें अधिक लाभ की उम्मीद करके श्रमिक अशांति को दूर करने के लिए उन की समस्याओं का तुरन्त निदान करना चाहिए।

मैं आपसे निवेदन करना चाहता हूँ कि हड़ताल को आप बहुत शांतिपूर्वक हल करें। प्रतिदिन जो 80 करोड़ रुपए का घाटा हो रहा है, उसको बचा कर देश का हित करें। नहीं तो यह घाटा बाद में जनता से टैक्स के रूप में वसूल किया जाएगा। जब आपने कोयला, इस्पात में आपने कर्मचारियों को वेतनमान 550 रु० तक बढ़ाया है और उनको 325 रु० मिल रहा है, जो कि आज कल की स्थिति को देखते हुए, मंहगाई को देखते हुए बहुत कम है। तकरीबन सारे बंदरगाह बड़ी-बड़ी सिटी में ही है और उन नगरों की मंहगाई के अनुकूल ही उनको वेतनमान मिलना चाहिए इस दृष्टिकोण से यदि आप विचार करें तो देश हित में होगा और श्रमिकों के हित में होगा।

**SHRI INDRAJIT GUPTA (Basirhat):**  
Sir, I think this debate will have a positive effect, beneficial effect on the settlement of this strike. Most of the Members, almost all the Members who have spoken here, have sympathised with the cause of the workers, the demands of the workers. Nobody has said that the workers are putting forward unjustified demands.

Now, unfortunately, some issues have been brought in which have created some amount of confusion. Even in the Statement of the Minister, which he had made here, on the floor of the House and in the other House, for example, I must clear those one or two points.

First, it was stated here that the strike was illegal. Though there were some confusions in the press, we read that they said that we had not declared it illegal, but it becomes automatically illegal. It becomes automatically illegal because conciliation proceedings were pending and therefore they went on strike and it was illegal. I just want to correct the record a bit. Under the Industrial Disputes Act, notice has to be given of strike. It has enjoined upon the employees of the public utility concern to serve notice before they go on strike. They have served notice on 24th of February. This was done by all the four Federations including the Congress led INTUC Federation. It is the responsibility of the Unions that they have to serve due notice. Under Section 22 of the Industrial Disputes Act, once a notice of strike is received, it is the responsibility of the Government immediately to start conciliation proceedings, and the Act says that the conciliation proceedings have to be conducted by a conciliation officer. In the present case, no conciliation officer appeared on the scene for the simple reason that the negotiations were being conducted at the highest level between the Minister himself and the leaders of the four Federations. The question of conciliation officer coming along and holding conciliation proceedings does not arise in this case. It is not relevant because the negotiations were going on at the top

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level. Now to say that conciliation was pending, therefore, the strike is automatically illegal, I do not know why they are making so much out of it, except to try to confuse the public that we have done something illegal.

It is said in the statement of the Minister that essential services like water supply, fire fighting, hospitals, electricity etc. have been exempted by the Federations from the purview of the strike. It is quite correct; we always do that. We have also exempted all defence cargo; Any vessels carrying defence cargo will be handled in spite of the strike by us. Passenger vessels will be handled; Any ships which are in distress will, of course, be normally treated as they should be. And whatever work has done during the last five-six days in respect of these matters is being done free by the workers without taking any wages. Don't say that our attitude is an irresponsible attitude. It is not.

I only want to wish to add my voice to what the other hon. Members have said for the use of the navy. It is an irony that only two hours back, we were debating on the Demands of Grants for the Defence Ministry and we were talking of the role of Navy in repelling back the external aggression, and here the Navy is being used to break the strike of the workers. This is very sad. I would tell the Government that this is not the proper way to deal with such matters. Such strikes have taken place in many countries. This has not happened for the first time. Many times railways, dock and port workers have gone on strike, longshore men in America have gone on strike so many times. These are democratic countries like ours with a parliamentary Government; the army and navy have never been brought in to break the strike. This should not be done; it will have unhealthy consequences. Many hon. Members have already emphasised this point. I do not want to go into the details of it.

The question now is, how is it that

wage revision agreements running into crores of rupees were successfully negotiating in the other public sector undertakings. Nowhere it was necessary for the workers to go on strike, neither in coal, nor in steel, petroleum, BHEL, or any of the major public sector undertakings, where new wage agreements were signed in the course of last one and one and a half years. How is it that only in the case of port and dock workers, things have come to such a pass where a strike has taken place, and it is going to complete one week. We do not want the strike to go on, we want a settlement. If the Government wants to test the unity or determination of the workers, well, I think, one week is ample to demonstrate them, and it is not necessary to prolong that. We have made it clear. The Four Federations have also said that. You have read that in the newspapers this morning. We are also waiting that there should be resumption of negotiations and the Minister should take initiative for that.

In the other public sector undertakings, I do not know whether in those cases also, it was the respective Ministers, the Minister of Energy, or Steel and so on, who really were responsible for negotiating the terms. But those Ministers appeared at the last moment, when practically the whole agreement had been drafted and finalized. Then the Minister appeared and gave his blessings. Here, we find that the Minister was actually discussing the terms of the possible agreement; and the whole thing broke down, and the strike has taken place.

I would like to tell the Minister that this is not the way to negotiate. You tell me: 'I am going to give you a piece of cloth. You take the cloth and get your shirt or your dhoti made out of it. I cannot give you a bigger piece of cloth. This is the total piece of cloth which I can give you. You go and do what you like with it. If you find that out of that, the dhoti which you make will come only above your knees, or that the shirt that you sew out of it will have only one

sleeve; there is not enough cloth for another sleeve, or there will be the front, but no back, I cannot help it. I can only give you this piece of cloth; you go and do what you like with it."

This is a peculiar way in which negotiations took place in the ports and docks. You said: "We can give you Rs. 32 crores. You take this, and do what you want." What about all the specific demands of the workers; and how they are related to the people in the other public sector undertakings?

Somebody has said that there cannot be uniformity in wages. I beg to differ from him. In each industry at least, we have been striving for so many years, you know that, that there must be some uniformity of wages. A crane-driver or a winch-man in Calcutta or Bombay or Madras or Paradip or Marmugao or Kandla—is he doing the same kind of work or not? There have been committees which have gone into the classification and categorization of work in ports and docks. Wages are the price paid for a particular job done. If I am a crane-driver or a winch-man or a worker in any other category in the ports and docks, I do not expect that in ten ports, there will be ten different wage rates for the same work done. This is not the way that any scientific wage structure is built.

We have asked for a certain wage according to the skill, the worth of the worker, his training, experience etc. You cannot get round this by saying: 'I cannot give more than Rs. 32 crores'. Why Rs. 32 crores? Why not Rs. 33 crores; why not Rs. 31 crores? Where does this figure come from? We do not know anything about it. Arbitrarily we are told: "This is the amount. This is all what we can give you. Take it and do what you like." This is why the negotiations could not be properly finalized.

I request the Minister, because I believe he is also very eager for a settlement; I

suppose some talks will take place again to-day, tomorrow or the day after tomorrow; whenever he chooses; negotiations can be resumed. I would request him not to go about it in this way. There are different items, different components of the wage packet, as he knows; and those must be taken up one by one, and properly discussed; and a fair and equitable, just solution for each of these must be found. Then you can add up the whole thing, and see how much it comes to. If it comes to some figure which is...

PROF. N.G. RANGA : It is done.

SHRI INDRAJIT GUPTA : No; it is not being done. They have said: "Rs. 32 crores" What is the meaning of Rs. 32 crores—I do not know. You have given Rs. 200 crores just now to the coal miners; and that rise in coal price has been justified here in this House by saying: 'Oh, by Rs. 200 crores the wage bill of the coal miners has gone up. So, we had to increase the price of coal.' By increasing the price of coal, they have netted Rs. 500 crores, and made the workers the scapegoat for it.

You know what is happening in coal mines. The Energy Minister is always crying about the conditions in the coal mines. You know what is happening in steel plants. 1-1/2 million tonnes of manufactured steel was lying unsold with the SAIL. They are not getting rid of it. They are importing steel from outside. This is not the condition in ports and docks. They were handling cargo tonnage, in all our ports together—from 75 millions tonnes, their handling has gone upto 100 million tonnes. And workers are being reduced in number. They say there are too many surplus workers. Those workers are being slowly weeded out, either through voluntary retirement or through compulsory retirement or retrenchment, or whatever it is. So, then, we must proceed on the basis of some logic, some principle. You cannot simply, arbitrarily decide some round amount and say, take this amount and do whatever you like. That way negotiations

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will not succeed. I know the Minister will say that if we go beyond certain figures, then it will raise expenses of the port, port charges and all that and that ship owners and the shipping lines will not be able to bear the burden; and the result of that will be that they will not carry cargo. But let us go into it.

There was a major ports commission set up by the government some years ago. That major ports commission was of the opinion that port dues and charges which were being levied and rates which were low should be raised. But they have not implemented that recommendation of the major ports commission. Some of us had some time served on the port trusts as members/trustees of the Boards. We know how much money is being siphoned ways, wasted away; how crores of rupees of demurrage, customs charges and other charges are being lost which could be potential income of the ports; and so much corruption is going on; so much theft is going on. Only to make the workers scape-goat of the whole thing we cannot tolerate this. Somebody was saying that workers do not have national feelings; they do not understand the country's interest. Of course, in this House, I do not expect to hear anything different from that side. I never heard all these people when lock-outs and closures were going on, when big business houses and monopolists kept their factories closed for months and months together. I do not hear all these indignations from that lady who spoke and these are the people here, nobody uttered a single sound from that side at that time. Factories producing cement, cloth and so many essential commodities were lying closed in different parts of the country for months together, closed by the employees, not by the workers. Nobody said that you are anti-national; you are destroying so much production of the country.

PROF. N. G. RANGA : They are being taken over by the Government.

SHRI INDRAJIT GUPTA : Nothing is being taken over by the Government. What is taken over by the Government ? You have taken over a textile mill of Tatas in Bombay. You cannot open it now; it is remaining closed.

PROF. N. G. RANGA : They are losing.

SHRI INDRAJIT GUPTA : I know this prejudice and bias against the workers whenever they go on strike.

PROF. N.G. RANGA : No, no.

SHRI INDRAJIT GUPTA : Yes. What about those people who are merrily evading crores and crores of rupees of taxes ? Rs. 7000/- crores of tax cannot be collected by Mr. Pranab Mukherjee and the whole blame is put on other people. I think you know what is the rise in the cost of living. You know under what conditions they live. I do not know if you have ever seen those dark areas in Bombay and Calcutta where the dock workers live; they are not fit for human habitation. They are living in the filthiest/slums.

MR. DEPUTY-SPEAKER : Madras Harbour is in my constituency.

SHRI INDRAJIT GUPTA : 15-20 workers are living in one hired room and according to shifts by which they work, they use that room for sleeping. One lot is sleeping and the other lot is at work. When one lot is working, the other lot gets a chance to sleep. There are the conditions under which they are living and working. Have they been provided with housing ? Now, if we ask for house rent allowance at a certain level, they say, we cannot pay; we cannot give you. If you think that these workers are really doing a major job for the country by handling all this traffic at the ports without which the country cannot survive, you should have a different attitude towards them.

I do not want to go into any further detail. I do not agree with the figure here about the total wage bill also. I have got my own figure. I find that it is an inflated figure of the existing wage bill of the port and dock workers; it is not that much; it is less than that. As other friends here had said, the gap which is there between what they had offered and what the federations are demanding, has to be bridged; and I believe it can be bridged if there is a correct approach. You should not stick rigidly to this figure, that you cannot possibly give more than Rs. 32 crores. What is the logic behind it? We do not know. So, I simply say that there is no possibility of this strike fizzling out. If anybody is living in an illusion that the strike will fizzle out, or the workers' unity will be disrupted, or that the Navy will be able to break this strike, I think it is better they do not go in for that kind of an orientation because it is not only the Port and Dock workers but lakhs and lakhs of other workers in this country who will come to the rescue of the Port and Dock workers. We will give a call for solidarity behind the striking workers if an attempt is made to break their strike by repressive methods of other methods. And then this trouble will spread to the other places. The other workers will join. These are all important cities and towns where the ports are located. We have asked for parity, that the principle of parity in the public sector should be observed. What is wrong with it? I do not understand. Let the Minister tell us that this principle of parity is wrong. If it is something absurd we should not ask for it, we will not. Just now somebody said 'at the minimum level.' For the lowest paid worker, at the minimum level, should there be a parity, or should there not be a parity? Why should one fellow get a minimum wage which is high and another a minimum wage which is low? And, he has the same cost of living and the same problems, housing problems, same family requirements and everything. We are trying to bring about a standardised minimum payable pay packet in the major industries and occupations in the country. Does the Government have any policy regarding this? They

should tell us.

And in Paradeep, the Paradeep Port was constructed in order to enable iron ore from Keonjhar and Barbil and other places to be exported, for which contracts have been made to sell iron ore to Japan. We cannot sell it to our steel plants. Our steel plants are not able to consume, unfortunately, all the iron ore what we get from them. Now because of the technological developments and big vessels being employed, bulk carriers for carrying this iron ore it is found that these bulk carriers cannot operate in Paradeep Port. It is not constructed to handle such big ships. So, those people who want iron ore imports do not want to send their vessels to get iron ore from Paradeep because the vessels cannot enter the port. So, Paradeep Port is facing difficulties, iron miners in Orissa are facing difficulties they are threatened with closure, or retrenchment and all that. Is it the fault of the workers? Is it the fault, of the workers that at Calcutta the traffic has gone down very much? The main exports from Calcutta traditionally were tea and jute. These are the two biggest items of export, value-wise. If there is some recession in the jute export market and in the tea market and these people do not export so much as they were doing previously, traffic goes down and then the work at the ports is reduced. You say you have got surplus workers. Are we to blame them for that? If the workers do not have work there, then close down the ports if you can. Close down Calcutta port or Paradeep port. You will not do it. I know. So, that is not the way to set about. We want more traffic. You see the position at Haldia. So much of money was spent for those conveyor systems, bulk handling systems of various types, of bulk cargo. Now cargo is not coming. Some cargo is being diverted from West Bengal and the Eastern Zone to other areas.

PROF. N.G. RANGA : Why ?

SHRI INDRAJIT GUPTA : I do not know why. It is your Government. You tell us, why all this conveyor systems and

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bulk handling machinery which has been installed in many cases is not able to work up to its capacity because there is no cargo. And then you will say that 'the Port is loosing; therefore, the workers cannot be given wages.' And, it is a strange argument. I do not understand it. Anyway, these are the problems, I think the Government should take a deeper look at it and have a more broad and sympathetic attitude towards the workers' demands and let the Minister tell us what he proposes to do now to resume the negotiations so that an early settlement can be reached on the basis of the principle of parity with the public sector in general. There is no reason why the Port and Dock workers should accept less than what is being given in the recent—'months' in the other industries, especially the steel workers and coal workers, steel workers particularly, through their establishments of SAIL which are there in all the port towns. In the very town where the ports are situated, the workers are employed and there are steel workers belonging to SAIL. They are getting something which has recently been given to them. But we are asked not to ask for it, especially the FIRA and CCA. Why not? They are living in the same city and the same town. There should be some principle in it. Otherwise, tell us that the Government does not accept this principle at all. He should tell us whether they are prepared to implement this principle and that they are not going to stick to this figure of Rs. 32 crores. I want a piece of cloth with which I can clothe myself properly. I do not want a piece of cloth which will make me look like a clown afterwards with one hand and one arm and no back and all that. I must be properly dressed.

So, please consider that and let us all try together to settle this thing to the satisfaction of the workers so that the work is resumed as soon as possible.

MR. DEPUTY-SPEAKER : Now, let

us get the reply from the Minister. The time allotted for this was two hours. Now we are sitting upto 6.30.

(Interruptions)\*\*

MR. DEPUTY-SPEAKER : I am not going to allow anybody. Do not record anything. There is a limit for anything.

SHRI SATISH AGARWAL (Jaipur) : My humble submission to you is that at this point of hour we will not press for quorum according to our traditions, though the Members on the opposition side are five times more than those on the Treasury Benches. Five or ten minutes more do not matter. If one or two Members want to speak you allow them.

MR. DEPUTY-SPEAKER : All right, there should be some rationale...

(Interruptions)

Mr. Rasheed Masood has already spoken on behalf of his party. He is insisting now. I can understand Soz's asking for his speaking, Chitta Basu has not spoken.

SHRI SATISH AGARWAL : All right, permit him, Sir. We are not adamant like the Government to strike a balance. Out of the two you permit at least one.

MR. DEPUTY-SPEAKER : Now Mr. Soz and Chitta Basu will put some questions and ask for some clarifications.

PROF. SAIFUDDIN SOZ (Bara-mulla) : Mr. Deputy Speaker, Sir, it was unfair with me that you wanted me to wait. Anyway I wanted to have the privilege of speaking before Mr. Indrajit Gupta. Stalwarts like Mr. Indrajit Gupta have spoken, what can I do now? But I

have a definite point of view. You earlier said that Kashmir had no port but from Kashmir in ten ports the strike has been organised. I represent my party and I have lot of sympathy with the workers who have gone on strike—not for the strike but for the cause. The cause is noble. They want bread, they want wage and even after the hon. Minister makes up his mind to sanction Rs. 69 crores, there will be no parity between them and other workers in public sector undertakings. As a student of economics, I know a little about industry. So far as the shipping industry is concerned, I will never repeat what others have said but on a particular point the stress will be absolutely mine and original and not bookish. The point is that in shipping industry, I know there is a saying that unless they organise a strike and wage, the officers there, the administrators there never listen to them. So, this saying is correct and all the ten ports must weep continuously for months, then they will rise for the occasion. I have a point to ask from the Minister why did they not negotiate before 31st December? They must know it is not only the shipping industry, they are generating a very adverse demonstration effect throughout the services because if this thing trickles down to all the industries that when you organise a strike then only the Government responds and will increase the wages, that will have a very adverse effect.

This time I feel the port workers have a just demand before the Government but there could be workers who have no just demands but they may raise demands just because of their negligence, because of their policy of drift. They have exhibited the policy of drift in politics, they have exhibited the policy of drift in economy. Because of this policy, adverse demonstration effect will trouble all the industries and the workers will feel that whenever they organise a strike, they will get an increase in their wages. This is a thing which the hon. Minister should take into consideration.

The Minister is standing on prestige. I have point that even after he grants

Rs. 69 crores, no parity will be established. They have not gone deeper and found what kind of corruption is going on in all the ports and who is involved there. Mr. Mohanty was making a point that there is terrible indiscipline in the shipping industry. This industry has been allowed to remain backward and now the Minister should rise to the occasion. I want to say one thing. Tomorrow or the day after the Government will come forward for a compromise. Mr. Indrajit Gupta deserves all praise and congratulations that he has told them that if the Government adopt undemocratic methods, he will organise other workers also. They will rise to the occasion and the Government will not be allowed to adopt undemocratic methods. The Minister therefore should not stand on prestige, he should get in touch with the colleague the Labour Minister and solve this issue. You have to solve this but you will waste more time and make other workers also come to the scene and then you will resolve this. This is a policy of drift and I condemn this policy of drift. I express sentiments of sympathy with the workers not because of strike but because the Government has forced them to go on strike.

SHRI CHITTA BASU (Barasat) : I will make only one point and I hope the hon. Minister will reply to it. I think the hon. Minister has taken note of the spirit of the House. The spirit of the House is that the Government should take the initiative, immediately resume negotiations and arrive at a settlement to the dispute. While doing so, the hon. Minister has to revise his earlier point of view in regard to the negotiation that has already taken place, because he has earlier stated that the demands of the workers are unrealistic and unreasonable.

Here I would like to quote from the *Business Standard* and not from any left party or trade union journal. According to the editorial of *Business Standard* of 17th March :

“The port workers all over the world enjoy a higher wage level than the other public sector workers.”



[Shri Chitta Basu]

So, this has been concerned even by *Business Standard* that port workers enjoy a higher level of wages than the workers in other public sector units.

As already explained, here the demand is very simple, parity with the workers in the steel industry. Calcutta is a port city and also a steel city. The lowest paid steel worker gets Rs. 145 more than the lowest paid port worker. What is the rationale of it? Can you justify it? So, do not accuse the workers by stating that they are not patriotic or that they want to hold the nation to ransom. You have to justify your position when you make this remark.

MR. DEPUTY-SPEAKER : What is the total emolument of a coal worker at the lowest level? Also, what is the lowest total emolument of a Government servant?

SHRI CHITTA BASU : In Calcutta the lowest paid worker in the steel industry is getting Rs. 145 more than a port worker; of course, this is excluding certain items. The Minister should take note of it and explain it.

Secondly, there has been increase in productivity. There is a decline in the number of workers. My point is that whatever might have been the attitude of the Government up till now, allow me to say that it has not been quite healthy. I presume that it is not his mind; I presume that it is the Finance Minister who forced him to take the attitude,

MR. DEPUTY - SPEAKER : Why are you putting one against the other?

SHRI CHITTA BASU : What is the reason of logic for Rs. 32 crores and not Rs. 31 crores or Rs. 33 crores? Therefore, the specific suggestion which emanates is this : accept the principle of wage parity, accept the importance of the port workers and try to win the confidence of the port workers. Don't unnecessarily

rub them. And in this case, I want to say with the deployment of the Navy—I don't throw a challenge; yes Army is very strong; yes our Navy is very strong and it may be that you can crush the port workers' strike—you don't know to what situation you are leading the country to. That will weaken the defence of the country. That will disturb the entire social fabric. As a matter of fact, the Army should not be deployed against any section of the population. This is a very disastrous step the Government has taken. I think even at this late stage the Government should withdraw the Navy; otherwise the situation may take a worst turn.

Lastly, I don't want to rub the whole thing, since I feel that the immediate settlement is to be arrived at on the basis of a logic, of a principle, having regard to the genuine demand of not only the port workers, but the entire working class itself. I say this because the working class of our country have become more conscious of the disparity and the gap which has been created. Of course it is not the creation of the workers. It is not their fault. If there is any fault of the workers, it is that they were not so much organised and conscious of their rights five or ten years ago. It is because of this that the artificial gap and a lopsided wage-structure has been created. Of course, he is not the person to rationalise the whole wage structure. I don't accuse him. But the whole thing is that he should have some sympathy and that he should have some logic and some principle to abide by.

SHRI M. RAM GOPAL REDDY : Very good, Sir.

MR. DEPUTY-SPEAKER : It would not affect your industry.

SHRI CHITTA BASU : Neither does he require your assistance nor mine.

MR. DEPUTY-SPEAKER : Mr. Chitta Basu, while you are speaking about the national wage structure, he thought that

it would apply to the sugar industry also.

SHRI CHITTA BASU : Don't get apprehended.

Therefore, my appeal to the Minister is that he should really become Vijaya Bhaskara i.e. his victory should shine like the Sun, if I have understood correctly the meaning of it. So, he should attain the victory by winning the hearts of the port workers by replying on certain scientific principle of wage structure and not by being misled by certain bureaucrats or some quarters particularly in view of the fact that the business community wants immediately the end of the strike. It is not only we, but the people, who finance this Business Standard and other economic papers and who also want the immediate end of the strike, because it will have a disastrous effect not only of the economy, but on the whole of the country.

MR. DEPUTY - SPEAKER : Now, Hon. Minister will speak.

SHRI SATISH AGARWAL : We hope you will be generous as the Government has been to the public sector.

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI K. VIJAYA BHASKARA REDDY) : You judge whether I am generous or not after I speak.

Sir, I am happy that nearly ten or twelve Hon. Members have taken part in the Debate and some of the stalwarts in the Labour movement have given their opinions.

Sir, there are some developments since yesterday. After the Calling Attention Motion was admitted and the discussions took place in the Rajya Sabha, I made an appeal again to the Labour leaders of the four Federations to come back to the negotiating table. There was a response

from that side. Yesterday I received a letter from important leaders who are here in Delhi saying that they are ready to take part in the negotiations. I have that letter. I had discussions this morning with some of the important M.Ps. We will follow that up by fixing a date and by talking to the labour leaders. That apart, I would like to clear some of the points which have been raised by some of the hon. Members. Shri Indrajit. Gupta, one of the stalwarts here has said something. He has not understood about the sum of Rs. 32 crores which I have offered. He was often repeating that this is the amount I was giving, nothing more, nothing less and whether it was enough for the shirt or not. I would throw it on their face and ask them to accept it. That has not been my approach. I have made it very clear in the Rajya Sabha and I have made it very clear in my negotiations. Shri Lawrence who is a party to this negotiations knows it. That was a beginning. This Rs. 32 crores according to me is a beginning and is also a reasonable piece of cloth to cover a good worker. But if they want serge or other imported cloth, I am not able to provide that. I will definitely provide enough reasonably good cloth and that was my view when I offered it.

15% wage increase is not an unreasonable thing. According to me the wage Bill is 216. According to your calculation it is 187. If it is 187, then it is 17½%. If you take the last wage agreement of 1980, it was 17.7%. So, I started, even according to your figure which I do not accept, with 17%, which I am sure you know is reasonable. I said it is not a final thing. It can be negotiated, and it can be improved.

SHRI INDRAJIT GUPTA : It is an interim offer ?

SHRI K. VIJAYA BHASKARA REDDY : No, it is not an interim offer. It is a starting point for discussion.

SHRI CHITTA BASU : Starting point for discussion.

**SHRI K. VIJAYA BHASKARA REDDY :** Yes, That has been reported.....

**SHRI CHITTA BASU :** If this 17% of yours is not a second thought ?

**SHRI K. VIJAYA BHASKARA REDDY :** I do not want to go to this or that. It will be on the negotiation table. We can work out. But, unfortunately, this strike is thrust on us and the nation.

In 1980 there was an agreement. The negotiations started and went on for five or six months. They gave strike notice thrice and every time they withdrew and there was no strike. Ultimately, they signed an agreement.

Here is a point of appeal by me and by my colleague Shri Veerendra Patil. In the first notice they said we were going on strike. I said and I am going to repeat that this time I do not want to go into the reasons. They have decided to go on strike. That is why the negotiations could not further move. Otherwise, according to me they could have reached at something. Even taking for granted that the negotiations for this agreement could have been there, I started quite early i.e. in August. In August, bipartite discussions took place between the IPA and Port Federations. They could not reach an agreement. Later on, at the Secretary's level discussions took place. The negotiations failed, at that stage with 14%. That they did not accept. Then I interfered. It is peculiar to this Department. I am not interested in getting involved in these things. If at all I get involved, this is only to help the agreement. It is as per the practice with this Ministry, since all the three agreements were signed accordingly. The same pattern we have followed. This pattern is peculiar to this Ministry. We are following the same thing. The strike could have been avoided by them.

Another revealing factor is, which one of the very important trade unionists of

this Dock and Port workers told us and it is a fact, that strike never took place in March. Even if there was strike in 1978 or earlier, it was in the rainy season. March is a very good season for loading and unloading and they had been avoiding that season. I do not know why they have chosen this ? The last agreement was signed in January. We started negotiations in August. The negotiations even could have continued for some more time. This good period and a heavy loss to the nation could have been avoided. We appealed to them to withdraw the strike. But it did not go through. The other thing is, whether the strike is illegal or not, it is an immaterial thin. But according to the law, whatever Mr. Indrajit Gupta has said, when the conciliatory procedure is on, when I as the Minister intervened...

**SHRI CHITTA BASU :** You cannot be the conciliatory officer.

**SHRI K. VIJAYA BHASKARA REDDY :** For three hours, I have heard all the hon. Members even the hon. Members behind you very patiently. You know at the regional level, once the negotiation starts, the conciliation also starts.

**SHRI CHITTA BASU :** That is not the law.

*(Interruptions).*

**SHRI K. VIJAYA BHASKARA REDDY :** Naturally the conciliation automatically starts and if somebody declares strike, it becomes automatically illegal. That is the point. *(Interruptions).*

**SHRI K. VIJAYA BHASKARA REDDY :** Sir, even now, one question which everybody has been saying is about the parity with the steel workers and the coal workers.

**SHRI SATISH AGARWAL :** Mr. Reddy, why they decide to go on strike in the month of March is because there

was a photograph of Parliament which is to be dissolved after the Budget session. According to you, which is correct ?

**SHRI K. VIJAYA BHASKARA REDDY :** I do not want to say. But you must ask the labour unions why they chose the month of March.

**MR. DEPUTY SPEAKER :** Mr. Agarwal. There is no photograph of Lok Sabha. I am putting the record straight.

**SHRI K. VIJAYA BHASKARA REDDY :** The parity question is the thing which the ports cannot at this stage bear. The port workers, according to the earlier agreement—not this 1980 agreement—but earlier agreement, felt that the gap was widening. To bridge the gap, it is not possible at this stage since the port position is not favourable and it is more critical. Except Bombay port, no other port is earning profit. Mr. Biju Patnaik has said that the turnover is so much and the wage rate is not even one per cent of the business handling. Wages are not calculated on that basis.

**PROF. AJIT KUMAR MEHTA :** Is the total profit less than Rs. 120 crores ?

**SHRI K. VIJAYA BHASKARA REDDY :** The aggregate profit is but not the turnover.

**SHRI CHITTA BASU :** There is an aggregate profit if all ports are put together.

**SHRI K. VIJAYA BHASKARA REDDY :** That is not thousands of crores.

**SHRI CHITTA BASU :** I did not say that.

**SHRI K. VIJAYA BHASKARA REDDY :** Mr. Biju Patnaik mentioned the other way.

**MR. DEPUTY SPEAKER :** Mr. Chitta Basu, you are making Parliament the negotiating table and putting questions and replying and all that. Let him reply. You take your own decision.

**SHRI CHITTA BASU :** We are not going to sign the agreement here.

**SHRI K. VIJAYA BHASKARA REDDY :** At least, it is my opinion that the demands of the Ports Federation which have been presented are not realistic. I hope they will think in a realistic way and try to come to some agreement which will be entered into for 4 years. In the last agreement, there is lot of gap between these workers and the steel workers. We will try to reduce it. I am not sticking on to Rs. 32 crores. We can negotiate. But just with the cost of Rs. 163 crores, can we imagine 32% wage rise every 4-years? Is it practical or realistic or the financial position of the ports can bear this increase? Mr. Lawrence or Mr. Indrajit Gupta and all of you are experts and you can advise. We are all discussing all these aspects.

On the other hand, on the question of parity, that is a bigger issue. All the public sector undertakings, political leaders and then the Government are thinking about it and I do not know whether it is time to evolve certain formula where every time the negotiation need not be there. Once, like the DA formula, if you come to some agreement, automatically the wage structure is revised. That may be in future, and that is good. But as on today, it is not possible to think of parity. Why are you thinking only for steel? Why don't you ask for coal? According to you, you have given Rs. 200 crores. Why don't you ask for coal? You feel yourself that it is not realistic.

**SHRI M.M. LAWRENCE :** The gap was created by the Government.

**SHRI K. VIJAYA BHASKARA REDDY :** Don't throw everything on the Government. What were you leaders

[Shri K. Vijaya Bhaskara Reddy]

doing ? You were the people who signed the agreement there. Don't throw everything on the Government. Somewhere they have slipped. The slip is not because of the Government. It was an agreement reached between the Government and the labour leaders. The same four federations have been entering into an agreement with the Government for the last nearly 20 years. The whole thing must now take a right turn and we must try to come to some agreement.

The loss to the nation should not be allowed and, particularly, the flow of essential commodities should not be disturbed. Some of the friends here have been saying that the Navy should not be put in confrontation with the labour. That is not a correct approach to the problem. Some of the members said and it is also a fact that the prices of edible oil will go up. It is a scarce commodity. When the flow is not uniform and steady, the business people will try to take advantage of it. It is the responsibility of the Government to take care of that. It is not to break the strike. We have not attempted that way. That has not been our approach at all. But it is the responsibility of the Government to see that the essential commodities flow in a continuous and steady way; that the refineries do not stop, that the Super Thermal Power Station at Madras runs; that the kerosene is supplied; that the edible oil is supplied and so on. It is with this purpose in view that we have asked the Navy to help us.

MR. DEPUTY SPEAKER : The trade unions also have informed you that the flow of essential commodities will not be disturbed.

SHRI K. VIJAYA BHASKARA REDDY : The trade unions have informed us about the handling of defence cargo and about the essential services, like, electricity, power and water, that

type of things, not these things. In regard to edible oil, they have not offered; in regard to POL for the refineries, they have not offered; in regard to kerosene, they have not offered...

SHRI INDRAJIT GUPTA : If they offer you everything, what is left out ?

SHRI K. VIJAYA BHASKARA REDDY : Is it not the responsibility of the Government to see that the prices do not go up ? The Government cannot shirk that responsibility. Please do not take it as a confrontation; that we are putting the Navy in confrontation with the workers.

SHRI INDRAJIT GUPTA : When are we meeting ? When are you calling us ?

SHRI K. VIJAYA BHASKARA REDDY : I hope there will be a realistic response this time from the labour leaders. In response to my appeal, they have responded. We are likely to meet soon and, I hope, everything will go through well. About the parity issue, I appeal to the leaders of the federations...

MR. DEPUTY SPEAKER : You can discuss the details with them.

SHRI K. VIJAYA BHASKARA REDDY : The various items have been discussed at various levels. So many details have been discussed. Everybody knows what it is. This was one of the methods that I adopted and worked out the details accordingly. If that does not satisfy you, we can go into details and take up every item and discuss it. That is not a big problem. The problem is that the approach should be realistic and that you should think of/only a good decent shirt, not of a luxurious suit. I think, in an

atmosphere like this, when there is a good response, I should not say more but sit together and try to solve the problem as early as possible. I request the cooperation of the hon. members in this respect.

MR. DEPUTY SPEAKER : My only appeal to both the sides is that nobody shall take it as a trade union struggle and negotiation and thus make

it a prestige issue. Both sides must come together and solve this problem.

19.01 hrs.

*The Lok Sabha then adjourned till Eleven  
of the Clock on Friday, March 23,  
1984/Chaitra 3, 1906 (Saka).*