

Tuesday, June 28, 1977

Asadha 7, 1899 (Saka)

LOK SABHA DEBATES

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LOK SABHA DEBATES

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LOK SABHA

Tuesday, June 28, 1977/Asadha 7, 1899
(Saka)

The Lok Sabha met at Eleven of the Clock

[Mr. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

*मूल साहित्यगर्ज लूप लाइन (पूर्व रेलवे) को डुहरी लाइन में बंधना जाना

* 224. श्री जनसम्बन्धी प्रस्ताव बाबब : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्व रेलवे में मूल साहित्य गर्ज लूप लाइन पर अनेक शीघ्रगामी और लम्बी यात्रा वाली रेल गाड़ियां चालू की गई हैं;

(ख) क्या इस लूप लाइन पर आगामी विकास कार्य को ध्यान में रखते हुए इस लूप लाइन को डुहरी लाइन में परिवर्तित करने का कोई प्रस्ताव है; और

(ग) यदि हाँ, तो उक्त कार्य कब तक किए जाने की सम्भावना है ?

रेल मंत्री (श्री. मधु बंडवले) : (क) जी हाँ ।

(ख) जी नहीं, लेकिन एक मार्ग पर यात्रायात्र की संभावनाओं का पता लगाने के लिए सर्वेक्षण का प्रयत्न चल रहा है ।

(ग) ज्ञान नहीं-उत्तर

2

श्री जनसम्बन्धी प्रस्ताव बाबब : आगामी 15 वर्ष के विकास को देखते हुए जो मेल लाइन है, उसके माइन्स लाइन बनाने की संभावना के कारण क्या इसको दोहरी लाइन बनाने का सरकार विचार कर रही है ?

श्री० मधु बंडवले : जैसा मैंने अपने उत्तर में बताया है, यातायात का सर्वेक्षण करने का इन्तजाम किया गया है । सर्वेक्षण की रिपोर्ट आने के बाद पता लग जायेगा कि लाइन दोहरी बनाने की प्रावश्यकता है या नहीं । फिर इस बारे में सोचा जा सकता है ।

जहां तक साहित्यगर्ज लूप लाइन का सवाल है, वहां आज तक काफी ट्रेन्स का इन्तजाम किया गया है । मैं सदन को यह बताना चाहता हूँ कि मूल-जमालपुर रूट पर 11 जोड़े हैं, जमालपुर-भानसपुर रूट पर 10 जोड़े हैं, भानसपुर-साहित्यगर्ज रूट पर 9 जोड़े हैं, साहित्यगर्ज-बरहरवा रूट पर 9 जोड़े हैं और बरहरवा-सैबिया रूट पर 11 जोड़े हैं और सैबिया-खाना-दुरदान रूट पर 8 जोड़े हैं । आज तक 7 हमारा अनुभव यह है कि उन जोड़ों की बजाय नई ट्रेने भी शुरू की गई हैं, जो 5 नई ट्रेनें हैं, उनकी ज्यादा ज कारी देने की जरूरत नहीं है, माननीय सदस्य जानते हैं ।

आज तक हमारी रिपोर्ट यह है कि जो उपलब्ध लाइन क्षमता है, उसका भी पूरा इस्तेमाल नहीं हो रहा है लेकिन फिर भी यात्रायात्र सर्वेक्षण जो हो रहा है, उसकी रिपोर्ट आने पर निश्चित फैसला करेंगे ।

श्री जनसम्बन्धी प्रस्ताव बाबब : सोड़े का विद्युत् को ठीक किया गया है, लेकिन सिंक

जमालपुर वर्कशाप है जहाँ से तीन दिशाओं को 3 गाड़िया चलती हैं। फिर उन गाड़ियों के चलते कई गाड़िया डिटेन होती हैं। अभी हमेशा इस बात का दुखड़ा रहा है कि जो गीकरगाड़ी है वह हमेशा एक लाइन, सिंगल लाइन के पल में नहीं है। बरहरवा तक डबल लाइन बन चुकी है, बरहरवा से क्यूल तक सेप्टी करने के लिए उस्ता जबाब दिया, कि जितनी ऐसी गाड़िया हैं, डिटेन नहीं होती हैं। येरा व्यक्तिगत अनुभव है कि एक लाइन होने के कारण, इतनी अधिक गाड़िया चलने के कारण हमेशा गाड़ियों में काफी विलम्ब होता है। इसमें मालगाड़ियों में निश्चित रूप से दिककत पडती है।

प्र० मधु शंभरते . यह नीकरगाड़ी का बाल नहीं है, धाकडो का सवाल है। मेरे पास यह धाकडे है कि वहा पर चार्टर्ड लाइन कैपेसिटी कितनी है और उसका यूटिलाइजेशन कितना किया गया है। मैं सिर्फ 3 धाकडे आपके सामने रखता हूँ। क्यूल-जमालपुर में चार्टर्ड लाइन कैपेसिटी 20 है और वहा पर यूटिलाइजेशन 75 6 प्रतिशत है, जमालपुर-साहिबगंज में चार्टर्ड लाइन कैपेसिटी 22 है, और यूटिलाइजेशन 72 7 प्रतिशत है और साहिबगंज-बरहरवा में चार्टर्ड लाइन कैपेसिटी 22 है और यूटिलाइजेशन 69 1 प्रतिशत है।

प्र० जगदन्दी प्रसाद शायब विलम्ब का हिसाब नहीं दिया गया है। इस लाइन में अगर कैपेसिटी है तो गाड़ियों में विलम्ब क्यों होता है ?

प्र० मधु शंभरते : वह स्टैटिस्टिक की जानकारी का ख्याल नहीं है। मैं बता रहा हूँ कि कहां कितनी कितनी है और उसका कितना इस्तेमाल किया जा रहा है। इ में पर भी मैंने माननीय सचिव को यह जानकारी दी है कि वही संकत है, यह धाकडे बनत हैं,

लेकिन जब यातायात का सर्वेक्षण हो रहा है तो उसकी जो रिपोर्ट आयेगी और वहाँ जो सर्वेक्षण देखेगा, उसके सामने आपको जाने का भी अधिकार होगा। आप बता बता दीजिए कि धाकडो की जगलरी है या नहीं। इसके बाद जो प्रतिम रिपोर्ट हमारे सामने आयेगी तो उसके बारे में हम कार्यवाही करेंगे।

प्र० रामजी सिंह . मैं भी उसी क्षेत्र से आता हूँ, मैं बताना चाहता हूँ कि मुजफ्फरपुर-हाबडा पेसेन्जर ट्रेन एमर्जन्सी खत्म होने के बाद एक दिन भी समय पर नहीं आई है। यह बड़े दुःख की बात है। माननीय सचिव ने जमालपुर वर्कशाप की बात कही है। वहा से जमालपुर-कजरा, जमालपुर-मुल्तानगंज और जमालपुर-मुँवर, ये तीन वर्कमैन ट्रेन, जिन्हें कुली ट्रेन कहते हैं, दो दो बार आती ज री हैं। वे गाड़िया नहीं चलती हैं, क्योंकि उस से वर्कशाप को सास होता है। लेकिन उन के कारण सभी पेसेंजर और एक्सप्रेस ट्रेन्स, जैसे तिनमुखिया, हैड थप रहती हैं। क्या एमर्जन्सी के बाद मुजफ्फरपुर-हाबडा पेसेंजर कभी भी निर्धारित समय पर आई है ? इस स्थिति में मैं यह जानना चाहता हूँ कि सुरक्षा के दृष्टिकोण को भी ध्यान में रखते हुए क्यूल-बरहरवा लाइन को यातायात सर्वेक्षण के बाद कितनी तीव्रता से डबल लाइन बनाया जाएगा। क्या मंत्री यहोबय वहा जा कर स्वयं देखने का कष्ट उठायेंगे कि इस समय कितनी तकलीफ होती है ?

प्र० मधु शंभरते : जिन गाड़ियों का माननीय सचिव ने चिह्न किया है, अगर उन के ठीक समय पर जाने में विलम्ब होता है, तो हम जरूर उस की जांच करेंगे कि क्या कुछ दूसरे कारणों से विलम्ब होता है या सैबुरेडिज लाइन कैपेसिटी के कारण विलम्ब होता है। माननीय सचिव ने जो कुछ कहा है, अगर वह सही है, तो यथासंभव सर्वेक्षण

की रिपोर्ट मिलने पर हम जरूर उस के आधार पर आवश्यक कार्यवाही करेंगे, यह आश्वासन मैं देता हूँ।

श्री धर्मवीर वशिष्ठ : यह यातायात सर्वेक्षण अनुमानतः कब तक पूरा हो जायेगा ?

प्र० मधु बंडवते : हमारा अनुभव है कि ग्राम तौर पर एक या दो साल में सरवे पूरा हो जाता है। माननीय सदस्यों ने कहा कि यह बहुत जरूरी सवाल है। इसलिए हम जरूरी आदेश दे देंगे कि सरवे का काम जितनी जल्दी हो सकता है, पूरा किया जाये। उस के बाद हम उस की रिपोर्ट माननीय सदस्यों को दे देंगे।

कोरबा में स्थापित किया जाने वाला उर्वरक कारखाना

225. डा० लक्ष्मीनारायण पांडेय : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) कोरबा में स्थापित किये जाने वाले उर्वरक कारखाने की वर्तमान स्थिति क्या है ?

(ख) इस बारे में अब तक क्या कदम उठाये गये हैं; और

(ग) उक्त कारखाना कब तक स्थापित हो जाना था और विलम्ब के कारण क्या हैं ?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). The Korba fertilizer project was approved for implementation in June 1974 and was scheduled to have been completed in 1978. Some preliminary civil construction works were completed and orders for long delivery of items and equipment were also placed. However, the implementation of the pro-

ject was slowed down, following the decision that the further implementation of the project as well as setting up additional capacity based on coal as feedstock should be considered only after experience is available of the operation of the two coal based plants under implementation at Talcher and Ramagundam.

डा० लक्ष्मी नारायण पांडेय : क्या यह सही है कि कोयले पर आधारित इस फर्टिलाइजर प्लांट का शिलान्यास भूतपूर्व प्रधान मंत्री, श्रीमती इन्दिरा गांधी, द्वारा 15 अप्रैल, 1973 को किया गया था, और यह कोयले पर आधारित सब से पहले प्रारम्भ होने वाला फर्टिलाइजर प्लांट था; यदि हाँ, तो उस की प्राथमिकता को खत्म कर के बाद में प्रारम्भ होने वाले तालचर और रामागुंडम प्लांट्स को पहले क्यों शुरू कर दिया गया और कोरबा के प्लांट के काम को क्यों रोक दिया गया ? क्या यह भी सही है कि उससे मध्य प्रदेश के विकास पर विपरीत असर पड़ा है।

SHRI SHANTI BHUSHAN: In 1969 a decision was taken in respect of three coal based fertiliser projects including Korba. But in 1973, as the hon. Member is aware, on account of oil price hike all the costs had gone up. Now in the Fifth Five Year Plan starting from 1st of April 1974 to 31st of March 1979, provision has been made for Rs. 1065 crores in respect of fertiliser plants. But as a result of this price hike there had to be alteration in the Fifth Five Year Plan and even though this allocation viz., provision in respect of fertiliser plants, was increased from Rs. 1065 crores to Rs. 1488 crores, still, the number of new fertiliser plants had to be reduced from five to three. Now in Korba although this was a coal based technology, in the meantime, gas has been found in Bombay High and it was found that fertiliser plants based on plant technology were certain. So far as coal technology was concerned, it was still to be proven and therefore, it was decided that so far as Korba

plant is concerned, it should be slowed down and the results of other two coal plants viz. at Talcher and Ramagundam may be seen as to whether they result in proven technology and then only Korba project can be taken up

श्री० लक्ष्मीनारायण शर्मा : अध्यक्ष महोदय, मेरे प्रश्न का उत्तर अभी नहीं आया। मैं ने स्पष्ट रूप से पूछा है कि कोरबा प्लांट का काम पहले प्रारंभ हो चुका है। उसके काम को धीमा कर के दूसरे प्लांट का काम प्रारंभ करने का क्या कारण था ?

दूसरे, यह जो काम प्रारंभ किया गया उस के ऊपर सरकार ने कितना खर्च किया? मेरे पास इस के बारे में यह रिपोर्ट है

The commencement of work on the fertiliser factory at Korba has a special significance. The Rs 120 crores project undertaken by the Fertiliser Corporation of India is coal-based. Since coal transport over long distances is costly and handling is expensive, a fertiliser complex should be located almost near the mines "

तो यह कोल बेस्ड प्लांट जो कोरबा का है, कोयला खदान बिलकुल उस के पास में है और इसी को आधार मान कर कि मध्य प्रदेश में एक फर्टिलाइजर प्लांट की आवश्यकता है इस प्लांट को वहां के लिए मशीनर किया गया था कि यह वहां पर स्थापित होगा। यह बिलकुल ठप कर दिया गया था क्योंकि मध्य प्रदेश का यह इलाका पिछड़ा इलाका भी है। लेकिन उस को वहां पर स्को वाउन नहीं, बल्कि बिलकुल बन्द कर दिया गया। कारोर्स खपया उस में इन्वेस्ट हो चुका है। तो मैं ज नय चाहता हूँ कि उस के काम को बन्द करने का कारण क्या था? मंत्री महोदय यह स्पष्ट करें।

श्री लक्ष्मी नारायण : बीता मैं ने माननीय सदस्य की बताया कि ये तीनों कोल बेस्ड प्लांट थे—कोरबा, रामगुन्डम और तालचेर, जिन के बारे में 1969 में यह फैसला लिया गया था कि ये तीनों बनाए जाएं जहाँ तक कोरबा के प्लांट का सम्बन्ध है माननीय सदस्य ने पूछा है कि कितना खपया उस पर खर्च किया जा चुका है? तो मार्च सन 1977 तक 23 करोड़ 15 लाख खपया इस में खर्च किया जा चुका है जब कि इस की पूरी लागत 200 करोड़ के लगभग है। रामगुन्डम वाले प्लांट में 134 करोड़ खर्च हो चुका है और तालचेर वाले में 130 करोड़ खर्च हो चुका है। माननीय सदस्य ने ब टाया कि कोरबा कोल बेस्ड में है लेकिन इसी तरह रामगुन्डम और तालचेर भी कोल बेस्ड में हैं। अब यह फैसला लिया गया कि इन में से एक कम करना है क्यों कि इन का खर्च इतना बढ़ गया कि कम करना आवश्यक हो गया था तो किसी न किसी को तो कम करना ही था। तीनों तीन अलग अलग राज्यों में थे तो जा भी कटता उस को यह शिकायत होती। तो इस में कोई ऐसी वजह नहीं थी कि मध्य प्रदेश से कोई शिकायत थी इसलिए मध्य प्रदेश वाला बन्द कर दिया गया और आन्ध्र प्रदेश और उड़ीसा वाला चलाया गया। यह फैसला एक लेना था इसलिए लिया गया। मेरे पास ज्यादा डीटेन में आकड़े नहीं हैं कि क्या वजह थी। हो सकता है कि रामगुन्डम और तालचेर में ज्यादा कैपिटलिटी रही हो कोल की इसलिए वहां पर चलाने का फैसला लिया गया लेकिन फैसला यही लिया गया कि तीनों साथ साथ नहीं चल सकते हैं। इसलिए एक में काम धीमा कर दिया गया यानी जो कमिटीमेंट्स ही चुके थे, जो मशीनरी इन्वेस्ट होनी थी या और कोई कमिटीमेंट्स हो चुके थे उन की तो कटा नहीं जा सकता था, लेकिन लैंग्वेज यह किया गया कि जो बीस बेस्ड प्लांट? उन को प्रायः बढ़ाया जाय और यह देखा जाय कि कोल बेस्ड

प्लान्ट पूरे सक्सेसफुल होते हैं या नहीं, तब उन को आगे बढ़ाया जाय ।

डा० लक्ष्मी नारायण पांडेय : मेरे प्रश्न का उत्तर फिर नहीं आया । मैंने साफ पूछा था कि कोरबा का काम पहले प्रारंभ हो चुका था और करोड़ों रुपया वहां खर्च किया जा चुका था तो उस को बन्द कर के दूसरी जगह जहां काम प्रारंभ नहीं हुआ था वहां प्रारंभ कर दिया गया, इस के पीछे क्या कारण था ? क्या इस के पीछे कोई राजनैतिक कारण था ? इस में मध्य प्रदेश को नेग्लेक्ट किया गया है । इससे मध्य प्रदेश का विकास अवरूद्ध हुआ है । पिछड़े क्षेत्र की भी उन्नति नहीं होगी । इसलिए यह मैं स्पष्ट जानना चाहता हूँ कि जब यहां का काम प्रारंभ हो चुका था तो उस को बन्द कर के दूसरी जगह काम क्यों प्रारंभ किया गया ?

श्री शांतिभूषण : जहां तक मुझे मालूम है, मुझे कोई जानकारी राजनैतिक उद्देश्य के बारे में नहीं है । अगर किसी के मन में राजनैतिक उद्देश्य था तो जिन के मन में उस समय रहा होगा वे जानते होंगे ।

डा० लक्ष्मीनारायण पांडेय : अध्यक्ष महोदय, मैं आप का संरक्षण चाहता हूँ । मंत्री महोदय को जानकारी पूरी नहीं है तो इस सवाल को बाद में रख दिया जाय । जब पूरी जानकारी हो जाय तब जवाब दे । यह प्रश्न साधारण नहीं है । जानबूझकर मध्य प्रदेश को नेग्लेक्ट करने की दृष्टि से यह किया गया है । करोड़ों रुपया वहां व्यय हो चुका था, उस की सारी मशीनरी वहां सड़ रही है । कोयला वहां काफी मात्रा में उपलब्ध है । वहां से दूसरे स्थानों पर कोयला ढो ढो कर ले जाया जायेगा । ऐसी स्थिति में जो कुछ किया गया वह ठीक नहीं है मैं मंत्री जी से स्पष्ट रूप में इस का उत्तर चाहता हूँ ।

MR. SPEAKER: If it is so wrong, you can ensure the government when the Demands are taken up. In the Question Hour, you cannot do it.

SHRI SASANKASEKHAR SAN-YAL: Some years ago gobar gas was used for domestic purpose the raw material being cowdung and the waste is there after the consumption of cowdung for that plant. Has the Government considered the desirability and feasibility of collecting this waste for use as catalytic material in the gobar and other plants?

SHRI SHANTI BHUSHAN: If I have understood the question of the hon. Member rightly, he is asking about the gobar gas plant, whether the residue of the material used in the gobar gas plant can be used as fertilizer. I have no information on the subject and so I cannot answer that question.

SHRI P. K. DEO: In view of the fact that the Janata Government has laid stress on agriculture, fertilizers and irrigation, we must have planning with a long-term view. In view of all these facts, is it not possible to reconsider the closing down of the Korba project when we need so much fertilizers in the near future?

SHRI SHANTI BHUSHAN: As I have said, I may inform the hon. Member that no decision to give up the Korba project has been taken. The only decision which has been taken is that so far as the fertilizer projects based on gas which has been found in Bombay High or in other places are concerned, they will be taken up first. The Government will wait for these other two coal-based plants to prove themselves first before taking a decision on whether this investment of Rs. 200 crores on Korba project should also be made or not.

श्री हुकम चन्द कठवाय : तालचर और राम गुण्डम के कारखाने कोरबा के बाद प्रारंभ हुए थे । अगर सरकार के पास कोई ऐसी बात थी कि इन में से किसी को आगे चल कर

बन्द करना है तो उन दोषों से सेफ्टी-को प्रारम्भ नहीं करते और कोल्बा को जे पहले से चल रहा था उस को चालू रखते । मैं ध्राप के माध्यम से जानना चाहता हू कि अब तक इस पर कितना खर्च ही चुका है और अब बन्द होने के बाद अब दोबारा चालू करोगे तो इस पर कितना खर्चा आवेगा तथा यह कब तक चालू हो जायगा ? क्या यह बात सही है कि पहले यह निश्चय हुआ था कि इस कारखाने को 1978 में चालू कर दिया जायेगा तथा योजना आयोग ने भी इस की स्वीकृति दे दी थी ? अब विलम्ब से चालू होने से इस पर कितना अधिक पैसा लगेगा ?

श्री शान्ति भूषण : 1973-74 में कोरबा प्रोजेक्ट पर 2 करोड़ 30 लाख रुपया खर्च हुआ था । 1974 के बीच में सरकार द्वारा एक कमेटी बनाई गई थी, कैबिनेट सैक्रेटरी उस के अध्यक्ष थे । चूँकि प्राइस राइज के कारण खर्च बहुत बढ़ गया था, इस लिये उस कमेटी ने तय किया कि कोरबा को स्ला-डाउन कर दिया जाय, इस दृष्टि से कि जो दूसरे कोल-वेस्ट प्रोजेक्ट्स थे—तालचेर और रामवुण्डम—उन पर ज्यादा तेजी से काम चल रहा था—उस रिपोर्ट से यह बात बाहिर होती है कि कोरबा में काम कम हुआ था, लेकिन जो दूसरे प्रोजेक्ट्स थे, वे ज्यादा तेजी से चल रहे थे—इस लिये यह फैसला किया गया कि इन के काम को और ज्यादा तेज कर दिया जाय और जहाँ तक कोरबा का ताल्लुक है, यह देखने के बाद कि कोल-वेस्ट प्लांट्स बहुत ठक लक्सेसफुल हुए हैं, उस के बाद तय किया जाय कि इस को बन्द करना है या नहीं ।

श्री सुकान्त चण्ड कच्छबाबु : सरकार यहो-बन्ध, के समय का संयोजन करवतल है—किसे प्रकृति-वा-सिक बन्ध निवारण के-वाक्य-होने में इस पर निश्चयता अधिक पैसा खर्च होवतल ?

श्री शान्ति भूषण : इस की विमर्श इस वक्त मेरे पास एवलेबल नहीं है । सवाल यह है कि जब रुपया लिमिटेड है और यह तय करना है कि गैसवाले प्लांट पर खर्च किया जाय या कोल-वेस्ट प्लांट पर खर्च किया जाय, ऐसी स्थिति में गैस-प्लांट की टेकनोलॉजी प्रीवन-टेकनोलॉजी थी, उस में कोई खतरा नहीं था, लिहाजा उस के लिये फैसला किया गया कि जितने भी बन सकते हैं उन को बना लिया जाये, क्योंकि कोयले के बारे में यह पता नहीं था कि वह लक्सेसफुल भी पूर्व होगी या नहीं ।

MR SPEAKER You are asking for statistics like how much would be the actual cost How can the Minister answer that without notice?

श्री सुकान्त चण्ड कच्छबाबु : इस में काफी विलंब हुआ है और समय पर यह चालू नहीं हो पाया है ।

MR SPEAKER I do not think so I cannot help it

SHRI R V SWAMINATHAN Apart from the reasons given by the Minister for the slowing down of the work of the Korba Factory, may I know whether it is also one of the reasons that the installed capacity of all the factories in the country is not fully utilized on account of the fact that the offtake is not commensurate with production because the price charged for fertilizers is beyond the purchasing capacity of the farmers? If that is a fact, may I know whether the hon. Minister will try to reduce the price of fertilizer?

SHRI SHANTI BHUSHAN: As much building up of capacity as is possible within the financial resources of the Government is going on. In other fields also a lot of work is going on, based on steam and gas. So, it is not correct to say that it is on account of the price of fertilizer that work in Korba has been slowed down.

SHRI R. V. SWAMINATHAN: What about other factories?

SHRI SHANTI BHUSHAN: In other factories also, within the financial resources of the Government, we will utilize as much installed capacity as possible.

श्री तेज प्रताप सिंह : क्या मंत्री महोदय यह बताने की कृपा करेंगे कि ये जो तीन फर्टिलाइजर्स फैक्ट्रियां स्थापित की गई हैं, इन की उत्पादन क्षमता अलग अलग क्या है और किस किस प्रकार के फर्टिलाइजर्स यहां बनाए जाएंगे ?

श्री शान्ति भूषण : इस के बारे में इस समय जानकारी मेरे पास नहीं है। अगर मात्स्य सदस्य नोटिस देंगे तो उन की क्षमताओं के बारे में बता दूंगा।

श्री जगदम्बी प्रसाद यादव : इस में बहुत से कामप्लीकेशन्स मंत्री जी एराइज कर दिये हैं +

MR. SPEAKER: I know what you want. He cannot satisfy you because you want him to answer in a particular way, which naturally no Minister can do. Since the Demands relating to this Ministry are going to come up, certainly that would be a better time to raise it when you can expect to get more information.

श्री जगदम्बी प्रसाद यादव : मध्य प्रदेश में जो पहले से बन रहे हैं, उन को क्यों बन्द कर रहे हैं।

MR. SPEAKER: I know you are agitated. But what can the poor Speaker do?

डा० लक्ष्मी नारायण पांडव : मैंने पहले भी प्रश्न किया था कि मध्य प्रदेश का प्लान्ट बन्द किया गया है।

MR. SPEAKER: I entirely agree. But what can be done? I cannot ask him to answer a question in a particular way. It is not in my hands.

श्री जगदम्बी प्रसाद यादव : कोल-बेस पर फर्टिलाइजर्स बन सकता है।

भारतीय तेल निगम के विपणन प्रभाग में अनुसूचित जातियों तथा अनुसूचित जनजातियों के लिए आरक्षित पद

* 226. श्री उग्रसेन : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली स्थित भारतीय तेल निगम के विपणन विभाग में काम कर रहे अनुसूचित जातियों तथा अनुसूचित जनजातियों के कुछ कर्मचारियों ने अपने पदोन्नति-कोटे सम्बन्धी प्रावधानों की और अधिकारियों का ध्यान दिलाते हुए हाल ही में अभ्यावेदन पेश किये हैं जिनमें पदोन्नतियों की मांग की गई है;

(ख) यदि हां, तो आरक्षित पदोन्नति कोटे को पूरा करने के लिये क्या प्रयास किये गये हैं और दिल्ली में पद-वार कितने कर्मचारियों की पदोन्नतियां की गई हैं; और

(ग) क्या इन कर्मचारियों की पदोन्नति पर दिल्ली से बाहर भेजने से पहले इस बात पर ध्यान दिया गया है कि दिल्ली में उन पदों पर आरक्षित कोटा पूरा है; और यदि हां, तो कुछ कर्मचारियों को पदोन्नति पर दिल्ली से बाहर भेजने के क्या कारण हैं ?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Yes, Sir.

(b) The entire Northern Region is considered as a single unit for purposes of promotion. The following grade-wise promotions for Northern Region

were made during 1977 for SC/ST candidates—

Category	Total number promoted	Scheduled Castes	Scheduled Tribes
Typist-cum-Clerk to Assistant	16	3	2
Steno to P.A.	4		
Assistant to Operation Officer Grade-III/Section Officer Grade II/Accountant	6		
Staff car Driver to Tank-Truck Driver	2	2	

(c) Since the Northern Region is taken as a whole for the purpose of promotion, the question of promotion against vacancies in Delhi does not arise

श्री उषसेन : अध्यक्ष महोदय, यह तो पुराना पाप है जिसको मैं आपके सामने रखने के लिए मजबूर हुआ हूँ। रेडियो पर बराबर धाया करता था कि सरकार कम-जोर वर्क के लोगों के लिए बराबर ध्यान दे रही है। मैं सिर्फ यह पूछना चाहता हूँ कि नवम्बर, 72 में कैबिनेट सेक्रेटेरियट की तरफ से जो सरकुलर भेजा गया था जिसमें कहा गया था कि जनजाति और अनुसूचित जाति के लोगों की पदोन्नति के लिए एक अलग रोस्टर रखा जाए, उनके रिक्त स्थानों को रिजर्व रखा जाए और उनको भर्ती या पदोन्नति करते समय योग्यता की बातों में डील दी जाए, उस पर क्या कार्यवाही की गई और यदि कार्यवाही नहीं की गई तो क्यों नहीं की गई ?

श्री शक्ति भूषण : 72 के जिस परिपत्र के बारे में माननीय सदस्य जिक्त कर रहे हैं कि कैबिनेट से गया है, उसके बारे में मेरे पास जानकारी नहीं है। अगर वे नोटिस देने तो जानकारी हासिल करूँगा।

श्री उषसेन : 30 मार्च, 1976 को इसी आबकारीय सेशन में श्री शक्ति भूषण सहाय ने इसी सभ्यता में एक सवाल पूछा था जिसके

जवाब में सरकार ने बताया था— यह जवाब है, बहुत बड़ा जवाब है, मैं इसमें के सिर्फ बोझ-सा पढ़ कर सुनाऊँगा। इस जवाब के अनुसार 285-520 के ग्रेड में 39 लोग काम करते हैं जिनमें से केवल तीन जनजाति और अनुसूचित जाति के लोग हैं। इसमें सब से लोएस्ट जो 180-291 का ग्रेड है, उसमें 192 लोग काम करते हैं जिनमें सिर्फ 35 लोग ही जनजाति के और हरिजन हैं। मैं माननीय मंत्री जी से जानना चाहता हूँ कि क्या मंत्री महोदय इस बात की कोशिश करेंगे कि इन हरिजनों और जनजाति के लोगों को जो पूरा कोटा नहीं मिला है वह पूरा कोटा उन्हें मिले ? अगर इन लोगों के लिए पदोन्नति के बावद दिल्ली में ही जगह है तो इन्हें दिल्ली से बाहर क्यों भेजा जाता है, इन्हें दिल्ली में ही क्यों नहीं रखा जाता है ? क्या मंत्री महोदय इस पर विचार करेंगे ?

श्री शक्तिभूषण : गेड्यूल्ड कास्ट्स और गेड्यूल्ड ट्राइब्स के लिए जो भी रिजर्व कोटा है उसको भरने की पूरी कोशिश की जाती है। जैसा माननीय सदस्य ने अभी पूछा कि क्या प्रमोशन के बाद दिल्ली में ही रखने की कोशिश करेंगे तो उसके बारे में मैं भी नहीं जानता हूँ कि पूरा नॉर्दर्न रीजन एक रीजन बनाई जाया है। जैसे कि एक श्री भूषण किबोल्ड का आकाश है

जो कि 31-12-77 को प्रमोशन के लिए एसीकिसल होते हैं—उन मार्ग्स के मुताबिक जो कि एग्जिस्टिंग मार्ग्स हैं। टाइम्स और कर्मों किमी प्रमोशन अक्सिस्टेंट के पदों पर होती है, वे प्रमोशन के बाद भी दिल्ली से बाहर नहीं जाना चाहते। इसलिए इन मार्ग्स को रिजेक्ट करके तीन साल की सर-विस कालों को भी प्रमोशन के लिए कंसीडर किया गया। श्री जगल किशोर ने रिटन एग्जामिनेशन क्वालिफाई कर लिया था लेकिन इन्टरव्यू के समय उन्होंने कह दिया कि मैं बाहर नहीं जाऊंगा। इसलिए दूसरे चार आवेदनियों को सेलेक्ट किया गया जिनमें से दो बाहर गये, दो ने इंकार कर दिया कि वे प्रमोशन पर भी दिल्ली से बाहर नहीं जाना चाहते। उसके बाद श्री जगल किशोर ने फिर अपनी मर्जी जाहिर की कि वे बाहर जाने को तैयार हैं। 5 मई, 77 को उनका प्रमोशन जोधपुर के लिए कर दिया गया। फिर उन्होंने 11 मई को डिक्लाइन कर दिया। इसलिए यह विष्कत है कि लोग प्रमोशन पर भी दिल्ली से बाहर जाने को तैयार नहीं हैं। प्रमोशन के लिए नार्दन जोन एक जोन माना जाता है।

श्री धनराज शर्मा : अध्यक्ष महोदय, यह प्रश्न केवल एक विभाग से ही सम्बन्धित नहीं है। यह एक व्यापक प्रश्न है कि किस तरह से पिछले तीस वर्षों में पिछड़े वर्गों की उपेक्षा होती रही है। इसलिए मैं प्रधान मंत्री जी का ध्यान खींचना चाहूंगा और उनसे आशा करता हूँ कि इन सेवाओं में जो नीकरवाही अड़ंगा डालती रही है, उस अड़ंगे को हटा कर इन पिछड़े वर्गों के 12 प्रतिशत को क्या, एक निश्चित अर्थ में पूरा किया जाएगा? अभी विचारित यह है कि उनके मामले में किसी भी विभाग में एक प्रतिशत भी 'कोटा' उनकी 'मिनिमल' हुआ है। 'बेबी' 'आरबी' 'प्रभा' 'बीबी' 'सी' 'स्वयं' 'इत' 'अधिक' 'को' 'हू' 'कर' 'उनका' 'कोटे' 'पूरा' 'करें' ?

प्रधान मंत्री (श्री मोरारजी देसाई) इसकी चिन्ता मैं करता हूँ और जाने भी चिन्ता कल्याण। लेकिन भाग नीकरवाही को ऐसा दोष देना ठीक नहीं है। इस में मिनिस्ट्री का ही दोष होगा।

श्री लालबी शर्मा : दिल्ली में जो स्थायी रूप से अनुसूचित जातियों और अनुसूचित जन जातियों के लोग रह रहे हैं उनकी तो इस कोटे में कंसिडर किया जाता है लेकिन जो अस्थायी रूप से दिल्ली में आ कर बस गये हैं, उन में से शैब्यूल्ड कस्ट्स को तो कंसिडर किया जाता है लेकिन शैब्यूल्ड ट्राइबल भी नहीं किया जाता है। क्या इस भेदभाव को आप समाप्त करेंगे? यह जो भेदभाव यहां किया जा रहा है यह क्यों किया जा रहा है?

श्री शांति भूषण : जो इनके लिए कोटा सुरक्षित है, पूरी कोशिश की जाती है कि उसको घटा जाए और उनको प्रमोशन भी दी जाए। जहां तक प्रमोशन का सवाल है उसके लिए भी उनको कंसिडर किया जाता है और अगर जन जाति या अनुसूचित जन जाति का व्यक्ति कम योग्य भी हो और दूसरा ज्यादा योग्य होना है तो भी उसको से लिया जाता है और उसको प्रमोशन दे दी जाती है। लेकिन जब यह देखा जाता है कि वह उस पद के योग्य ही नहीं है तब मजदूरी हो जाती है। दिल्ली की एक और भी समस्या है। दिल्ली से लोग बाहर नहीं जाना चाहते हैं। जब उनको प्रमोट करके बाहर भेजा जाता है तो वे अपनी मजदूरी जाहिर कर देते हैं और नहीं जाते हैं।

श्री लालबी शर्मा : मैं दूसरा प्रश्न कर रहा था। जो दिल्ली में स्थायी तौर पर रह रहे हैं उनकी बात तो ठीक है लेकिन अस्थायी तौर पर जो शैब्यूल्ड ट्राइबल के लोग रह रहे हैं उनकी कंसिडर नहीं किया जाता है।

श्री सौमेश्वरजी : कागज़ : तीस साल तक जो कोटा पूरा नहीं किया गया है, कोटे की जो प्रति नहीं हुई है, क्या उस सब की प्रति करने के लिए प्राय तैयार हैं ?

श्री शक्ति बूचन : जितनी भी कमी उस कोटे में है उस कमी को कोटा पूरा होने तक कसिडर किया जाता है उसको ध्यान में रखा जाता है। लेकिन अगर उसके बावजूद भी कोई उपयुक्त व्यक्ति इन जातियों का नहीं मिलता है तो मजबूर हो जाते हैं और प्राय इंतजार किया जाता है। जब उपयुक्त व्यक्ति मिल जाता है तब कोटा भरा जाता है और भरा जाएगा।

श्री माहरी खन्ना : केन्द्रीय स्तर पर और प्रान्तीय स्तर पर इस सम्बन्ध में प्रायके आदेशों का पालन नहीं होता है। जो अफसर केन्द्र में या प्रान्तों में इन आदेशों का पालन नहीं करते हैं और कोटा पूरा नहीं करते हैं क्या उनको दंड देने की कोई व्यवस्था की गई है। राष्ट्रीय स्तर पर और प्रान्तीय स्तर पर भी क्या प्राय ऐसे आदेश दंगे कि जो अधिकारी प्रमोशन में या वायफेक्ट रिट्यूमेंट में हरिजनो और अन्य जातियों के लोगों को उपेक्षा करता है उसके कारैक्टर रोल में बँड एटरी की जाए और उन अधिकारियों को प्रमोशन न दिया जाए ?

श्री शक्ति बूचन : अगर कोई अफसर जान बूझ कर कान्सीडरेशन के आबधानों की अवहेलना करता है और जो स्थान इन अफिसियों को मिलने चाहिए उनको नहीं देना है उसे जरूर उसके खिलाफ कार्रवाई की जाएगी। अगर माननीय सदस्य इस के बारे में कोई चीज सरकार के ध्यान में लाएंगे विले पता चलता है कि किसी अफसर ने जान-बूझ कर ऐसा किया है तो जरूर उसके खिलाफ कार्रवाई की जाएगी।

श्री खन्ना-कृष्ण : खन्ना-कोटा भरा नहीं जाता है तो वह मात्र लिख बाध्य

चाहिए कि वह अधिकारी जिस के खिलाफ यह काम था वह इसके लिए रिस्पॉन्सिबल है और इस लैप्स के लिए उसको परतन्वी रिस्पॉन्सिबल छूटना जाना चाहिए था। अगर ऐसा नहीं किया जाता है तो बातें तो बहुत की जाती रही हैं प्राय तो बहुत होते रहे हैं लेकिन वास्तव में कुछ नहीं हुआ। अगर भविष्य में भी ऐसा कुछ किया नहीं जाना है तो इसका यही अर्थ निकलेगा कि जिस तरह से कांग्रेस करती आ रही थी उसी तरीके से प्राय भी काम कर रहे हैं। अगर प्राय वास्तव में इस सिलसिले में ठोस काम करना चाहते हैं तो जो अधिकारी कोटा पूरा नहीं करता है

he must be punished for that and he should be personally responsible for that offence.

श्री शक्ति बूचन : माननीय सदस्य का सुझाव है कि अगर कोटा किसी कारण से भी पूरा नहीं हो तो कारण कुछ भी हो, अफसर की गलती हो या न हो, लेकिन वह मान लिया जाए कि अफसर की ही गलती रही होगी। यानी अगर उस तरह के उपयुक्त लोग मौजूद न हो, किसी ने रजिस्ट्रार न भी दी हो (अधबचन)

जैसा कि मैंने पहले कहा कि जहाँ जहाँ भी उपयुक्त अफसर जिन्हें प्रमोशन कोटा में दिया जा सकता है वह हैं, जरूर इस बात की सावधानी रखी जाएगी कि उनका जो अधिकार है उसकी उपेक्षा न हो और सब को लिया जायगा। यह तो मैं आश्वासन सरकार की तरफ से दे रहा हूँ कि कोटा के अन्दर जब तक उपयुक्त छात्रों विद्यार्थियों तो जरूर उन को रखा जाएगा . . . (अधबचन)

अफसर अफसर के होते हैं कि सरकार इस बात के बारे में कोई बात के पहले में नहीं सब संभव। जो अफसर है वह जरूर उनके साथ किया जाय।

SHRI L. K. DOLEY. The hon. Minister has made a reservation about the question of efficiency while judging the merits of the Scheduled Caste and Scheduled Tribe candidates in the matter of recruitment in order to fill up the vacancies or for promotions. In view of that, may I know whether the boards which are examining the efficiency of the Scheduled Castes and Scheduled Tribe candidates are represented by the members of the Scheduled Castes and Scheduled Tribes?

SHRI SHANTI BHUSHAN. The departmental promotion committees are constituted according to the rules. They have to examine and see as to whether suitable persons are available. If suitable persons are available, even though there might be superior persons available from other general categories, within the quotas, the posts are given to the Scheduled Castes and Scheduled Tribes persons.

श्री शिव नारायण अध्यक्ष महोदय, दिल साफ हो तो प्राश्न क्या चीज है। मेरी नई सरकार से प्रार्थना है कि वह एक कमीशन मुकर्रर कर के पिछली सरकार के काले कारनामों की जांच कराये। मैं बाहता हूँ कि मोरारजी भाई की नई सरकार हरिजनो को पूरा शास्वासन दे कि हम पुष्करी मदद करेंगे। मैं उन पर बिश्वास करता हूँ।

अध्यक्ष महोदय, गिकायत इस बात की है कि मंत्री जी ने कहा कि क्यालिब्राइड नहीं है। हमारे सबके इलाहाबाद यूनिवर्सिटी के पोस्ट प्रेसुएट हैं, रिट्रिक्ट टेस्ट में 75 परसेंट नम्बर पसो है, लेकिन इंटरव्यू में, थूँकि वह काले क्यूट हैं, कम नम्बर दे कर सर्विस में नहीं किया जाता है। मेरा कहना है कि इंटरव्यू के नम्बरों को ध्यान में न रखें बाबा।

श्री शक्ति भूषण : सरकार पुश्करी मदद करेगी और किसी एकके ऊपर किसी के

साथ भेदभाव नहीं किया जायेगा कि इन्साफ न हो। हरिजनों के साथ पूरा इत्साफ बह सरकार करेगी। पिछली सरकार के काले कारनामों पर ध्यान देने के बजाय यह सरकार सबके कारनामे करने ज्वाबा पसन्ध करेगी।

जहा तक इनके पुत्र का सम्बन्ध है, उसके बारे में जानकारी प्राप्त करने की कोशिश करूंगा।

SHRI B. RACHAIAN: I would like to know what type of programme the Ministry wants to follow to fill up the backlog in the promotion quota. I would like to have a categorical statement from the Minister. The Chairman of the Hindu Mahasabha has made a statement in the Press that all reservations in favour of the SC & ST candidates in the State Assemblies, in Parliament and in the Government services should be done away with. What is the reaction of the Government to this?

SHRI SHANTI BHUSHAN. The Government does not agree with that at all.

श्री कृषिराम प्रसाद : प्रापकी डी० पी० सी० कमेटी की कितनी बैठकें हुईं और उन्होंने कहाँ कहाँ कितना कोटा पूरा किया है ?

श्री शक्ति भूषण : इस वक्त मेरे पास इस बात की जानकारी नहीं है कि जगह जगह पर डिपार्टमेंटल प्रमोशन कमेटी की कितनी बैठकें हुईं हैं और उसमें प्रत्येक समय कितने लोगों को सलेक्ट किया गया है। अगर माननीय सदस्य सूचना देंगे तो मैं जानकारी हासिल करूंगा।

SHRI P. K. KODIYAN: I think the hon. Minister is aware of the fact that some injustice has been done to the SC & ST employees in regard to their

promotion and they have been transferred to distant places if so, I would like to know whether Government would look into such complaints?

SHRI SHANTI BHUSHAN Sir, I have, at present, no information about this. But if the hon Member will supply me with these facts, the Government will certainly enquire into them and do justice in the matter.

श्री राज लाल राठी अभी माननीय प्रधान मंत्री जी ने कहा कि हरिजनो के मामले में जो रिजर्वेशन पूरी नहीं हुई, उसके लिए सरकार जिम्मेदार है, प्रशासन जिम्मेदार नहीं है। मैं जानना चाहता हू कि सरकारी कर्मचारियों और प्रशासकीय अधिकारियों को रिजर्वेशन पूरी करने के लिए बराबर समय समय पर प्रादेश दिये गये हैं, लेकिन उन्होंने काम पूरा नहीं किया तो इसमें सरकार जिम्मेदार होती है या अधिकारी जिम्मेदार होते हैं ?

श्री शान्ति भूषण कोई भी गलती अगर इतनी बड़ी कही पर होती है जिसमें हरिजनो की उपेक्षा होती है तो सरकार पर उसकी जिम्मेदारी होगी। अगर किसी खास मामले में किसी सरकारी अफसर ने गलत काम किया है तो उस का विचार करके उस अफसर को जरूर दण्ड दिया जाएगा।

श्री राज लाल राठी मैं प्रधान मंत्री जी से यह जानना चाहूंगा कि जिस तरीके से बर्दीबो को मिटाने के लिए उन्होंने कहा है कि हम 10 साल में बर्दीबो को इस देश से मिटा देंगे, तो क्या वह हरिजनो के आरक्षण को पूरा करने के लिए भी 3, 4, 5 साल का इस सब को कोई आश्वासन देंगे ?

श्री शान्ति भूषण पूरी कोशिश की जायेगी।

श्री बीम प्रकाश त्वणी : भारत सरकार के सभी मंत्रालयों में सैड्यूल्ड कास्ट और सैड्यूल्ड ट्राइब्स के साथ सम्बन्ध हो रहा है, मैं जानना चाहता हू कि सही स्थिति क्या है ? क्या नयी महोदय इस प्रकार का आश्वासन देंगे कि कोई कमेटी या कमीशन ऐसा नियुक्त किया जायेगा जो तमाम मंत्रालयों में इस बात की जांच करे कि सैड्यूल्ड कास्ट और सैड्यूल्ड ट्राइब्स को सही स्थान दिये गये हैं या नहीं। और यदि कहीं सही अनुपात नहीं दिया गया है तो उसकी जानकारी के पश्चात् उस पर पूरा एक्शन भी ले ?

श्री शान्ति भूषण सरकार इस सुझाव पर विचार करेगी।

श्री बाबू सुब्बर्षी विभिन्न सरकारी डिपार्टमेंट्स में जो भारलगा कोटा में प्रादिवासियों एवं हरिजनो की नियुक्तिया एवं प्रोन्नतियों में इस तरह की गड़बड़िया होती रही है, क्या सरकार उन की जांच करने के लिए पार्लियामेंट के सदस्यों की एक विशेष समिति बनाना चाहती है ?

श्री शान्ति भूषण सरकार इस सुझाव पर भी विचार करेगी।

SOME HON MEMBERS rose—

MR SPEAKER I do not know what I can do. So many Members are getting up. The Speaker can only give time, not jobs. What is the use of so many Members getting up like this? At this rate this may be the only Question that may be answered today. All the Hon Members will please sit down. I know it is an urgent problem, it is a serious problem. All right, let us take another ten minutes on this Question. The hon lady Member.

श्रीमती प्रमिला देवी : मंत्री महोदय मेरे जो आंकड़े सही हैं, उन के

250-400 रुपये तक बनार जाने वालों को पब्लिसिटी देने की बात कही गई है। लेकिन ऊपर की श्रेणी में एक भी पब्लिसिटी नहीं दी गई है। मैं यह मानने के लिए तैयार नहीं हूँ कि सात बन और ऊपर के अधिकारियों में सिड्यूल्ड कास्ट्स और सिड्यूल्ड ट्राइब्स का कोई भी योग्य व्यक्ति नहीं मिल सका है। मंत्री महोदय ने कहा है कि इन वर्गों के साथ जो अन्याय हुआ है, उस को बह दूर करने में क्या इस की मरुझात अति-मजबूत से होगी ?

श्री शास्त्रिण भूषण जो धाकड़े में बंताये हैं, उन का सम्बन्ध इंडियन प्रायस कार्पोरेशन, दिल्ली के मार्केटिंग डिबिजन के बारे में पूछे गये प्रश्न से है। हायर पीस्ट्स के बारे में प्रश्न नहीं पूछा गया है।

श्री राम बिलास पातवाज जब से जनता पार्टी की सरकार बनी है, हरिजनो के विभाग में एक प्रकार का भ्रम पैदा किया जा रहा है कि वह सरकार हरिजनो के हितों की रक्षा नहीं करेगी। चुनाव के दौरान भी हमें हमेशा यह शिक्षायात सुनने को मिलती थी कि जनता पार्टी की सरकार हरिजनो के लिए कुछ भी नहीं करने जा रही है, और यह भी कि हमारा रिजर्वेशन खत्म कर दिया जायेगा। मंत्री महोदय ने कहा है कि अगर भ्रष्टाचार गलती करे, तो यह सरकार की जिम्मेवारी है और सरकार उन्हें दंडित करेगी, लेकिन अगर सरकार स्वयं गलती करे, तो क्या होगा ? इस प्रकार के वर्जनों उदाहरण हैं। पैट्रोलियम नहीं यहाँ नहीं है। मैंने उन्हें लिखा कि सिड्यूल्ड कास्ट्स के लिए रिजर्व्ड प्लॉट के लिए प्रत्येक आवेदन एक उपयुक्त कैंडिडेट है, लेकिन बरोमी में सिड्यूल्ड कास्ट्स के आवेदकों को नहीं लिखा जायेगा है और इस बारे में नहीं लिखा जायेगा। मंत्री महोदय

से कहा कि लिखा जायेगा। लेकिन जब इसके बावजूद नहीं लिखा जाता है, तब हम लोग क्या करें ?

श्री शास्त्रिण भूषण . पहले तो मैं यह कहना चाहूँगा कि माननीय सचिव का यह विचार सही नहीं है कि जनता सरकार के बारे में ऐसी धारणा है कि वह हरिजनो के साथ न्याय नहीं करेगी। उन्होंने कहा है कि अगर कोई सरकारी भ्रष्टाचार गलती करेगा, तो सरकार उस को दुरुस्त कर सकती है, लेकिन अगर सरकार की ओर से गलती हो, तो क्या होगा। सरकार के ऊपर तो जनता है, और अगर सरकार न्याय नहीं करेगी, तो जनता इस को देखेगी।

श्री जगत राम क्या मंत्री महोदय यह बताये कि कितने नान-सिड्यूल्ड कास्ट्स और नान-सिड्यूल्ड ट्राइब्स के प्रोमोशन कान्फिडेंसल रिपोर्ट्स के आधार पर रोकें हुए हैं और कितने सिड्यूल्ड कास्ट्स और सिड्यूल्ड ट्राइब्स के प्रोमोशन इस आधार पर रोकें गये हैं, और यदि सिड्यूल्ड कास्ट्स और सिड्यूल्ड ट्राइब्स का परसेंटेज ज्यादा निकलता है, तो मंत्री महोदय इस बारे में क्या एक्शन लेते ?

श्री शास्त्रिण भूषण परसेंटेज के बारे में जो प्रश्न पूछा है 15 परसेंट और साठे सात परसेंट 7 दो परसेंटेज हैं। 15 परसेंट सिड्यूल्ड कास्ट के लिए और साठे सात परसेंट सिड्यूल्ड ट्राइब्स के लिए जो प्रोमोशन क्लास 70 से क्लास 7 के होता है या क्लास 7 के ऊपर होता है या क्लास 7 से क्लास बन की जो कोमिस्ट 'रब या केटेगरी होती है उस से होते हैं उस के ऊपर वे हैं और वहाँ पर डाबरेन्ट रिजर्वमेंट 50 प्रतिशत से ज्यादा नहीं होता है वहाँ पर वे 15 परसेंट और साठे सात परसेंट

करेगी और अगर सरकार कोई काम बसत करेगी तो उसे बन्दता दण्डित करेगी, इस तरह से बांध बर्न के लिए इस सवाल को टालना चाहते हैं। लेकिन मेरा निवेदन यह है कि अगर सरकार गलती करेगी तो यह सबन उसको दण्डित करेगा, इस सवाल को पांच साल के लिए नहीं टाला जा सकता है।

भाज देस के पिछड़े और हरिजन समाज में यह भावना पैदा की जा रही है कि उन के साथ अन्याय किया जा रहा है, उन को मिलने वाले तमाम अधिकारों और सुविधाओं से वंचित किया जायेगा। सरकार को अभी तत्काल इस बात की घोषणा करनी चाहिए कि उन को उनके तमाम अधिकारों से वंचित नहीं किया जायगा, उन को सभी अधिकार दिए जायेंगे, उनकी रक्षा की जायगी। यह घोषणा भाज सरकार की तरफ से—विधि मंत्री की तरफ से नहीं, बल्कि प्रधान मंत्री की तरफ से—होनी चाहिए।

श्री-सतलज बूबब : मैं माननीय सचिव से वही कहना चाहता हूँ कि जब सरकार गलती करेगी ही नहीं, तो फिर बसती करने के बाद क्या होगा, इसका सवाल ही पैदा नहीं होता।

श्री उपसैन : अध्यक्ष महोदय, मेरा प्रश्न भाज ने काफ़ी व्यापक बना दिया और मंत्री जी ने भी बहुत व्यापक रूप से उत्तर दिया। मेरा प्रश्न इण्डियन भायस कार-पोरेसन के दिल्ली ऑफिस के कर्मचारियों की पेंशनरि के सम्बन्ध में था—पेंशनरि करते समय तीन बर्षों को ज्यादा में रखा जाता है—लेन्व-भाऊ-सचिस, क्वालिफिकेशन और तीसरे कालिग्रेन्वल्स रिपोर्ट। जहाँ तक लेन्व-भाऊ-सचिस और क्वालिफिकेशन की बात है, वह तो ठीक है, लेकिन जहाँ तक कालिग्रेन्वल्स रिपोर्ट की बात है, श्री श्रीधर

के सवाल के उत्तर में बताया गया था कि 2000 रु० से लेकर 200 और 300 रु० तक जाने वाले क्लसरों में कोई भी मैट्र्यूल्ड फास्टूड और मैट्र्यूल्ड ट्राइन्स का नहीं है, सब उच्च बर्न के लोग हैं। मैं जानना चाहता हूँ—क्या आप कालिग्रेन्वल्स रिपोर्ट में कुछ ठीक करेंगे ?

श्री सतलज बूबब : सरकार इस बात पर पूरा ध्यान देगी कि इस तरह का कोई अन्याय हरिजनों के साथ न हो सके और न कोई कर सके।

MR. SPEAKER: To-day you have taken almost the whole hour for one question. It is twelve O'Clock. Question Hour is over. Now, even the Speaker cannot extend it further. For this one question I have given the whole time. Even then the Members are not satisfied.

Short Notice Question is there.

I am sorry I could not help the Members. Instead of taking it up in Question Hour, you may have some debate or discussion on this. I shall not allow this kind of thing in future as many important questions could not be taken up to-day.

SHORT NOTICE QUESTION

Time Capsule

+

S.N.Q. 7. DR. SUBRAMANIAM SWAMY:

SHRI ARJUN SINGH BHADORIA:

SHRI SAMAR GUHA:

SHRIMATI RENUKA DEVI BARKATAKI:

SHRI KANWARLAL GUPTA.

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

(a) whether the Time Capsule of History buried at the Mad Fort contains many grave historical errors; and

(b) whether the Government are contemplating any action in this matter?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): (a) The 10,000 word account of important aspects of History of India both in Hindi and English, from 15-8-1947 to 15-8-1972 contains certain factual errors,

(b) The Government have decided that the Silver Jubilee Independence Celebration Time Capsule may be taken out and the contents made public.

DR. SUBRAMANIAM SWAMY: I would like to ask the Minister questions on the basis of the examination of the evidence that is available with him. Is it a fact that only seven names have been mentioned which are of significant value to the Indian History for 1947 and of these seven, there are three foreigners who played a role in the U.N. Operations in Kashmir and names of Dr Rajendra Prasad, the First President of India, Shri Rajagopalachari, the first Governor General of India, have been omitted from the contents? Consequently, I would like to ask him, why was the Ministry of Education so keen to keep this secret? Is there any statutory backing for that?

DR. PRATAP CHANDRA CHUNDER: The Ministry of Education has in its possession some document which purports to be a copy of the original. I cannot say whether it is an exact copy, unless the Time Capsule is taken out and this copy is compared with the original. I cannot say whether a copy maintained with the Ministry is exactly a copy of the original Time Capsule.

It is true that only seven names are mentioned and of these seven three are foreigners—MacNaughton, Owen Dixon, Graham.

It is also true that the name of Dr. Rajendra Prasad has not been mentioned, nor there is a mention of the names of Shri Rajagopalachari, Lal Bahadur Shastri or Netaji Subhash Chandra Bose.

When the original Time Capsule is taken out, a copy of that may be circulated among the Members.

DR. SUBRAMANIAM SWAMY: What is the statutory backing of keeping it secret?

DR. PRATAP CHANDRA CHUNDER: I do not know of any statutory backing.

DR. SUBRAMANIAM SWAMY: Does the Minister know that there are many other Time Capsules buried in various parts of Delhi.—One is in Shanti Van—Nehru's Samadhi and these Time Capsules also contain some grievous errors about Indian History from 1964 to 1972.

DR. PRATAP CHANDRA CHUNDER: Actually there are three time capsules. One I have already mentioned. Another is Nehru capsule. It was embedded on 27th May 1972 at Shantivan. It contained some writings. As far as those writings are concerned we do not have any copy whatsoever. So, unless that is dug out we do not know what is contained there. But this much we know from our record maintained in the ministry that international and national events since 1964 upto the 8th anniversary of Jawaharlal Nehru's death are recorded there both in Hindi and English. There is another time capsule, Gandhi capsule, and the date here is 30th January, 1973. The place of burial is Gandhi Smriti. It contains no text whatsoever.

DR. SUBRAMANIAM SWAMY: Will you dig them up in view of the errors of the first one?

DR. PRATAP CHANDRA CHUNDER: I might respectfully submit that

as Nehru capsule contained some writings it is useful to take it out. But as regards Gandhi capsule, as it contains no writings, there is no question of any error. At the present moment we do not propose to take it out.

बी जर्मन लिह भरीरिया अध्यक्ष महोदय आपके माध्यम से मंत्री महोदय से मैं यह पूछना चाहता हूँ कि यह अपमानजनक दस्तावेज जो कि राष्ट्रीय सम्मान के विरुद्ध है जिसके द्वारा लिखा गया है ? क्या यह दस्तावेज जो कि जर्मनाफ और तर्कहीन दस्तावेज है निष्पक्ष विद्वानों द्वारा लिखा गया है या सरकारी अनुसंधान समिति ने लिखा जिसकी अध्यक्षता श्रीमती इंदिरा गांधी स्वयं की ?

DR PRATAP CHANDRA CHUNDER: From our record I find that the preparation of this historical account was entrusted to the Indian Council of Historical Research

SHRI SAMAR GUHA. This kind of betrayal of the history of our country did not start with the time capsule alone. In 1950 the committee to write the history of Indian freedom struggle was formed under the chairmanship of Dr R C Majumdar. In his preliminary report Dr R C Majumdar, has stated that due emphasis should be given in writing the history of the freedom struggle to the contribution of Netaji and the INA and the contribution made by the revolutionaries of Maharashtra, Bengal and Northern India. That committee was abruptly dissolved and Dr Majumdar henceforth was not given any kind of national honour although Dr Majumdar is a most eminent historian living in the country. Many times we have made an appeal for according honour of National professorship. He does not require any financial help but due recognition of his contribution to the history of India should be given by the Govt. That should have been given to him and he should have been offered a national professorship. But that was not done. I want to know

195 LS-2.

thus from the hon. Minister, the capsule in Gandhi Smarak Nidhi is one thing,—Nehru's capsule is another what are the documents kept in them. The hon. Minister said that there is no record about what is written there. If so, the country has a right to know about this. It was Netaji Subhash Chandra Bose, the revered son of India, who first acclaimed Gandhiji as the 'Father of the Nation'. Now it is acclaimed by everybody. The people of India have a right to know what has been written by the Government about the father of the nation. The people have a right to know what has been written about Pandit Nehru, because of the reasons I would particularly mention about him.

You know Mountbatten's speech on Nehru Memorial where he has mentioned something very serious. Mountbatten said that it was at his instance that Nehru did not visit that memorial which was demolished by Mountbatten at Singapore, the monument that was built by Netaji in memory of INA martyrs. We want to know whether it was at his instance that INA was not taken back to the Indian Army, whether it was at his instance that INA was completely betrayed, given no recognition.

I want to know whether that ugly chapter of Indian history,—some kind of a betrayal—has been included in that time capsule or not.

The country has a right to know about this. The time capsule relating to Mahatma Gandhi and Nehru should be dug out. I want to know whether this will be done. The country should know what are the materials which are contained there.

DR PRATAP CHANDRA CHUNDER: Sir, I have already pointed out that we do not know what is contained in the actual record within the time capsule or in the Nehru capsule; unless they are dug out and contents are known, I am not in a position to

give the correct answer This much I can assure the House, through you Sir, that the contents will be made known to the whole of India and the whole world after they are dug

श्री कवर लाल गुप्त जो जवाब मंत्री महादय ने दिया है उससे ऐसा लगता है कि पहली सरकार और उसके प्रधान मंत्री ने व्यक्तिगत और राजनीतिक कारणों से न केवल इस दण का घोषा दिया है परन्तु आने वाली जनरेशन का भी घोषा देने और मिसलीड करने की बड़ी भारी कोशिश की है। ऐसी शमनाक बात आज तक हिस्ट्री में किसी ने नहीं की है (व्यवधान)

MR SPEAKER Order please I want all of you to keep quiet

SHRI KANWAR LAL GUPTA I want to ask firstly whether you will lay all the facts on the table of the House as to what is available with you just now I do not know what will come out after digging it up Are you prepared to put what is available with you on the table of the House so that every person in this country knows it This is my question number one My second question is whether you propose to write a history free from political bias or is there any intention of this Government to write the history independent of all other things and without any political bias and would that include the period upto 15th August 1977 which is an important period because that includes emergency exercises etc etc ?

DR PRATAP CHANDRA CHUNDER May I submit that history is a hard task master and it throws into its dustbin many important figures So we need not be worried about what is contained within the time capsule I would submit that it will not be advisable to place a copy which may not be the exact copy of

what is contained there So, I submit that when we take the time capsule out, the copy will be made from the original contained there and that would be circulated As regards the other point this Government does not propose to write any history whatsoever

PROF P G MAVALANKAR Mr Speaker Sir may I know from the hon Minister of Education as to whose brain-wave was this whole business of time capsule? Was it at the initiative of his predecessor—the Education Minister—or was it at the initiative of the then Prime Minister? Further I want to know whether this particular matter was discussed at the Cabinet level at that time and whether any of the erstwhile colleagues of the then Prime Minister had objected to this Or whether they had all agreed to this?

Lastly may I know whether the Indian Council of Historical Research which was in charge of writing this particular ugly thing and putting it inside the capsule, and those responsible for writing it all were hauled up by the present Education Minister and were asked to submit the true copy? It is amazing that the Government now says that they have not got the true copy of what was put underground I want to know the names of the scholars and the remuneration paid to them or any other kind of benefit given to them for this ugly and disastrous thing

DR PRATAP CHANDRA CHUNDER Sir many questions have been raised about which I cannot give information except that one Shri S Krishna-swamy had made the draft which was perhaps looked into by Dr Gopal and then sent to the proper authority at that time which ultimately decided the matter

PROF P G MAVALANKAR May I know at whose initiative was this done?

**DR. PRATAP CHANDRA CHUN-
DER** I have no information on this
at the moment

SHRI SHYAMNANDAN MISHRA
Sir the hon Minister was pleased to
say that the task was entrusted to the
care of the Indian Council of Historical
Research. One can assume that the
Indian Council of Historical Research
must have constituted a panel for it.
We do know that a panel was consti-
tuted for the purpose but at the mo-
ment the Minister is not in a position
to give the names of the members of
the panel. My second point is whe-
ther there was any committee consti-
tuted to edit the history prepared by
the Indian Council of Historical Re-
search. Further whether the Cabinet
also appointed a committee to go into
the matter because it was essentially a
political thing for which political body
like the Cabinet must have been in-
volved.

**DR PRATAP CHANDRA CHUN-
DER** Sir this is a piece of informa-
tion supplied by the hon Member. I
have nothing to say. It was entrusted
to a single officer namely Shri S
Krishnaswamy. Then it was looked
into by Dr Gopal and sent over to
the authorities there. (Interruptions)

When the matter was done on be-
half of the government I presume it
was done by some authority. I am in-
formed that the Cabinet did not con-
sider the question and there was no
committee to look into this matter.

SHRI M RAM GOPAL REDDY
Now it is on record of the Lok Sabha
that before the information was given
to this House Mr Subramaniam
Swamy has given the information that
the names of Dr Rajendra Prasad and
Shri C Rajagopalachari are not there.
I want to know from the Minister
whether Mr Subramaniam Swamy has
got access to government files or the
Minister has shown the file to him?

DR. SUBRAMANIAM SWAMY Sir
I rise for personal explanation. I am

not in the habit of putting questions
after having talked to the government.
This is their method of doing parlia-
mentary work. I am also a reader of
parliamentary records. I may tell Mr
Reddy instead of wasting his time do-
ing other things he may go through
the parliamentary records. Mr Eya
Sezhayan in November 1973 placed on
the Table of the House a copy which
he had obtained. In that copy the
entire facts are given. I had only
asked as to what had been stated in
that discussion is a fact or not.

SHRI SAMAR GUHA Sir I rise on
a point of order. A very important
question has been raised about the
bonafides of a member of this House.
Sir a member has every right to quote
from any report. Without disclosing
the source of the report it is the
sovereign right of any Member of the
House to quote any report. (Interrup-
tions)

MR SPEAKER Will you please sit
down? There is no point of order at
all. Every Member is getting infor-
mation. No body can object to it.

SHRI P K DEO From the docu-
ments that are reported to be in the
capsule we find that there has been a
complete distortion of India's history.
In view of the assurance given by the
Minister that they are going to dig the
whole thing out and a copy of the con-
tent of capsule will be placed on the
Table of the House I congratulate the
Minister for the bold action taken by
the Government. Now is he going to
appoint an Evaluation Committee of
Experts who are well versed in Indian
history to write a history and whether
this could be completely insulated from
any political background?

**DR PRATAP CHANDRA CHUN-
DER** As I said history will take care
of itself. The Government does not
want to write any history.

श्री विजय कुमार सहोजा मैं राजू-
केशन मिनिस्टर से यह जानना चाहता हूँ
कि इस कैप्सूल को दबाने में कितना खर्चा

भाया धीर अब उसे निकालने में कितना खर्च चायेगा ? क्या यह खर्च उन प्राबन्धियों से वसूल किया जाएगा, जिन्होंने इस मूलक को घोषा दिया है ? जो खादमी इसके लिए जिम्मेदार हैं, जिन्होंने यह काम किया है, क्या उनको ब्लैक लिस्ट किया जायेगा और वे लोग आज भी वहाँ बैठे हुए हैं या उनको हटा दिया गया है ?

DR PRATAP CHANDRA CHUNDER Sir as far as I am informed about Rs 30000 were spent for the purpose of putting the capsule in and to take it out, nearly that amount would be spent (Interruptions)

AN HON MEMBER The question has not been replied fully

DR PRATAP CHANDRA CHUNDER It is not so easy because I saw the specification also It is contained in a Hume Pipe below 40 ft and there is a concrete base Embedded in the concrete base there is a steel capsule Inside this steel capsule, there is a copper capsule It is a great engineering feat to take it out It is not an ordinary job

श्री विजय कुमार मल्होत्रा : इसके लिए जिम्मेदार लोगों के लिये क्या एक्शन लिया जायेगा, इसका जवाब नहीं दिया गया है ।

DR PRATAP CHANDRA CHUNDER Let us see first what is written in that

SHRI K MALLANNA It has been decided to dig out the capsule May I know from the hon Minister whether the Government is thinking of constituting any Parliamentary Committee to probe into this matter?

MR SPEAKER This question was already asked

DR PRATAP CHANDRA CHUNDER When the capsule is taken out if you wish to appoint a Committee consisting of Members of this House

and of the other House in consultation with the Deputy-Chairman of the Rajya Sabha, if we have a Joint Committee to supervise the operation of the digging out under proper direction, we have no objection

श्री बन्धुशेखर सिंह : क्या मंत्री महोदय इस सुझाव को स्वीकार करने की कृपा करेंगे कि 15 अगस्त 1973 को लाल किले के प्रन्दर दबाये गये काल-यात्र में श्रीमती इन्दिरा गांधी के गुणगान से भरपूर हुन्ना जी दस्तावेज है उसको खोलने की कृपा करेंगे ? फिर उसके बाद 27 मई, 1972 को शातिवन में श्री 30 जनवरी, 1973 को बिड़ला भवन से जी इसी तरह के दस्तावेज दबाये गए हैं, क्या उन्हें भी खोलने की कृपा करेंगे ?

जिन लोगों ने इन दस्तावेजों को बनाया है और राष्ट्र की विधियों के नामों को छिपाया है, क्या उनके बारे में सच्ची से मंत्री जी कार्यवाही करेंगे ?

DR PRATAP CHANDRA CHUNDER I have already answered this question

SHRI SHAMBHU NATH CHATURVEDI May I know what are the contents of the capsule buried in Rajghat?

DR PRATAP CHANDRA CHUNDER There is a long list containing 20 entries If you permit I can place it on the Table of the House

MR SPEAKER Yes, you can do so.

List of Contents of Gandhi Time Capsule

- 1 One bronze casting plate medal lion type each of Gandhiji and Kasturba from special plaster casts prepared by Shri Shanko Chaudhury
- 2 Bronze casting of the bust of Gandhiji

- 3 A special copper etching of Gandhiji and Kasturba together
- 4 Copper medalion of Gandhiji 3" dia with "Truth is God" inscribed on the reverse
- 5 14 copper plates on which have been etched the tributes paid to Gandhiji by various world personalities
- 6 A set of nine Gandhi coins issued on the occasion of Gandhiji's Birth Centenary
- 7 Gandhi Stamps
- 8 A Gandhi cap
- 9 A strand of handspun yarn
- 10 A khaddar Tricolour flag with Charkha
- 11 Microfilms of My Experiments with Truth" and "All Men are Brothers'
- 12 The Last Journey in 16 mm
- 13 Four copper stampings Voice Records' containing the following —
 - (a) Gandhiji's speech at the Asian Relations Conference (including Smt Sarojini Naidu's opening remarks beginning with and now)—English
 - (b) Gandhiji's spiritual message—English
 - (c) Gandhiji's remarks after the Bomb explosion (including sound of the bomb) (date 20-1-1948)
 - (d) Gandhiji on "Jatiya Ekta" (14-1-1948)
 - (e) Gandhiji's post prayer speeches.
 - (f) Tributes to Gandhiji (Pt Jawaharlal Nehru, 30-1-1948), (Sardar V B Patel, 30-1-1948); (Martin Luther King, 19-3-1959) and (Smt Sarojini Naidu, 1-2-1948)

(g) Dr Rajendra Prasad's Tribute to Gandhiji in the Constituent Assembly on the night of 14th August, 1947

SHRI JYOTIRMOY BOSU The growth of the size of the regiment of sychophants and the induction of dynastic rule go side by side, you cannot separate the two (*Interruptions*) I should like to know if Dr Gopal son of such an eminent person I do not want to name him on the floor of the House

AN HON MEMBER Dr S Radha krishnan

MR SPEAKER All of us know, he is the son of Dr Radhakrishnan

SHRI JYOTIRMOY BOSU Is Dr. Gopal holding any government or government sponsored appointment at the present moment?

Secondly will the hon Education Minister kindly tell us who had initiated the move on the file what were the guidelines given and who finally approved of it? When this capsule is going to be unearthed will they have police guards to protect those things?

DR PRATAP CHANDRA CHUNDER Whenever Mr Bosu is on his legs I shake in my shoes Even then I might say that Dr Gopal is now on the executive board of UNESCO in Paris and he is also connected with Indian Council of Historical Research As regards the police guard proper steps will certainly be taken

SHRI JYOTIRMOY BOSU What about the orders on file? (*Interruptions*)

DR SUBRAMANIAM SWAMY I want to know whether that file is missing. I have information that all the files were taken away on 22nd March

DR PRATAP CHANDRA CHUNDER I have no information I will make an enquiry

WRITTEN ANSWERS TO QUESTIONS

Proposal to ensure Safety in Trains and to curb Thefts

*27 SHRI M N GOVINDAN NAIR Will the Minister of RAILWAYS be pleased to state

(a) what steps Government propose to take to ensure safety in the running of trams,

(b) whether Government have taken steps to curb the railway thefts particularly in the goods trams and

(c) if so the salient features thereof?

THE MINISTER FOR RAILWAYS (PROF. MADHU DANDAVATE)

(a) Maintenance of law and order being a state subject, protection of person and property of passengers not booked with the Railways, is the responsibility of the State Govt. The Railway Administration have to seek help of the State Governments for better control of crime against person and property of passengers. This is being done by maintaining close co-operation with state authorities constantly at different levels and by extending whatever assistance is sought by them.

The State Government are taking necessary steps to control such crime by escorting important trains at night posting of regular beat patrols at station platforms waiting halls keeping surveillance over criminals and by various other measures.

(b) Yes

(c) Salient features of the steps taken to curb thefts particularly in goods trams are

(i) Supervision on the security of wagons in the yards has been intensified,

(ii) Efforts are made to move vulnerable commodities in

block loads and such loads are escorted throughout the run

(iii) Intelligence efforts to identify the receivers of the railway stolen property have been intensified and raids are frequently organised for the recovery of such stolen property

(iv) Constant efforts are made to hood the known railway criminals under different provisions of law

(v) Close liaison is being maintained with the State Police authorities to curb the activities of criminals operating on the railways,

(vi) Investigation of crimes coming to notice are pursued vigorously

(vii) The system of localisation of crime has been revised and constant efforts are made to identify the bad spots and organise effective security in areas concerned

(viii) Greater use is being made of the Dog squads maintained by the Railway Protection Force for patrolling the marshalling yards

Observations made by the Director of the Central Drug Research Institute

*228 SHRI M KALYANASUNDARAM Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether Government's attention has been drawn to the observations made by Dr Nitya Nand Director, Central Drug Research Institute Lucknow while giving the Second General S S Sokhey Memorial Lecture on the challenges facing the Indian Pharmaceutical industry, and

(b) if so, the facts thereof and Government's reaction thereto?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA) (a) and (b) In his lecture Dr Nitya Nand has stated that the Pharmaceutical Industry as compared to most of the other consumer industries has two very special features viz (i) that it is very highly technology based and (ii) that it has strong social relevance being intimately connected with the health of the people. He has also made some observations on the challenges facing the drug industry like maximising indigenous production of essential bulk drugs and formulations bringing down the drug prices to the lowest possible level, abolishing the use of brand names, making arrangements to ensure that household and common remedies are made available in rural areas particularly in relatively inaccessible regions evolving a clear cut policy in regard to import of technology and restricting the import of bulk drugs. Most of the observations and suggestions made by him have been dealt with by the Hathi Committee also in their report on the Drugs and Pharmaceutical industry. The report of the Hathi Committee is under consideration and an early decision is expected to be taken.

Extra trains operating between Ahmedabad and Bombay

*229 PROF P G MAVALANKAR
Will the Minister of RAILWAYS please to state

(a) the number of extra trains operated between Ahmedabad and Bombay during the months of April, May and June, 1977 to clear the summer vacation and holiday rush of travellers,

(b) whether the said trains had been running completely packed;

(c) the average number of passengers travelling by the said trains daily,

(d) whether there is any proposal under examination for a regular additional fast train from Ahmedabad to Bombay and vice versa for the overnight journey, and

(e) if so broad features thereof?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE) (a) A total of 36 pairs of special trains were running between Bombay (entire Ahmedabad during April to June, 1977

(b) These trains have been fairly well occupied

(c) The average accommodation provided and the average originating occupation were 86 and 36 in first and 706 and 498 in second class respectively

(d) No, Sir

(e) Does not arise

Judicial Reforms

*230 SHRI P K KODIYAN Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether Government have decided to bring some judicial reforms, and

(b) if so, the salient features thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) and (b) With a view to reducing arrears and give speedier justice the following steps are being taken by Government —

(i) the existing vacancies in High Courts are proposed to be filled up expeditiously

(ii) wherever necessary, the Judge strength of the High Courts will be increased

It has stated in the President's address that a comprehensive measure is to be brought before Parliament to amend the Constitution. This will take into account aspects of judicial administration contained in the 42nd Amendment. Policies regarding judicial reforms will be worked out in the light of that comprehensive measure.

Electrical Reforms

*231 SHRI CHITTA BASU Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether Government have any proposal for introducing electoral reforms, and

(b) if so the salient features of the proposal?

THE MINISTER OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) and (b) The matter is being examined

Restructuring of Indian oil Companies

*232 SHRI K LAKKAPPA Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether his Ministry is taking any steps for restructuring of the eight Indian companies in the field of refining and distribution of petroleum products and

(b) if so the main features thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA)

(a) Yes, Sir

(b) For the present a three company set up has been proposed with the three major oil companies as follows

- 1 Indian Oil Corporation Limited
- 2 Bharat Refineries Limited

3 Hindustan Petroleum Corporation Limited

The recently acquired Caltex Oil Refining (India) Limited is proposed to be merged with Hindustan Petroleum Corporation Limited, and the Assam Oil Company Limited after its takeover, is proposed to be merged with Bharat Refineries Limited. The Madras Refineries Limited and the Cochin Refineries Limited would continue as separate refining companies and the marketing of their products through the Indian Oil Corporation will continue as at present. The marketing of petroleum products through the Indo Burma Petroleum Company Limited would also continue for the present.

News regarding Million Dollar Pay-offs for Cochin Refinery

*233 SHRI MUKHTIAR SINGH MALIK

SHRI HARI VISHNU KAMATH

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

(a) whether Government are aware of the press reports to the 'Indian Express' dated the 10th May, 1977 wherein it has been stated: 'Revelations before a grand jury in the United States last September and earlier disclosures pressed for by the US Securities Exchange Commission have brought to the light the possibilities of million dollar pay-offs to Indian nationals in connection with the negotiation and construction of the Cochin Refinery in the Sixties.'

(b) whether this matter has also been criticised by the Estimates Committee of Lok Sabha sometime earlier in its report, and

(c) whether Government have since inquired into the matter?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) (a) to (c). Yes Sir 'The Federal Grand Jury' in

Tulsa, Oklahoma, U.S.A had conducted investigations on Tax Law violations by the Phillips Petroleum Company of U.S.A. In their indictment filed in the U.S. District Court, the Grand Jury have indicated Phillips Petroleum Company and some of its executive on seven counts. Some of these relate to the Company's failure to show in its tax returns, money received from Cochin Refineries Limited, in India as Technical Services Fee. There is no mention in the indictment of any possibilities of million dollar pay-offs to Indian nationals in connection with the negotiations and construction of Cochin Refinery in the sixties.

There is no mention in the 50th Report of the Estimates Committee in this regard.

Government are taking steps to collect further information after obtaining which the question of taking any further action will be decided.

Philps Company

*234 SHRIMATI PARVATHI KRISHNAN Will the Minister of IAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether Government have decided to give permission to Philips Company to expand in spite of an enquiry going on against that Company, and

(b) if so, the salient features thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) and (b)

The Monopolies and Restrictive Trade Practices Commission instituted six enquiries *ex suo moto* or on the reports of Registrar, Restrictive Trade Agreements in regard to the alleged restrictive trade practices under the Monopolies and Restrictive Trade

Practices Act in which Philips India Limited was one of the parties. Two of these enquiries have been finally disposed of and the remaining four are still pending. Since institution of these enquiries the following two expansion proposals of Philips India Ltd., have been approved by the Government under the MRTP Act—

(I) Expansion in the manufacture of Diamond Drawing Dies from 800 pieces per annum to 5,000 pieces per annum to meet growing domestic demand and to reduce imports, and

(II) Establishment of a new undertaking for manufacture of 15 lakh Nos per annum of Voltage level Indicators, entirely for exports.

"Reorganisation of the Oil and Natural Gas Commission .

*235 SHRI RAMANAND TIWARY. Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether Government proposes to reorganise the present set up of the Oil and Natural Gas Commission and

(b) if so the main features thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA) (a) and (b) After a careful consideration of all aspects of the matter including the recommendations of the Malaviya Committee regarding the reorganisation and strengthening of the Oil and Natural Gas Commission, Government have inter alia taken the following decisions—

(i) In order to identify the functional responsibilities of the Members of the Commission, the post of Member (Offshore) be converted into that of Member (Exploration) with overall responsibility for explora-

tion activities, both onshore and offshore. Similarly, the post of Member (Onshore) be converted into that of Member (Production) with overall responsibility for all activities concerning production and transportation of crude oil etc. for both onshore and offshore operations. The portfolio of Administration which has hitherto not been the responsibility of any Member will now be made a part of the charge of Member (Materials) and he will be designated Member (Administration and Materials). The only member whose charge will remain unaffected will be Member (Finance).

- (11) So for the pay scale of the full time members of the Commission was Rs 2500-3000/- In order to attract senior and experienced persons to the Commission it has been decided that in suitable cases depending upon the qualifications and experience etc a Member may be placed in the scale of Rs 3000-3500/ or in the scale of Rs 2500-3000/
- (11) With a view to strengthening the organisational set up for implementation of the development plans and in view of the vastly expanded activities of the Commission both on shore and offshore two senior level posts of Managing Directors have been created. These post shall be in the scale of Rs 3000-3500/ but in case sufficiently senior persons are not available when the post may be operated in the scale of Rs 2500-3000/. One of these Managing Directors will have the overall responsibility for implementation of all offshore operations while the other will be made responsible for all onshore work.

(iv) In order to improve the scientific and technological capabilities of the Commission and to provide for high level attention the Institute of Petroleum Exploration at Dehra Dun would now be the correct responsibility of Member (Exploration). Similarly the two Institutes of Drilling Technology and Reservoir Studies being set up by the ONGC at Dehra Dun and Ahmedabad respectively would be the responsibility of Member (Production).

Participation of Judges in Seminars or Symposiums on Emergency and the Constitution (42nd Amendment) Act.

*236 SHRI JYOTIRMOY BOSU.

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

(a) how many High Court Judges had actively participated in seminars/symposiums organised to support emergency and Constitution (42nd Amendment) Bill and other undemocratic enactments brought by Mrs Indira Gandhi's Government during the emergency and

(b) action taken against them?

THE MINISTER OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) This information is not readily available with Government. In view of the position given to Judges of the High Courts and the Supreme Court under the Constitution and of the policy of Government to maintain the dignity of their office, Government do not consider that any useful purpose will be served in collecting such information.

(b) Does not arise.

Proposal for Private Sectors' Investment in the proposed New Fertilisers Plants

*237 SHRI K. A. RAJAN.
SHRI S. G. MURUGAIYAN.

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

(a) whether Government has a proposal to allow private sector to invest in the proposed new fertilizer plants; and

(b) if so the facts and reasons therefor?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA) (a) and (b) Under the existing industrial policy of the Government, fertilizer industry has been placed in the core sector for purposes of licensing and is open to the private sector also. Any proposals from the private sector to invest in the new fertilizer plants, will be considered, on their merits.

Reservation for Foreign Tourists holding "Indrail Pass" Tickets

*238 SHRI K. MALLANNA
SHRI MEETHA LAL PATEL.

Will the Minister of RAILWAYS be pleased to state

(a) whether Railways have streamlined arrangements to enable foreign tourists and non-resident Indians to get reservations within the period of validity of "Indrail pass ticket", and

(b) if so, the salient features regarding this new system the Railways

have introduced recently for the benefit of foreign tourists?

THE MINISTER FOR RAILWAYS (PROF MADHU DANDAVATE): (a) Yes, Sir.

(b) A statement on the subject is placed on the Table of the Sabha.

Statement

A Scheme of "Travel as you like" tickets was introduced in September, 1975 permitting unlimited travel for 21 days on Indian Railways. These tickets could be issued only to foreign tourists/non-resident Indians holding valid passports and paying in foreign exchange. They were not valid on Raddham Express trains. Fares fixed were, US \$ 200 for Air-conditioned Class, \$ 80 for First Class/A.C. Chair Car and \$ 25 for Second Class. To further encourage foreign tourist travel and boost up foreign exchange earnings, an improved version of the earlier scheme has been introduced from 1st June, 1977 wherein such tickets are available for validity periods ranging from 7 to 90 days. Nomenclature of these tickets has been changed to 'INDRAIL PASS' on the lines of similar schemes introduced on European and British Railways known as "EURAIL PASS" and "BRITRAIL PASS".

2. "INDRAIL PASS" fares are as follows.—

Period of validity	Fares (in US Dollars)		
	Air Con- ditioned Class	First Class/A.C. Chair Car	Second Class
7 days	70	35	12
15 days	100	50	17
21 days	125	63	21
30 days	150	75	25
60 days	220	110	37
90 days	260	130	45

Children between 3—12 years pay half the fare rounded off to the nearest dollar.

3 As in the past, these tickets are being sold only to foreign nationals as well as Indians residing abroad holding valid passports. Payments has to be made in foreign exchange. These tickets are available for sale at the following places —

- 1 Railway Tourist Guide, Western Railway, Churchgate, Bombay
- 2 Railway Tourist Guide, Central Railway, Bombay V T
- 3 Railway Tourist Guide, Eastern Railway, Fairlie Place, Calcutta
- 4 Central Reservation Office South Eastern Railway, Esplanade Mansions, Calcutta
- 5 Central Reservation Office, Southern Railway, Madras Central, Madras
- 6 Railway Tourist Guide Northern Railway, Baroda House, New Delhi

Besides, they can be sold by recognised Railway Travel Agents holding restricted money changer's licence from Reserve Bank of India

4 INDRAIL PASS entitles the holder to travel within the period of validity by all trains including Rajdhani Express trains, as and when he likes. No separate charge is payable for meals on Rajdhani Express trains as Rajdhani fare is inclusive of meal charges. Besides, no sleeper surcharge or supplementary charge for travel by Superfast trains is payable by holders of "INDRAIL PASS". The period of validity is reckoned from the date of commencement of first journey and upto the mid-night of the date on which the validity expires. No refund of fares on partially used "INDRAIL PASS" or for travel in lower class of accommodation is permissible.

5 Payment in railway offices for purchase of Indrail Pass is accepted

in US Dollars or Pound Sterling only. For other foreign currencies, the tourist has to encash the requisite amount into rupee with an authorised dealer and then pay in rupees along with "Encashment Certificate".

6 With the introduction of 'Indrail Pass' scheme, all other concessions to foreign tourists stand withdrawn, such as students' concession, hill concessions, circular tour tickets, etc.

7 Regarding streamlining of reservation arrangements for holders of "Indrail Pass", they are permitted to make advance reservation upto one year before the date of departure of the train as against six months permitted to other passengers. Quotas have been earmarked for foreign tourists at important stations on selected trains which can also be availed by "Indrail Pass" holders. Besides, Railway Tourist Guides have been posted at Bombay V T, Churchgate (Bombay), Fairlie Place (Calcutta), Baroda House (New Delhi) and Kathgodam station for giving guidance to tourists. The Indrail Pass holder can approach them not only for assistance in obtaining reservation but also for getting suitable itineraries prepared. Besides instructions have been given for accommodating foreign tourists against unutilised H.O.R. quota wherever feasible. This will also apply to holders of Indrail Pass.

8 Recognised tourist agents of Railways have been extended the facility of sending reply-paid telegrams direct to the concerned Reservation Offices upto one year in advance for reservation of foreign tourist groups. Only the total number of berths seats required and the ticket numbers need be given in this telegram, which must be replied by reservation offices within 48 hours of the receipt. Details of the names, nationality, etc of the individual tourists can be advised upto 10 days before commencement of the journey.

Writ Application challenging 42nd Amendment of the Constitution

*239 SHRI R K MHALGI Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether a notice has been served upon the Union Government by Supreme Court in respect of the writ application challenging the 42nd Constitutional Amendment; and

(b) whether the Union Government has submitted its 'say' to Supreme Court, if so, when and if not, when it shall be submitted?

THE MINISTER OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) Yes, Sir

(b) No, Sir The affidavits in opposition are expected to be filed by the 20th July 1977 the date fixed therefor by the Supreme Court

Special Trains for clearing Summer Rush

*240 SHRI S R DAMANI Will the Minister of RAILWAYS be pleased to state

(a) the broad outlines of programme for running special trains to clear this year's summer rush on the Indian Railways,

(b) the reasons for not providing normal passenger amenities on these trains, and

(c) the actions taken to remove these deficiencies in respect of trains to be introduced in future?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE) (a) As many as 1044 special trains were originally planned to be run during the current summer season to clear the rush of passengers In addition, loads of existing trains have also been augmented to the extent feasible If

traffic offers, Railways are geared to step up number of specials to 1200

(b) and (c) Special care has been taken to provide necessary amenities in the summer specials and at intermediate stations for the convenience of passengers Based on this year's experience further improvement in arrangements if found necessary will be made in future

रेलवे सैलून कारों पर किया गया व्यय

*241 जी कृष्ण कुमार गोयल क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) देश में रेलवे सैलून कारों की संख्या कितनी है और इन सैलून कारों के रख-रखाव और परिचालन पर कुल कितना वार्षिक व्यय होता है,

(ख) क्या इन सैलून कारों की उपयोगिता के बारे में कोई मूल्यांकन किया गया है और यदि हा, तो उसका व्यौरा क्या है, और

(ग) क्या सरकार का विचार उनकी संख्या को कम करने का है ?

रेल मंत्री (प्रो० मधु दंडवते) (क) 31-3-1976 को भारतीय रेलों पर 343 प्रठपट्टिये (बोगी) और 658 4/6 पट्टिये निरीक्षण यान थे। निरीक्षण यानों (सैलून कारों) के रख-रखाव की लागत का रिकार्ड झलज से नहीं रखा जाता।

(ख) जी हाँ। इन मत्वालय द्वारा निरीक्षण यानों की उपयोगिता की समीक्षा की जाती है। निरीक्षण यानों जिसे साधारणतः सैलून कहा जाता है के उपयोग की

अनुमति निरीक्षण कार्य के लिए रेलवे अधिकारियों द्वारा दी जाती है। यह सुनिश्चित करने के लिए निर्देश भी जारी किए गए हैं कि निरीक्षण यान का उपयोग केवल रेल-पथ और बाहरी निरीक्षण के लिए ही किया जाये, न कि निरीक्षण स्थल मार्ग से हटकर ऐसे स्थान पर हो जहाँ उपयुक्त आवास उपलब्ध न है।

(ग) डम मंत्रालय ने परिवर्धन लेख से निरीक्षण यान न बनाने का विनिश्चय किया है। फिर भी निरीक्षणयानों की मर्यादा कम करने के इश्वर की समीक्षा की जा रही है।

छात्रों तथा अन्य लोगों को पर्वतीय स्थलों पर जाने के लिए विशेष सुविधायें

* 242. श्री ईश्वर बोधरी : क्या रेल मंत्री यह वताने को कृपा करेंगे कि

(क) क्या रेलवे ने गर्मियों की छुट्टियों के दौरान पर्वतीय-स्थलों पर जाने वाले छात्रों तथा अन्य लोगों को कुछ विशेष सुविधायें दी हैं; और

(ख) यदि हा, तो तत्सम्बन्धी मुख्य बातें क्या हैं ?

रेल मंत्री (प्रो० मधु बंडवरे) (क) और (ख) एक विवरण सभा पटल पर रख दिया गया है।

विवरण

ग्रैंडिल मे जून तक के गर्मी के महीनों के दौरान, रेलवा द्वारा विद्यार्थियों तथा पहाड़ी स्टेशनो को जाने वाले अन्य लोगों के लिए निम्नलिखित सुविधाओं की व्यवस्था की गयी है—

(i) ऐसे सभी स्टेशनो से जम्मू एवं कश्मीर के, वास्ते जम्मू तबी स्टेशन तथा

सिक्किम राज्य के वास्ते गंगटोक फ्राउंट एजेंसी से जिनकी प्रभाय दूरी 800 कि०मी० भववा अधिक है, प्रथम और दूसरे दर्जे के यात्रियों के लिए तीन महीने की अवधि के लिए रेल मार्ग से यात्रा के लिए एक तरफ किराये के $1\frac{1}{2}$ गुने की दर से रियायती पर्वतीय स्टेशन वापसी टिकट जारी किये जा रहे हैं। इस सुविधा का लाभ ऐसे सभी लोग जिनमे विद्यार्थी भी आते हैं, उठा सकते हैं जा उन दो पर्वतीय स्थानो को जाना चाहते हैं।

(ii) साथ ही मास्यता प्राप्त शैक्षिक संस्थाओं के विद्यार्थी उम समय भी रेल यात्रा सम्बन्धी रियायत की सुविधा का लाभ उठा सकते हैं जब वे पर्वतीय स्थल सहित देश के विभिन्न स्थानों की शैक्षिक यात्रा करते हैं बशर्ते उनके दल में 10 से कम विद्यार्थी न हो और उनकी शैक्षिक यात्रा उनकी शैक्षिक संस्थाओं द्वारा प्रायोजित की गयी हो। ऐसी शैक्षिक यात्राओं के सम्बन्ध में उन्हें पहले दर्जे के लिए 15% और दूसरे दर्जे के लिए 50% किराये की रियायत दी गयी है।

(iii) गर्मियों के दिनों में जब स्कूल/कालज बंद हो जाते हैं पर्वतीय स्टेशनो को आने जाने वाले यात्रियों की सुविधा के लिए लगभग 270 विशेष गाड़ियां चलाने की योजना है। इसके प्रतिस्तिन वर्तमान गाड़ियों में यथासम्भव अधिकारिक डिब्बे लगाकर उनकी यात्र क्षमता भी बढ़ायी जा रही है।

New Railway Line connecting Kurseela-Nabaganj, Phulka via Rupanli-Bhawanipur

* 243 SHRI L L KAPOOR: Will the Minister of RAILWAYS be pleased to state.

(a) whether no railway line connecting Kursella and Nababganj, Phulkaaha via Rupanli-Bhawaniipur-Dhamdaha-Banmantoh exists; and

(b) whether Government propose to lay this railway line to enable the farmers and poor people to improve their lot and for the transportation of jute to Calcutta?

THE MINISTER OF RAILWAYS
(PROF MADHU DANAVATE) (a)
Yes Sir no Railway line exists

(b) At present there is no proposal to lay the proposed railway line

Bird and Company, Calcutta

1963 SHRI PURNA SINHA Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether Government have received a report from Shri J G Kumarmangalan Managing Director, Bird and Company, Calcutta recommending action against Shri Pran Prasad who was Chairman of the Bird-Heilgers group of Companies up to 1972 and acquired for himself and his family all the assets of the Heilgers sub-group of companies aggregating about Rupees ten crores in value,

(b) whether the attention of Government has been drawn to the news item entitled "Bird Irregularities Reported to CLB" appearing in the Business Standard of Calcutta in its issue dated the 1st June, 1977 and

(c) whether the Government propose to hold an enquiry for the purpose of taking action under the Companies Act?

THE MINISTER OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) Yes, Sir.

(b) Yes, Sir

(c) The report of Managing Director, Bird and Company Limited is under examination

रेलवे कारोमी कलशनगज, वल्लली के
श्रेणी चार के क्वाटरों में पलश
शौचारायो की व्यवस्था

1961 श्री शलष नारायण मरदुभलषा :
क्या रेल मनी यह बनाने की कृपा करेगे कल

(क) रेलवे वालीनी कलशनगज के
श्रेणी चार के कुछ क्वाटरों में पलश शौचा-
लयों की व्यवस्था कर दी गई है जब कल ऐसे
ही कुछ क्वाटरों में इस मुवलषा की व्यवस्था
नहीं की गई है

(ख) वलदल हा तो इसके क्या कारण
है और

(ग) बाकी क्वाटरों में पलश शौचा-
लयों की व्यवस्था अब तब की जायेगी ?

रेल मंत्री (प्रो० मधु दडवते). (क) श्रु-
(ग) वल्लली कलशनगज रेलवे वालीनी में
चतुष श्रेणी कमचारियों के 898 क्वाटरों में
से अब तक 298 क्वाटरों में अलग-अलग
पलश की टरुडलया बनायी गयी है। अन्य क्वाटरों
के ललए सामुदायलक पलश टरुडलया है। शेष
क्वाटरों में अलग-अलग पलश की टरुडलया
एक नलषलचत वार्यक्रम के प्राधार पर धन
की उपलब्ध के अनुसार बनायी जा रही है।
चातू वष में 96 यूनलटा का नलमाण कार्य
हाथ में है। अन्य 303 यूनलटों के नलमाण का
कलम आगामी नलमाण वार्यक्रमों में
आनलल कलया जायेगा। शेष 211 क्वाटरों
के स्थान पर नये क्वाटर बनाने का प्रस्ताव है।

कोटा से अजमेर तक बढ़ी रेल लाइन

1965. श्री एल० के० शारदा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि कोटा से अजमेर तक बढ़ी रेल लाइन बिछाने के बारे में बनाई गई योजना के कार्यान्वयन में कितनी प्रगति हुई है और यह लाइन कब तक बिछाई जायेगी ?

रेल मंत्री (श्री० मधु बंडवले) : हाल के वर्षों में कोटा और अजमेर के बीच नई रेलवे लाइन बिछाने के लिए कोई सर्वेक्षण नहीं किया गया है और ससाधनों की कमी के कारण इस प्रस्ताव पर फिलहाल विचार करना सम्भव न हो पायेगा।

Extension of Electric Traction upto
Berhampore (Eastern Railway)

1966. SHRI SASANKASEKHAR
SANYAL, Will the Minister of RAIL-
WAYS be pleased to state

(a) whether electric traction for Railways which now exists between Sealdah and Krishnagar on the Sealdah-Lalgola Section of the Eastern Railway is proposed to be extended further North at least upto Berhampore Court Station—headquarters town of the district of Murshidabad—to start with,

(b) whether he is aware that public demand in this behalf is pending with the Government for quite a long time; and

(c) what are the difficulties in the way of making a beginning in this behalf?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE); (a)
No.

(b) Yes.

(c) Sufficient capacity is available with the existing form of traction between Krishnanagar City and Berhampore Court to cope with the anticipated increase in traffic in the foreseeable future. Investment on electric traction on this section therefore, is not financially justified.

मुगलसराय जंक्शन के रेल कर्मचारियों
के लिए नगर बसा तथा अन्य सुविधायें

1967. श्री नरसिंह शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मुगलसराय जंक्शन पर काम करने वाले रेल कर्मचारियों की वही नगर बसा तथा अन्य सुविधायें देने का प्रस्ताव है जो कि बाराणसी नगर महापालिका (नगरपालिका) के क्षेत्र में रहने वाले रेल कर्मचारियों को मिल रही है जब कि मुगलसराय क्षेत्र में जीवत-निर्वाह बाराणसी नगर महापालिका क्षेत्र की तुलना में महंगा पड़ता है, और

(ख) मुगलसराय जंक्शन के इन कर्मचारियों को बिजली तथा पानी की सुविधायें कब तक उपलब्ध करा दी जायेगी जो कि इस्लामपुर, तेजपुर, नेचूरपुर तथा रेलवे की कालोनियों के समीप अन्य गांवों में रह रहे हैं तथा बिजली और पानी की सुविधाओं से वंचित हैं ?

रेल मंत्री (श्री० मधु बंडवले) : (क) जी नहीं।

(ख) जो क्षेत्र रेलवे की सीमा में नहीं आते हैं, उनके लिए पानी और बिजली की

अवस्था करने का काम रेलवे द्वारा नहीं किया जा सकता।

**Pharmacists working at Lucknow
(Northern Railway)**

1968 SHRI C K CHANDRAPAN
Will the Minister of RAILWAYS be
pleased to state

(a) whether some pharmacists working in Northern Railway, Lucknow were given higher responsibility and grade of Rs 205—280 (AS) with the concurrence of the Divisional Authorities i.e. D M O, D A O and D S Northern Railway, Lucknow and

(b) if so, the facts thereof?

THE MINISTER OF RAILWAYS
(PROF MADHU DANDAVATE) (a) and (b) In the Lucknow Division of the Northern Railway, one post of Pharmacist in grade Rs 60—130(PS) was revised to Gr 150—225(PS)/205—280(AS) from 1-4-56 arrears being payable from 1-4-57. Similar upgradation was also effected in the other six Divisions on that Railway. The posts of Pharmacists in Grade 205—280 were controlled by the headquarters of the Northern Railway till 26-3-65 after which it was decided that the posts in this grade would be controlled by the Divisions. Accordingly, the orders for the revision of the grade were issued by the headquarters office on 22-3-63 promoting seven senior most Pharmacists against the seven upgraded posts including the one on Lucknow Division with retrospective effect from 1-4-56. On this basis, an eligible employee who was promoted against the upgraded post on Lucknow Division was given

benefit for the period 1-4-56 to 30-6-61 whereafter he retired from service

Against this post in grade 205—280 (AS), another employee was promoted w.e.f. 3-3-65 after passing the suitability test. During the period 1-7-61 to 2-3-65 he was actually working in the lower grade of 130—240(AS) and he was also not due promotion on the basis of overall seniority of Pharmacists on the Railway as a whole. However erroneously he was allowed arrears in Gr 150—225(PS)/205—280 (AS) for the period 1-7-61 to 2-3-65 resulting in overpayment to this employee which the Railway Administration has decided to recover.

मुरादाबाद-काशीपुर छोटी लाइन को बड़ी लाइन में बदलना

1969 श्री भारत जूषण : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या मुरादाबाद-काशीपुर छोटी लाइन को बड़ी लाइन में बदलने का कार्य कब तक पूरा हो जायेगा, और

(ख) क्या कुमाऊँ पर्वतीय क्षेत्र को पर्यटन प्राकर्मण के लिए विकसित करने तथा उस क्षेत्र के उत्पादों के परिवहन के लिए वहाँ कोई रेलवे लाइन बनाने की योजना है ?

रेल मंत्री (प्रो० मधु दंडवते) :

(क) मुरादाबाद-रामनगर मीटर लाइन को बड़ी लाइन में बदलने का काम चल रहा है। लेकिन धन की सीमित उपलब्धता के कारण इस समय इस कार्य के पूरा होने की निश्चित तारीख बताना कठिन है।

(ख) जी हाँ।

श्री० भोरिएण्ट पेपर मिलस और जय इलेक्ट्रिक बायर कारपोरेशन लि० द्वारा विज्ञापनों के लिए कांसेस बिल को खन्दा

1970. श्री रत्नजाल प्रसाद वर्मा : क्या विधि, न्यय और कम्पनी कार्य मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या श्री० भोरिएण्ट पेपर मिलस लि०, वृजराजनगर (उड़ीसा) ने स्मारिका में विज्ञापन प्रकाशित कराने के लिए वर्ष 1976 के अन्तिम दिनों में अखिल भारतीय कांग्रेस कमेटी (एक राजनैतिक पार्टी) को 1,99,000 रुपये की धनराशि दान में दी थी जैसा कि (आय-व्यय लाभ-हानि लेख) के पृष्ठ 16 पर कम्पनी के लेखाप्रा से स्पष्ट है, और

(ख) क्या उसी प्रकार जय इलेक्ट्रिक बायर कारपोरेशन लि० ने श्री विज्ञापनों के लिए महाराष्ट्र प्रदेश कांग्रेस कमेटी को 30,000 रुपये की धनराशि दान में दी थी जिसका विवरण दिनांक 26 फरवरी 1977 के 'इण्डियन एक्सप्रेस' में दिया गया है ?

विधि, न्यय और कम्पनी कार्य मंत्री (श्री शक्ति भूषण) : (क) कम्पनी के, 31-3-1976 की वित्तीय वर्ष समाप्ति के लाभ-हानि लेखों में, अखिल भारतीय कांग्रेस कमेटी की स्मारिका में विज्ञापन के लिए दी गई, 1,99,000 की राशि 'विविध व्यय' के अन्तर्गत सम्मिलित की गई है।

(ख) नहीं, श्रीमान जी। 'इण्डियन एक्सप्रेस' के दिनांक 26-2-1977 के अंक से दिख गये समाचार से प्रतीत होता है कि बम्बई उच्च न्यायालय ने एक हिस्सेधारी द्वारा दिये गये प्रावेदन पर, स्मारिका में विज्ञापन के लिए पुस्ताकन के लिए महाराष्ट्र प्रदेश कांग्रेस कमेटी को 30,000 रुपये की राशि, देने से कम्पनी को निषेध कर दिया है।

आवश्यक शोधियों का मूल्य निर्धारण

1971. श्री धर्मसिंह साई पटेल : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) आवश्यक शोधियों का मूल्य पिछली बार कब निर्धारित किया गया था ; और

(ख) कम्पनियों को किन्तु प्रतिगन लाभ स्वीकार किया गया ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री ज्ञानबनी नन्धन बहुगुणा) : (क) शोध (मूल्य नियंत्रण) अधिनियम 1970 की अनुसूची I में दर्शाया गया आवश्यक प्रयुक्त शोधियों के मूल्य सरकार द्वारा टैरिफ आयोग की सिफारिशों पर मई, 1970 में निर्धारित किया गया था। इन मूल्यों में औद्योगिक लागत और मूल्य ब्यूरा द्वारा लागत व तकनीकी जांच करने के पश्चात कच्चे माल की लागत में वृद्धि के आधार पर बाद में संशोधन किया गया है।

(ख) इन समय इन प्रयुक्त शोधियों के निर्माताओं का शुद्ध मूल्य पर 12 प्रतिशत का लाभ दिया जा रहा है।

Reduction in Price of Pesticides

1972. SHRI BHAGAT RAM:
SHRI P. RAJAGOPAL
NAIDU:

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

(a) whether the Government propose to reduce the price of pesticides and ensure its regular supply to the farmers; and

(b) if so, action proposed in this regard?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). In order to ensure supply of pesticides to the farmers at reasonable prices Government had requested the Bureau of Industrial Costs and Prices to conduct a study of cost structure of the major items of pesticides manufactured in the country. Bureau's report in respect of five items of technical grade pesticides has recently been received. Their study in respect of the remaining items and formulations is in progress. The reports of the Bureau will be considered and appropriate action, as necessary, will be taken.

Holiday Special Trains to Hill Stations

1973. SHRI D B CHANDRA GOWDA Will the Minister of RAILWAYS be pleased to state—

(a) whether his Ministry has taken special steps to clear summer rush by running Holiday Special Trains to the Hill Stations; and

(b) if so, the arrangements made in this regard?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b). Subject to traffic offering, the Railways have planned to run the following number of specials to clear the hill and holiday rush of traffic during this summer:—

Route	Trains in pairs
1	2
(1) Delhi-Jammu Tawi . . .	51
(2) Bombay-Jammu Tawi . . .	9
(3) Secidab-New Jalpaiguri . . .	36
(4) Howrah-Jammu Tawi . . .	4
(5) Ahmedabad-Marwar . . .	61

1	2
(6) Delhi-Kalka . . .	7
(7) Lucknow-Kathgodam . . .	32
(8) Bombay-Pune . . .	53
(9) Delhi-Dehradun . . .	9
(10) Lucknow-Dehradun . . .	8
Total . . .	270

In addition, the loads of the existing trains have also been augmented to the extent feasible

Jobs for Kins of victims of Train Accident of Kahibari

1974. SHRI NIHAR LASKAR Will the Minister of RAILWAYS be pleased to state

(a) whether his Ministry have decided to give jobs to kins of victims of train mishap which occurred on 30th May, 1977 at Kahibari in Assam,

(b) if so, how many such relations have been provided jobs so far;

(c) how many are still to get the jobs; and

(d) the other benefits given to the relations of the railway employees who died in the accident?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) No—except to dependents of deceased railway employees.

(b) to (d). Out of 9 cases of employees who died in the accident, appointments have been offered to the dependents in eight cases. *Ex-gratia* payments at the rate of Rs. 3,500/- have also been paid to the relations of the deceased employees.

बंगल जिले में हृदयगढ़-सारनी रेलवे लाइन का बिडिया जाना

1975. श्री सुभाष झाड़वा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि क्या बंगल जिले में हृदयगढ़-सारनी रेलवे लाइन को बिछाने सम्बन्धी प्रस्ताव को सरकार ने मजूरी दे दी है और यदि हा, तो इस लाइन को कब तक बिछाने का सरकार का विचार है ?

रेल मंत्री (प्रो० मधु दंडवते) : जी नहीं । लेकिन, हृदयगढ़ से दमूआ तक जो हृदयगढ़-सारनी लाइन का एक भाग है, बड़ी लाइन के निर्माण का काम बजट में शामिल कर लिया गया है ।

Passenger Trains running without First Class Bogies

1976 SHRI P RAJAGOPAL NAIDU Will the Minister of RAILWAYS be pleased to state

(a) whether most of the passenger trains between Katpadi and Tirupati, Pakala and Dharmavaram are running without first class bogies, and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE) (a) No

(b) Does not arise

Enquiry about Rigging of Lok Sabha Poll

1977 SHRI R V SWAMINATHAN Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether the opposition parties in India are demanding for setting up

of a Commission of Inquiry to find out whether the last Lok Sabha poll was rigged;

(b) if so, whether they have recently repeated the demand and have requested that the same Commission be asked to suggest preventive measures in this regard; and

(c) if so, whether Government have accepted the opposition's demand?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) No communication for setting up of a Commission of Enquiry to enquire whether the last Lok Sabha Election was rigged has been received

(b) and (c) Do not arise

रेल-फाटकों पर फाटकों का निर्माण

1978 श्री हरीराम भक्तासर मोहरा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) सरकार रेल दुर्घटनाओं को रोकने के लिये रेल-फाटकों पर फाटकी (वैरिबरी) का निर्माण करने के लिये क्या कदम उठा रही है, और

(ख) रेल फाटकों की पार करने हेतु मार्ग (ट्रैक) बनाने के लिये क्या कार्यवाही की जा रही है ?

रेल मंत्री (प्रो० मधु दंडवते) : (क) और (ख) रेल-प्रशासन यातायात का घनत्व, दृश्यता, दुर्घटना की सम्भाव्यता और अन्य कारणों पर विचार करते हुए बिना चौकीदार वाले समपारों पर चौकीदारों की नियुक्ति की आवश्यकता की समीक्षा करने के उद्देश्य से सबक और रेल यातायात की आवधिक समनता करता है । इस प्रकार की समीक्षाओं के आधार पर प्रत्येक वर्ष बिना चौकीदार वाले कुछ

व्यवस्थाओं पर चौकीदार तैनात किन्ने जाने हैं (और इस प्रकार उप पर वहाँ गेटो/बैरियरों की व्यवस्था की जाती है)। 1971-72 से लेकर 1975-76 तक के पंच वर्षों में 234 समपारो पर गेटों (बैरियरो) की व्यवस्था की गयी।

भारतीय रेलो पर बिना चौकीदार वाले समपार 22,000 से अधिक हैं, यदि इन सभी पर चौकीदार तैनात किन्ने जाये तो ऐसा करने पर प्रारम्भ में 100 करोड़ रुपये की राशि का निवेश करना होगा और इनके वार्षिक अनुसूक्षण पर लगभग 30 करोड़ रुपये की आबतों लागत आयेंगी। रेल दुर्घटना जांच समिति 1968 ने भी निम्नलिखित विचार व्यक्त किया था :—

“समपारो पर चौकीदारो की नियुक्ति कर देने से ही समपारो पर दुर्घटनाओ की रोकथाम की पूर्णत सतोषप्रद व्यवस्था नहीं हो जाती।”

अतः बिना चौकीदार वाले सभी समपारो पर चौकीदार तैनात करना और वहाँ पर गेटो/बैरियरो की व्यवस्था करना न तो व्यावहारिक है न ही आचम्बक।

Railway Lines from Dharamanagar to Agartala and between Narongi and Barnihat

1979. SHRIMATI RENUKA DEVI BARKATAKI: Will the Minister of RAILWAYS be pleased to state

(a) the progress made in constructing Railway lines from Dharamanagar to Agartala and Narongi to Barnihat in Tripura and Meghalaya respectively; and

(b) whether the construction work is likely to be completed in 1977-78?

THE MINISTER OF RAILWAYS (PROF. MADHU DAMDAVATE): (a) and (b). Surveys for Dharamanagar-Kumarghat-Agartala and Gauhati-Burnihat rail links in Tripura and Meghalaya respectively have been completed. It has not been possible to include the construction of these lines in the Budget for 1977-78 on account of constraint of resources

रेलगाड़ियों से खतरे की जंजीर हटाने सम्बन्धी निर्णय

1980. श्री हरमोचिन्द बर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने रेलगाड़ियो से खतरे की जंजीर हटाने का फैसला किया है, और

(ख) यदि हा, तो इसके क्या कारण हैं ?

रेल मंत्री (प्रो. मधु दंडवते) : (क) जी, नहीं

(ख) प्रश्न नहीं उठता।

Erode Railway Station

1981 SHRI R KOLANTHAIVELU: Will the Minister of RAILWAYS be pleased to state-

(a) whether Government are aware of the extremely insanitary and untidy conditions in the first class and air conditioned waiting rooms at Erode Railway Station;

(b) whether Government are also aware that this station has become a free house for beggars and lepers;

(c) whether pipes and other fittings at the station are being removed with disturbing frequency; and

(d) if so, the steps taken or proposed to be taken to ensure the proper upkeep of the station?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE) (a) to (c) No

(d) Regular checks are conducted to ensure proper maintenance and upkeep of station premises. Defects noticed are rectified.

नया नगर स्टेशन में यात्रियों के लिए प्रतीक्षालय सुविचार्यें

1982 श्री राज सेवक हजारी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या पूर्वोत्तर रेलवे में नया नगर स्टेशन पर यात्रियों का प्रतीक्षालय की सुविधा देना क प्रस्ताव है, और

(ख) यदि हाँ तो कब तक ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) और (ख) नया नगर रेलवे स्टेशन पर सभी दर्ज के यात्रियों की सुविधा के लिए एक प्रतीक्षा हॉल की व्यवस्था की गयी है। यातायात में वृद्धि के अनुसार औचित्य बनने पर प्रतीक्षालय की सुविधा और अधिक बढ़ाने पर विचार किया जायेगा।

National Rayon Corporation

1983 SHRI SATYENDRA NARAYAN SINHA Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether the affairs of the National Rayon Company are in doldrums, and

(b) if so whether the Company Law Board proposes to take any action in the matter?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) An application under section 408 of the Companies Act, 1956 was made jointly by the Unit Trust of India and the General Insurance Corporation of India addressed to the Company Law Board bringing out various irregularities and mismanagements committed by the Kapadias

(b) The matter is under consideration of the Company Law Board

मेरठ में उच्च न्यायालय की पीठ की स्थापना

1984 श्री नरनाथ सिंह चौहान : क्या विधि न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) क्या इलाहाबाद उच्च न्यायालय की एक पीठ की मेरठ में स्थापना किये जाने के लिए उत्तर प्रदेश सरकार ने केन्द्रीय सरकार की मजूरी मागी थी, और

(ख) यदि हाँ, तो क्या उक्त मजूरी दे दी गई है ?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री शान्ति भूषण) : (क) जी, हाँ।

(ख) जी नहीं, इस विषय पर कोई न कोई विनिश्चय यथा समय किया जाएगा।

रूसी नेताओं से विधि मंत्री की बातचीत

1985 श्री कल्याण जीव : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि क्या समुक्त राष्ट्र द्वारा आयोजित समुद्री कानून सम्मेलन में भाग लेने के लिए जाते हुए उनकी मास्को में रूसी नेताओं से बातचीत हुई थी और यदि हाँ, तो संसद के साथी मुक्य बातें क्या हैं ?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री शान्ति भूषण): मास्कों से रुकी नेताओं के साथ विचार विमर्श हुआ था। ये विचार विमर्श मुख्य रूप से संयुक्त राष्ट्र समूची कानून सम्मेलन में भारतीय और सोवियत संघ के प्रतिनिधि मण्डलों के बीच सहयोग की वाछनीयता तथा भारत-सोवियत मैत्री को कायम रखने की आवश्यकता के सम्बन्ध में थे।

Proposal to divert Route of Utkal Express and Kalinga Express

1986. SHRI P. K. DEO: Will the Minister of RAILWAYS be pleased to state.

(a) whether there is any proposal to divert either the Utkal Express or the Kalinga Express from Bilaspur via Raipur and Vizianagram to Puri;

(b) whether both these express trains go by the same route i.e., Bilaspur-Kharagpur and Puri and touch only five districts of Orissa, i.e. Sambalpur, Sundargarh, Balasore, Cuttack and Puri; and

(c) whether the proposed route via Raipur and Vizianagram touch Bolangir, Kalahandi, Phulbani, Koraput and Ganjam?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) No.

(b) Yes. However, 77/78 Utkal Express runs on 4 days in a week and 143/144 Kalinga Express runs on one day in a week.

(c) Does not arise

भागलपुर मंदारहिल रेलवे लाइन का आजतारा तक विस्तार किया जाना

1987. डा० राजकी सिंह: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या भूतपूर्व रेल मंत्री (श्री ललित नारायण मिश्र) ने भागलपुर—मंदारहिल रेलवे लाइन का दुमका होते हुए आजतारा तक विस्तार करने का आश्वासन दिया था; और

(ख) क्या सरकार इस आश्वासन को पूरा करने के प्रश्न पर विचार करेगी और यदि हाँ, तो इस बारे में रेल मंत्रालय द्वारा क्या कार्यवाही करने का प्रस्ताव है?

रेल मंत्री (प्रो० मधु दंडवते): (क) ऐसा कोई वचन दिया गया था रेल मंत्रालय को इसकी जानकारी नहीं है।

(ख) भागलपुर-मंदारहिल लाइन का वैश्वनाथ घाट (वेबघर) तक विस्तार के लिए एक प्रारम्भिक इंजीनियरी एंव यातायात सर्वेक्षण इस वर्ष के बजट में शामिल कर लिया गया है।

Corruption in Sindri Modernisation Project

1988. SHRI A. K. ROY. Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is in the knowledge of the Ministry that deep-rooted rampant corruption perpetuated by the private contractors in collusion with corrupt officers of Sindri Modernisation Project has been causing colossal loss of public money; and

(b) if so, action taken by the Government in this regard?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Two complaints of minor nature have been received against the employees and contractors of Sindri Modernisation Project. One of these

has been investigated and has not been substantiated. The other is under investigation.

Blue-Print for rapid transit system in Delhi

1989 SHRI D D DESAI Will the Minister of RAILWAYS be pleased to state

(a) whether Railways have a blue-print for a Rs 12-crore rapid transit system in Delhi, and

(b) if so, the salient features thereof?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATF) (a)

and (b) With a view to affording immediate relief to the commuters in Delhi area, a small scheme, which envisages operation of EMU services on the Ring Railway is under study. The approximate capital cost of this scheme for running six car trains would be Rs 18.7 crores and those for 9 car trains Rs 23.2 crores. The scheme is likely to take three years to get completed after it is approved by the Government and if adequate funds can be allotted.

Cases pending in Orissa High Court

1990 SHRI GANANATH PRADHAN Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) the number of cases pending before the Orissa High Court for more than a year, and

(b) whether there is any proposal to set up a Circuit Court in the Western region of Orissa to expedite the disposal of such cases?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) 3,111 cases (on 31-12-1976)

(b) No, Sir

Snam Progetti of Italy contract

1991 SHRI KANWAR LAL GUPTA Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether Snam Progetti of Italy got contract on a single basis for Bombay V project FCI,

(b) what was the opinion of the concerned Ministry and FCI about this deal,

(c) name of the person who took the decision to award this contract, and

(d) names of the projects and contracts along with amount which was given to Snam Progetti of Italy during the last three years?

THE MINISTER OF PETROLEUM CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA) (a) Tenders were invited by FCI for the Ammonia Plant of Trombay V. The offer made by Snam Progetti was not the lowest amongst the tenders received. However, the contract was awarded to Snamprogetti on the basis of negotiations. Snamprogetti agreed to match their price with the lowest quotation and also offered to export Indian equipment and services worth \$10 million and for this purpose to receive payment in rupees equivalent to \$10 million. In the case of the Urea Plant tenders were not invited and the contract was awarded to Snamprogetti through negotiation. In this case also, Snamprogetti agreed to an export obligation of \$6 million.

(b) and (c) In an action plan drawn up for the implementation of Trombay V project in July, 1975, FCI had recommended the invitation of bids for the selection of the engineering contractors or the Ammonia and Urea plants. The action plan was considered in an inter-Ministerial meeting and it was decided that bids should be invited for awarding the contracts for both the plants. FCI accordingly invited bids for the award of the Ammonia plant contract. Snamprogetti who was

not the lowest bidder had submitted a revised offer which included an offer to export Indian goods and services. The Ministry, at the official level had recommended that notwithstanding the revised offer made by Snamprogetti, FCI should be allowed to negotiate the contract with the party whose offer was technically the best and commercially the most advantageous. The Minister-in-charge however directed in consultation with Finance Minister that the contract should be awarded to Snamprogetti subject to the condition that they matched the lowest price quoted and undertake the export obligation referred to above.

In other case of the Urea plant even before the notices inviting bids were issued, the then Minister-in-charge suggested that the possibility of awarding the contract to Snamprogetti on the basis of negotiations should be considered. The Special Committee of Secretaries considered the suggestion in a meeting held on 21st October, 1975 and decided that FCI should proceed to invite bids for the Urea plant as decided earlier. However the Minister-in-charge, in consultation with Finance Minister decided that the contract should be awarded to M/s Snamprogetti on a negotiated basis.

(d) The following contracts for fertilizer projects were awarded to M/s Snamprogetti during the last three years —

Fertilizer Corpn of India Ltd

- | | |
|--|---------------|
| 1 Contract for setting up of urea plant of Trombay V Project including process design Package, imported equipment etc | \$10,290,000 |
| 2 Contract for setting up of Ammonia plant of Trombay V project including supply of basic design, equipment, bulk material etc | \$20,649,315 |
| 3 For detailed engineering to be done by P&D Divn of FCI. Snam is to be paid | Rs 14,665,000 |

Besides the amounts shown above FCI have to pay to Snam £15,011,535 for spares catalysts, raw materials and procurement charges etc.

Indian Farmers Fertiliser Co-operative Ltd

- | | |
|--|-------------|
| 1 Contract for supply of technical assistance and supervision services for Phu pur Project | |
| (i) Fee | \$6,80,000 |
| (ii) In Indian rupees for an amount corresponding to | \$1,30,000 |
| 2 Contract for process and detailed engineering etc for Phulpur project | \$3,575,000 |

Gujarat State Fertiliser Company Ltd

Contract for setting up urea plant	\$15,363,500
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In addition an amount of \$7 million has been set apart in the contract for purchase of equipment on re-imbursable basis from the foreign company in case those equipments are not available in the country. This amount includes ocean freight and procurement charges also.

Steps to construct fifth production platform in Bombay High

1992 SHRI PRASANNBHAI MEHTA Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether the Oil and Natural Gas Commission has initiated steps to construct the fifth and the biggest production platform in Bombay High,

(b) if so, the total expenditure involved

(c) whether the foreign countries like France and Japan have agreed to offer help in this regard and

(d) if so, whether any final agreement has been reached therefor?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) (a) and (b) At present there are two pro-

duction platform in Bombay High and ONGC proposes to install a third production platform there before the monsoon of 1979. It would be capable of processing about 160,000 barrels of oil per day. It is estimated to cost Rs 43 crores approximately.

(c) and (d) The decision to install the aforesaid third production platform has been taken only recently of the Oil & Natural Gas Commission and the Commission have since floated tenders for its fabrication and installation. The closing date for the receipt of tenders is September 30, 1977.

Amount spent on oil exploration in Tripura

1993 SHRI M RAM GOPAL REDDY Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether huge amount has been spent on oil exploration in Tripura without any fruitful results and

(b) if so, the reasons therefor?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA) (a) and (b) The information is being collected and will be laid on the Table of the Sabha

Identity cards for voters

1994 SHRI OM PRAKASH TYAGI Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether suggestions have been received to provide identity cards to voters so as to avoid election malpractices, and

(b) the reaction of the Election Commission thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) A few

suggestions have been received by the Election Commission in this behalf

(b) The scheme of issue of photographed identity cards was tried in a bye-election held from the Calcutta South-West Parliamentary constituency held in 1959. In spite of strenuous efforts spread over a period of ten months, only 2,13,600 electors out of a total of 3,42,000 electors could be effectively photographed. Attached identity cards with photographed attached could thereafter be issued only to 2,10,000. The scheme was tried on an experimental basis. Experience at that time showed that the system was prohibitively costly and administratively difficult to operate. The Election Commission are not in favour of the scheme.

Problems raised by Aurangabad (Division) Industries Association

1995 DR BAPU KALDATE Will the Minister of RAILWAYS be pleased to state

(a) whether Aurangabad (Division) Industries Association had sent a letter on 21st April, 1977 about the problems of railways in development of industries in Marathwada a backward region of Maharashtra, and

(b) what steps Government intend to take to solve the problems of developing industries in that area?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE) (a) and (b) Yes. The Association have requested for construction of the following lines —

- (1) Conversion of Manmad-Mudkhed section from MG to BG
- (2) Conversion of Kurduwadi-Latur narrow gauge line and extension of the line to Latur Road
- (3) Construction of a new line from Aurangabad to Sholapur via Bhir and Osmanabad

The conversion of the Manmad-Parbhani-Puri Vajinath metre gauge line into broad gauge is already in progress and recently a survey has been carried out for gauge conversion of Parbham-Mudkhed-Adilabad section and extension of the line from Adilabad to Ghugus. A decision regarding conversion of the metre gauge line from Parbhani to Mudkhed will be taken after the examination of the survey reports is completed and would depend upon the availability of resources.

Preliminary Engineering-cum-Traffic Surveys for the conversion of Minaj-Kurduwadi-Latur Narrow Gauge section to broad gauge and construction of a new broad gauge line from Latur to Latur Road have been carried out. Due to paucity of funds it will not be possible to take up this project at present.

As regards the proposal for a line from Aurangabad to Sholapur (300 Kms), no survey has been made so far.

Improvement in double decker coaches

1996 SHRI K SURYANARAYANA
Will the Minister of RAILWAYS be pleased to state

(a) whether the Railways are experimenting with double-decker coaches,

(b) if so, the reaction of the public to the same, and

(c) whether any suggestions for improvement of the new coaches have been received from the public?

THE MINISTER OF RAILWAYS
(PROF MADHU DANDAVATE):
(a) Yes

(b) The reaction of the public is satisfactory

(c) Yes, mainly in regard to:

- (i) provision of light luggage rack;
- (ii) increase in air circulation,
- (iii) provision of drinking water

Shortage of petrol and diesel in hilly areas

1997 SHRI R K AMIN Will the Minister of PETROLEUM AND CHEMICALS AND FERTILISERS be pleased to state

(a) whether there is acute shortage of petrol and diesel in the hilly areas of Northern India and as a result a great deal of inconvenience is being faced by the pilgrims and tourists? and

(b) if so, reasons for the shortage and what steps Government proposes to take to meet the requirements and come to the rescue of pilgrims and tourists?

THE MINISTER OF PETROLEUM CHEMICALS AND FERTILIZERS

(SHRI H N BAHUGUNA) (a) and (b) Though some temporary problems regarding availability of petrol and High Speed Diesel Oil in the retail outlets located in hilly regions of Northern India were experienced, corrective action was taken to avoid any acute shortage. Steps are also being taken to improve availability of these products for tourists and pilgrims.

Expenditure on election to State Assemblies

1998 SHRI DURGA CHAND Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) the total expenditure incurred by Government on State Assemblies elections in 1977,

(b) whether Government have any scheme under their consideration to reduce the Government expenditure and the candidates' expenditure on elections to Lok Sabha and State Assemblies, and

(c) if so, the salient features thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS

(SHRI SHANTI BHUSHAN) (a) The information is being collected and will be laid on the Table of the House

(b) & (c) The Government have under consideration proposals for reform of the election law and the question of reducing expenditure on elections, including expenditure incurred by candidates, will also be considered

Electrification of Virar Sabarmati Railway line

1999 SHRI NATWAR LAL PARMAR Will the Minister of RAILWAYS be pleased to state

(a) whether the electrification of Railway line between Virar and Sabarmati is being undertaken,

(b) if so, when is the work likely to be completed,

(c) whether electrification on this line has been done only between Virar and Ahmedabad whereas the project is termed as Virar-Sabarmati electrification, and

(d) the reasons for leaving out 5 kms stretch from Ahmedabad to Sabarmati?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE) (a) and (b) Electrification of track between Virar and Ahmedabad has already been completed

(c) Yes

(d) Traffic needs, at present, do not merit electrification upto Sabarmati.

खामगाव से जालना तक रेलवे लाइन का निर्माण-कार्य

2000 श्री डी० जी० गवई : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या वर्ष 1929 में महाराष्ट्र में खामगाव चिरवली से जालना (जिला बुलडाणा) तक रेलवे लाइन का कोई सर्वेक्षण कराया गया था और निर्माण कार्य भी शुरू हुआ था,

(ख) क्या उक्त रेलवे लाइन पर मिट्टी डालने का काम 30-40 मील तक हुआ था और उसके निर्माण कार्य के लिए धातु भी वहां पर जमा किया गया, यदि हा, तो उमकी लागत कितनी है, और

(ग) इस रेलवे लाइन पर निर्माण कार्य स्थगित करने के क्या कारण थे ?

रेल मंत्री (श्री० मधु दंडावते) : (क) में (ग) खामगाव-जालम्ब के बीच पहले से ही बड़ी लाइन है मानचित्र में चिरवासी नामक स्थान का पता नहीं चल पा रहा है

दिल्ली से कटनी और इलाहाबाद होती हुई जबलपुर तक सीधी रेल गाड़ी

2001 श्री सुखेन्द्र सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या दिल्ली के लिए जबलपुर से बरास्ता, कटनी, सतना, इलाहाबाद कोई ऐसी सीधी रेल गाड़ी नहीं है, और

(ख) यदि हाँ, तो लीनों की कटि-माइनों को देखते हुए इस मार्ग पर कब तक नई रेल गाड़ी चलायी जावेगी ?

रेल मंत्री (श्री० लक्ष्मणदेव) : (क) जी हाँ।

(ख) जी नहीं। लेकिन, 137 138 छत्तीसगढ़ एक्सप्रेस चालू हो जाने के बाद, दिल्ली/निजामुद्दीन-जबलपुर के बीच प्रति-दिन इलाहाबाद हाकर एक सवारी डिब्बा तथा बीना होकर बार सवारी डिब्बे चलाये जा रहे हैं। इस प्रकार दोना मार्गों से धू सवारी डिब्बा की कुल संख्या प्रति सप्ताह 29 में बढ़ाकर 35 कर दी गयी है।

समस्तीपुर से दरभंगा तक बड़ी लाइन बिछाना और मुजफ्फरपुर-दरभंगा रेल लाइन का निर्माण-कार्य

2002 श्री हुसैन देव नारायण यादव - क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) बिहार में समस्तीपुर से द भंगा तक बड़ी लाइन बिछाने की योजना कब तक पूरी हो जावेगी और सकरी-हसनपुर, मुजफ्फरपुर-दरभंगा, निर्मोली-सरायगढ़ रेलवे लाइन का निर्माण कार्य कब तक पूरा हो जावेगा, भी

(ख) क्या इन रेलवे लाइनों का सर्वेक्षण कार्य पूरा हो गया है और क्या भूमि भी अर्जित कर ली गई है ?

रेल मंत्री (श्री० लक्ष्मणदेव) : (क) जी

(ख) हाँ रेलवे लाइनों के सम्बन्ध में स्थिति नीचे बताया गयी है —

(i) समस्तीपुर-दरभंगा समस्तीपुर द.ख ना मीटर लाइन के सामान-परिवर्तन के अन्तिम स्थान निर्धारण इजीनियरी

सर्वेक्षण एवं यातायात पुनर्मुल्यांकन का काम हाल ही में पूरा हुआ है। इस सम्बन्ध में रिपोर्ट प्राप्त होनी तथा उसकी जाच क लिए जाने के बाद इस प्रयोजन के लिए पर्याप्त धन उपलब्ध होने ही इस निर्माण कार्य को आरम्भ करना सम्भव हो पायेगा।

(ii) सकरी-हसनपुर यथा सभव किफायत बरतने के लिए इस लाइन के निर्माण सम्बन्ध परियोजना अनुमान में संशोधन किया जा रहा है। अनुमानों के प्राप्त होने तथा उसकी स्वीकृति मिलने और अपेक्षित धन उपलब्ध होने पर डम काम को शुरू करना मभव हा पायेगा।

(iii) मुजफ्फरपुर-दरभंगा मुजफ्फरपुर से दरभंगा तक एक बड़ी लाइन के निर्माण के लिए प्रारम्भिक इजीनियरी एवं यातायात सर्वेक्षण चल रहा है। सर्वेक्षण के परिणामो पर ही निर्माण सम्बन्धी धाने की कार्यवाई निर्भर करेगी।

(iv) निर्मोली-सरायगढ़ निर्मोली-सरायगढ़ मीटर लाइन का फिर से बिछाने के लिए प्रारम्भिक इजीनियरी एवं यातायात सर्वेक्षण हाल ही में पूरा हुआ है और इस सम्बन्ध में रिपोर्ट की जाच की जा रही है। रिपोर्ट की सभी दृष्टियों से जाच कर लिए जाने के बाद ही इस लाइन के निर्माण के बारे में विनिश्चय करना सभव हा पायेगा।

इन परियोजनाओं के पूरा होने की निश्चित तिथि इस समय बताना कठिन है।

Train halt at Perassanur (Kerala)

2003 SHRI G M BANATWALLA
Will the Minister of RAILWAYS be
pleased to state:

(a) whether Government have received a petition dated 10th June, 1977 in continuation of the previous

petition dated 25th January, 1972 from the residents of Kuttippuram and others in District Malappuram (Kerala) for a train halt at Perassanur,

(b) whether Government are aware that a resolution for the proposed train halt was also passed by Kuttippuram Panchayat and forwarded to General Manager Southern Railway, Madras, and

(c) if so, the decision of the Government thereon?

THE MINISTER OF RAILWAYS
(PROF MADHU DANDAVATE) (a)
Yes

(b) Ye.

(c) I proposal for opening of a train halt at Perassanur (Kerala) between Kuttippuram and Pallippuram stations was examined and it was found that traffic justification was inadequate. However, this proposal is being examined afresh.

श्रीबधियो का आयात और एलोपकी श्रीबधियो का उत्पादन

2004 श्री जगन्मो प्रसाद भावव . या
बेटोलियम तथा रसायन और उर्बरक मन्त्री यह
बताने की कृपा करेंगे कि

(क) वर्ष 1974-75, 1975-76
और 1976-77 में कृषि कितनी श्रीबधियो
का आयात किया गया और क्या इसकी
प्रतिशतता प्रतिवर्ष कम हो रही है अथवा
बढ़ रही है .

(ख) देश में उपरोक्त वर्षों में एलोपिक
श्रीबधियो के उत्पादन में कितनी सफलता
मिली है और इसमें भारत-निर्भरता कब तक
प्राप्त हो जाएगी , और

(ग) कौन-कौन सी श्रीबधिया हैं जिनका
उत्पादन करने वाल अथवा अन्य सामग्री का

आयात करने किया जाता है और क्या ये
श्रीबधिया भी देश में उत्पादित उपरोक्त
श्रीबधियो में शामिल की गई है ?

बेटोलियम तथा रसायन और उर्बरक
मन्त्री (श्री हेमवती मन्मथ बन्तुगुणा) : (क) स
(ग) श्रीबधो और भेषजो को अनेक प्रमुख
वर्गों में रखा जा सकता है—जैसे एन्टीबायो-
सिन्थेटिक कैमोन्थे राभ्युटिक्स टी० बी०-
निरोधी मलेरिया-निरोधी आयो-बा इसीड स
अबलमेसिक्स ह्योयनस विटामिन सल्फा
ड्रग आदि फोटोकीमिकलम ग्लैनडलर और जीव
वैज्ञानिक उत्पाद । 1975/1975-76 को
समाप्त होने वाले गत तीन वर्षों के दौरान
संगठित क्षेत्र में ये श्रीबधो के विभिन्न वर्गों
के अन्तर्गत श्रीबधो के उत्पादन और आयात
की स्थिति विवरण पत्र I और II में दर्शायी
गई है जो सभा पटल पर रखे गये हैं । [ग्रन्थालय
में रखे गये । देखिए सख्या L T—542
77] इन विवरण पत्रों से यह देखा जा सकता
है कि श्रीबधो के उत्पादन में वृद्धि हो रही है
और आयात में उतार-चढाव हो रहा है आ देश
में विभिन्न श्रीबधो को कुल माग पर निर्भर
करता है । वर्ष 1976-77 के लिये आयात
के आवक अंश उपलब्ध नहीं है ।

1975-76 के दौरान 10 लाख रुपये
से अधिक मूल्य के प्रत्येक आयातित प्रयुज
श्रीबधो के नाम विवरण पत्र III में दर्शाये
गये हैं । जो सभा पटल पर रखे गये हैं ।
[ग्रन्थालय में रखे गये । देखिए सख्या L T-
542(77)]

स्ट्रुटोमाइसीन सेमी-सिन्थेटिक पैसि-
सीन क्लोरोक्विन मैट्रोनिडाजोल एनगजिन
एमिडोपाइरीन पाइमाजाइन विटामिन
बी-1, बी-2, बी-6, सल्फा ड्रग्स टैट्रासाइ-
क्लीन एरिथ्रोमाइसीन जैन्टोमाइसीन सल्फेट
डोक्सिसाइक्लीन थिसिमो फुलविन पेन्टो-
नेट फेनोबारबिटोन आदि जैसी कई
सरकारी क्षेत्र के दुमिटी के वर्तमान और भवी

उत्पादन कार्यक्रम के अन्तर्गत प्राप्ती है। फ्रीक्सीफेनाइड-गुटाजोल ग्लाइबेनक्लेमाइड, विटामिन-सी आदि के लिये गैर सरकारी क्षेत्र में भी पर्याप्त क्षमता का सृजन किया गया है।

वर्ष 1975, 1976 और 1977 के दौरान एम्पिसिलीन, सल्फा मेथोक्साजोल डिलोक्सामाइड फ्लोएट बनारफेनिराया-इन सी एड, कैल्सियम वैंटोथे नेड, एयाम्बु-टोल, फ्लोमाइड और गइट्राफिरेन जैसे आवश्यक औषधों का उत्पादन भी देश में प्रारम्भ कर दिया गया है। अतः यह देखा गया है कि देश में औषधों और भेषजों के क्षेत्र में प्रारम्भ निर्भरता निरन्तर बढ़ती जा रही है। तथापि औषध उद्योग का स्वरूप इस प्रकार का है कि इसकी बहुत सी मदों का प्रचलन कुछ समय के बाद बन्द हो जाता है और औषधों की नई मदों के विकास के लिए निरन्तर सतर्क रहना पड़ता है। तथापि नई औषधों का विकास करने की दृष्टि में देश में अनुसंधान करने के लिये प्रयास किये जा रहे हैं ताकि देश में औषधों के विवेकपूर्ण तरीके से विकास किया जा सके और जहाँ तक संभव हो आयात पर निर्भर रहने की स्थिति को टाला जा सके।

औषधों और भेषजों के उत्पादन में रसायनिक कच्चा माल/मध्यवर्ती पदार्थों की अत्यधिक मात्रा का प्रयोग किया जाता है। औषध और उद्योग द्वारा अपेक्षित विभिन्न कच्चे माल मध्यवर्ती पदार्थों को उपलब्धता की वर्तमान स्थिति और प्राथमिक संचालनाओं के बारे में औषध और भोज उद्योग पर गठित समिति की रिपोर्ट के अन्वये 6 में विवरण दे दिया गया है। जिसकी एक प्रति 8-5-1975 को मन्त्रालय पर प्रस्तुत की गई थी। कुछ महत्वपूर्ण/आवश्यक प्रमुख औषधों के नाम जिनका अभाव भी आर्थिक स्थितिपूर्ण कारणों से अत्यधिक पर्याप्तता के कारण पर निर्माण किया जा रहा है, इस प्रकार है :-

क्लोरोफैमीकोल एरिथ्रोमाइसिन,
एम्पिसिलीन, क्लोरोक्विन, फोस्फेट, एथा-

म्यूटोल एच० सी० एल० मैट्रोनिडाजोल,
क्लोरोप्रोपामाइड, सल्फा मेथोक्साजोल
आदि।

Change in Colour of Taj Mahal Marble

2005 SHRI KRISHNA KUMAR
GOYAL:
SHRI MUKHTIAR SINGH
MALIK:
SHRI G. M BANATWALI.A:
SHRI SKARIAH THOMAS.

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

(a) whether adequate steps have
been taken to save Taj Mahal marble
changing colour or losing its pristine
whiteness with the increasing air
pollution around Agra and coming up
of the Oil Refinery at Mathura, and

(b) if so, the broad outlines
thereof?

THE MINISTER OF PETROLEUM,
CHEMICALS AND FERTILIZERS
(SHRI H. N. BAHUGUNA). (a) and
(b) Apprehensions have been ex-
pressed from time to time about the
possible adverse effects of the gaseous
effluents from the Mathura Re-
finery, expected to be commissioned in
April, 1980, on the monuments at
Agra. To advise the project autho-
rities on the measures to be taken
for keeping the pollution effect to the
absolute minimum, an Expert Com-
mittee was constituted in July 1974
with Dr. S. Varadarajan as Chairman
and representatives of the Ministry
of Petroleum, India Meteorological
Department, National Committee on
Environmental Planning and Coordination,
National Environmental En-
gineering Research Institute, Indian
Institute of Petroleum, Indian Oil
Corporation and Government of Uttar
Pradesh as members. A representa-

tive of Archeological Survey of India was also made a member in December 1975

2 Since much work has been carried out in Italy on the effect of sulphur-dioxide on monuments, IOC entered into an agreement in 1974 with M/s Tecneco an Italian firm which is a subsidiary of Government owned ENI Group to undertake the following studies

- (i) On the basis of meteorological data for the last ten years in the Mathura-Agra region to calculate the ground level concentration of effluents, (particularly sulphur dioxide) in the Mathura-Agra region on account of emission from the Mathura Refinery
- (ii) Determination of the existing level of pollution in the Agra region by measurement over a period of six months
- (iii) Determination of the present status of preservation of monuments and also the permissible concentration of effluents from the point of view of their preservation

Reports have since been submitted by M/s Tecneco to Indian Oil Corporation. These will be considered by the Expert Committee, and necessary action will be taken by Government after receiving the recommendations of the Expert Committee

3 On the basis of data available so far as a result of investigations and studies, it appears that the contribution by the Refinery to the atmospheric pollution even under the most adverse meteorological conditions would be minimum at Agra which is about 40 KM away from the Refinery, and at such a low level as would not cause any concern about its effect on the white marble of Taj Mahal.

राज्य ध्यापार निगम द्वारा क्लोरोक्वीन फास्फेट का मूल्य निर्धारित करना

2006 बी ईडब्लू बीबीरो क्या पैट्रो-लियम तथा रसायन और उबरक मशी यह बताने की कृपा करेंगे कि

(क) क्या राज्य ध्यापार निगम ने क्लोरोक्वीन फास्फेट का मूल्य 202 रुपये प्रति किलोग्राम निर्धारित किया था, फिर मार्च, 1976 में 276 रुपये प्रति किलोग्राम निर्धारित किया था और इसको रिलीज किया था तो उस समय 400 रुपये प्रति किलोग्राम निर्धारित किया, और

(ख) यदि हा, तो इसके क्या कारण हैं,

पेट्रो-लियम, रस बन और उबरक मशी (बी) हेमबनी मन्डन बहुगुणा (क) और (ख) राज्य ध्यापार निगम द्वारा प्रायतित क्लोरोक्वीन फास्फेट का मूल्य 29 मई, 1974 को सरकार द्वारा 202 84 रुपये प्रति किलोग्राम निर्धारित किया गया था। 1976 के प्रारम्भ तक देशी उत्पादन की पर्याप्त मात्रा में इकट्ठा हो गया था। स्वदेशी निर्मित क्लोरोक्वीन फास्फेट की लागत प्रायतित लागत से अधिक थी। सभी मूल्यों की निर्माताओं को समान मूल्य पर क्लोरोक्वीन फास्फेट उपलब्ध कराने के विचार से देशी उत्पादन तथा स्टेट कैमिकल्स एंड फार्मास्यूटिकल्स कारपोरेशन द्वारा प्रायतित सामूहिक (प्लूड) मूल्य 8 मार्च, 1976 से 276 रुपये प्रति किलोग्राम निर्धारित किया गया था। 1976-77 के बजट के प्रस्तुत किये जाने पर 15 मार्च, 1976 से क्लोरोक्वीन फास्फेट पर सीमा शुल्क में वृद्धि 32 5% से 75% फ्या मूल्य की गई थी। सीमा शुल्क में वृद्धि के कलस्वरूप 17 अप्रैल, 1976 से प्लूड मूल्य 400 रुपये प्रति किलोग्राम पुनर्निर्धारित किया गया। उपरोक्त मूल्य शीघ्र (मूल्य नियंत्रण) आदेश, 1970 के अन्तर्गत समय समय पर निर्धारित किये गये हैं।

Varkala Station

2007. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that Varkala is one of the important pilgrim and tourist centres of Kerala but the Railway Station there is still in an underdeveloped stage, and

(b) if so, what steps Government propose to take to improve the facilities in that station including the construction of a couple of retiring rooms?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE). (a) and (b). Varkala Station which serves pilgrim centres was remodelled last year in connection with the conversion of Trivandrum-Ernakulam line into Broad gauge. The station is provided with a waiting hall, two waiting rooms, adequate booking windows and covered platforms.

A proposal for extension of the platform shelters and construction of a Foot Over Bridge is under consideration. At present there is no proposal for provision of retiring rooms, which can be considered in future plans.

Provision for a Stop to Madras-Trivandrum Mail at Varkala

2008. SHRI VAYALAR RAVI. Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways received any representation from the public for introducing a stop to the Madras-Trivandrum Mail at Varkala Station; and

(b) if so, the action taken thereon?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE)

(a) Yes.

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(b) The issue has been examined in detail and it is felt that the stoppage at Varkala will slow down this long-distance Express train.

Wagon Building Factory at Kazhakkootam in Trivandrum District

2009 SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a long standing demand for setting up a wagon building factory at Kazhakkootam in Trivandrum district of Kerala; and

(b) whether Government propose to consider this demand as all facilities are available in this area for setting up such a unit?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE)

(a) and (b). In 1973-74, Kerala Government were contemplating setting up a wagon building unit under the State Government. Ministry of Railways have no information on further development in the matter.

However, as far as the Ministry of Railways are concerned, there is at present no proposal by this Ministry to set up a new wagon building unit by the Railways, in Kerala or elsewhere.

Extension of Double Railway Lines upto Lalgola (Eastern Railway)

2010. SHRI SASANKASEKHAR SANYAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a constant demand that double lines which now exist between Sealdah and Ranaghat in the Sealdah-Lalgola Section of the Eastern Railway should be extended by hopping stages upto Lalgola in the north which is just close to Bangladesh separated by river Padma; and

(b) how does this demand stand at present?

THE MINISTER OF RAILWAYS
(PROF MADHU DANDAVATE)

(a) No

(b) Does not arise

Demurrage Charges for Wagons Detained at Naini Goods Shed

2011 SHRI JAGDAMBI PRASAD YADAV Will the Minister of RAILWAYS be pleased to state

(a) the details of demurrage charges raised for wagons detained beyond the free time at Naini Goods Shed against the Railway Mazdoor Sangh Shram Samvidha Sahkari Samiti Ltd Allahabad, during the period from Septemebr, 1974 to May, 1977, year-wise separately,

(b) the details of crane and haulage charges raised and recovered during the above-mentioned period,

(c) whether the procedure laid down by the General Manager (Commercial), Northern Railway, vide circular No 25AC/O/Crane dated 17/8/62 for prompt recovery of demurrage charges had not been followed by the Divisional Officers at Allahabad with a view to give pecuniary advantage to the Society at Naini, and

(d) if so, the details of demurrage charges which had/have not been recovered from the Society so far year-wise separately?

THE MINISTER OF RAILWAYS
(PROF MADHU DANDAVATE)

(a) The details of demurrage charges raised during the period in question are as under

1974	Rs 9828 70
1975	Rs 1622 50
1976	Rs 878 00
January—May 1977	Rs 218 50

(b) Crane and haulage charges raised and recovered are as under

	Raised	Recovered
1974	Rs 540 00	Nil
1975	Nil	Nil
1976	Nil	Nil
January—May 1977	Nil	Nil

(c) Since the Society disputed the correctness of the demurrage charges amounting to Rs 9,928 70 raised in 1974, and the matter was under examination, the procedure laid down in the said circular letter was not followed. Demurrage charges for the year 1975 1976 and 1977 (upto May, 1977) have been recovered from the Society

(d) On re-examination by Commercial and Accounts Officers, it has been found that only Rs 1,202 30 are due from the Society for the year 1974 which are being recovered

Allotment of Cycle Stand Contract at Allahabad

2012 SHRI JAGDAMBI PRASAD YADAV Will the Minister of RAILWAYS be pleased to state

(a) whether at the time of inviting open tenders in the year 1976 for allotment of Cycle Stand Contract at Allahabad specific measurement of ground accommodation to be occupied by the successful tenderer for storage of cycles/scooters was given in the tender documents together with details thereof,

(b) whether clause 3 (a) of the draft agreement stipulated forfeiture of security deposit in the event of any encroachment by the licensee on any railway land other than the land allotted for the cycle stand;

(c) whether it has been reported by the Engineering Branch that the cycle stand contractor is occupying railway land other than the land shown in the tender documents; and

(d) if so, whether it is proposed to take action in terms of Clause 3(a) of the agreement?

THE MINISTER OF RAILWAYS
(PROF MADHU DANDAVATE)

(a) Yes

(b) Yes.

(c) A complaint regarding encroachment of the land has been received

(d) Yes Action has been initiated to get the encroachment vacated and to realise encroachment charges

Officers Carriage facility availed by
Commercial Officers (Allahabad
Division)

2013 SHRI JAGDAMBI PRASAD
YADAV Will the Minister of RAIL-
WAYS be pleased to state

(a) whether there were/are standing instructions for carrying out monthly inspection of stations by the officers falling under their jurisdiction,

(b) if so the details of monthly inspection carried out by Commercial Officers of Allahabad Division during the period January, 1975 to May, 1977 and Travelling Allowance paid separately to each officer, and

(c) the details of such Commercial Officers who availed of the facility of Officers Carriage during their periodical inspection of the Division during the above mentioned period?

THE MINISTER OF RAILWAYS
(PROF MADHU DANDAVATE)

(a) Yes

(b) and (c) A statement giving information is attached

Statement

Officers Carriage facility availed by Commercial Officers (Allahabad Division)

Designation of the Officers	Period of inspections	Number of inspections conducted	Average number of inspections per month (Approx)	Average monthly amount of T A paid (approx) (During Jan., 1975—May, 1977)	No of occasions when the carriage facility was availed by Officers during the period January 1975 to May 1977
Senior Divisional Commercial Supt / Divl. Commercial Supt	January, 1975 to May, 1977	138	5	Rs 136/-	27
Assistant Commercial Superintendent	Do	131	5	Rs. 107/-]	2
Assistant Commercial Superintendent (Ticket Checking)	Do	126	4	Rs 177/-	Nil

Issue of Complimentary Passes to Railway Officials

2014 SHRI C K CHANDRAPPA
Will the Minister of RAILWAYS be pleased to state,

(a) how many sets of complimentary passes are given to railway employees of class I, II, III and IV respectively who have completed 25 years but less than 30 years in service, and

(b) how many sets of complimentary passes are given to railway employees of class I, II, III and IV respectively who have completed 30 years or more in service?

THE MINISTER OF RAILWAYS
(PROF MADHU DANDAVATE)

(a) and (b) The existing scale of post-retirement complimentary passes to each class of railway employee is given below

Category of staff	Number of prescribed qualifying Years of service	Number of sets of passes admissible per year
Class I & II	(a) Not less than 20 years service but below 25 years	Two sets
	(b) 25 years and above	Three sets
Class III	(a) Not less than 20 years service but below 25 years .	One set
	(b) 25 years and above	Two sets
Class IV	Not less than 25 years service	One set every alternate year for self and wife only

Bye-Elections to State Legislatures

2015 SHRI CHITTA BASU Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether bye-elections are overdue to fill vacancies in some State Legislatures, and

(b) if so, whether Government propose to arrange for early bye-elections there?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BUSHAN) (a) and (b) At present there are 43 vacancies in the Legislative Assemblies and 8 vacancies in Legislative Councils of various States. The vacancies in the Legislative Assemblies are in the States of Andhra Pradesh (8), Assam (8), Gujarat (1), Karnataka (8), Maharashtra (17), Manipur (1),

Meghalaya (2) and Tripura (1) The Election Commission has ordered intensive revision of the Electoral Rolls in all the above mentioned States except Gujarat and this work is in progress at present The final publication of the rolls is scheduled for 30-9-1977 No bye-election can be held until the Electoral Rolls are finally published As the term of these Legislative Assemblies (except Gujarat and Manipur) will last only till March, 1978, the Election Commission has decided not to take any action at present to fill those vacancies The Commission has decided to hold bye-election to fill the single vacancy in the Gujarat Legislative Assembly after the ensuing rainy season.

Necessary action to fill the vacancy in the Manipur Legislative Assembly will be taken after the Electoral Rolls have been finally published.

2. A statement showing the position of the pending bye-elections in the

Legislative Councils of the various States is laid on the Table. [Placed in Library. See No LT-543/77]

Financial position of Maruti Ltd

2016 SHRI S G MURAGIYAN
SHRI K A RAJAN

Will the Minister of LAW JUSTICE AND COMPANY AFFAIRS be

pleased to state what is the present financial position of Maruti Limited?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): The present financial position of Maruti Limited as revealed in the latest balance sheet of the company as at 31st March, 1976 is as follows —

Liabilities	Rupees	Assets	Rupees
Share Capital	2,64,10,000	Fixed Assets	5,75,41,133
Share Application Money	46,89,350	Investments	1,000
Reserves & Surplus	13,98,100	Current Assets, Loans & Advances	94,21,724
Secured Loans	1,26,27,123	Misc Expenditure	58,35,048
Unsecured Loans	66,77,785	Profit & Loss Balance	1,59,64,390
Current Liabilities & Provisions	3,69,60,937		
TOTAL	8,87,63,295	TOTAL	8,87,63,295

NOTES . (1) The fixed assets include an amount of Rs 39,31,296 being the value of land, which besides land development expenses, includes the tentative price payable under the agreement to sell dated 9-8-71 between the company and Haryana State Government. The said land is not yet registered in favour of the company.

(2) No depreciation has been adjusted for the year ended 31-3-1976 on fixed assets. Arrears of depreciation as at 31-3-1976 in accordance with the provisions of Section 205(2) of the Companies Act, 1956, amount to Rs 13,18,403

(3) Contingent liabilities of the company are as below —

(i) Estimated value of contracts remaining to be executed on capital account and not provided for Rs 2,82,355 (previous year Rs 46,60,988) Advances against the same Rs 1,12,057 (previous year Rs 2,83,901)

(ii) Claims against the company not acknowledged as debts Rs 98,334 (previous year Rs 53,643)

(iii) Suit filed against the company for recovery of Rs 5,000 (previous year Rs 5,000) representing Dealership Deposits forfeited by the company.

(4) Miscellaneous Expenditure includes Rs 57,92,103 (being "Prototype development expenditure")

(5) Profit & Loss balance of Rs 1,59,64,390 is the total accumulated loss upto 31-3-1976 as per company's Profit & Loss Account

From the above Balance Sheet, it will be seen that the company's tangible assets as on 31-3-1976 stood at Rs. 6 69,63,857 against which its liabilities including the share application money (not transferred to share capital account) amounted to Rs 6 09 55,195

नीमच तथा मदनौर जिलों में एल० पी० गैस सप्लाई किये जाने की मांग

2017. डा० सखीनारायण पांडेय :

क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि

(क) क्या मदनौर जिले (मध्य प्रदेश) में नीमच और मदनौर में एल० पी० गैस सप्लाई किये जाने की मांग वर्षों से की जाती रही है परन्तु वहां पर गैस की सप्लाई अभी तक प्रारम्भ नहीं की जा सकी,

(ख) क्या मदनौर तथा नीमच में केन्द्रीय सरकार के कर्मचारियों की संख्या बहुत है और नीमच में ही केन्द्रीय रिजर्व पुलिस का मुख्यालय भी है और साथ ही झलकायड फैंक्री नामक एक सरकारी प्रतिष्ठान है और सीमेंट कारपोरेशन द्वारा नीमच में सीमेंट का एक कारखाना स्थापित किया जा रहा है,

(ग) क्या हाल ही में भारतीय तेल निगम ने मदनौर में गैस सप्लाई करने के लिए एक गैस एजेंसी दी है परन्तु सप्लाई प्रारम्भ नहीं की गई, और

(घ) इस कठिनाई को दूर करने के लिए सरकार द्वारा क्या कार्यवाही की जा रही है ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमवती नम्बन बहुगुणा) : (क) जी, हाँ।

(ख) जी, हाँ।

(ग) मदनौर जिले में खाना पकाने की बस की पूर्ति हेतु अभी तक इलेन बिलरग के लिये कोई व्यवस्था नहीं की गयी है।

(घ) देश में खाना पकाने की गैस की उपलब्धता की कमीका इस उत्पाद की कुल मांग बहुत अधिक है। मदनौर जिले के इस गैस की पूर्ति को तभी पूरा किया जा सकता है जब देश में खाना पकाने के गैस की कुल उपलब्धता में सुधार हो जायगा।

Unmanned Gates

2018 PROF P G MAVALANKAR
Will the Minister of RAILWAYS be pleased to state

(a) whether Government are aware of the danger to life and property on account of unmanned gates all over the country particularly in and around the urban areas,

(b) if so, steps being taken to improve the situation,

(c) whether Government are also aware of the fact that a number of accidents, including the fatal ones, take place at such unmanned gates in and around the major urban agglomerations, including Ahmedabad city, and

(d) if so, whether Government propose to take immediate remedial steps in this regard and if so, when and the estimated cost thereof?

THE MINISTER OF RAILWAYS
(PROF MADHU DANDAVATE)

(a) and (b) There are more than 22,000 unmanned level crossings on the Indian Railways. The Railways undertake periodical census of road and rail traffic at these level crossings to review the need for their manning taking into account various factors such as density of traffic, visibility, accident proneness, etc. Based on such reviews, a certain number of level crossings is manned every year in consultation with the State Government. During the five years from 1971-72 to 1975-76, 294 level crossings were manned.

If all unmanned level crossings are to be manned, it would mean an initial investment of more than Rs. 100 crores and recurring annual maintenance cost of about 30 crores. In this connection, it would be relevant to quote an observation made by the Railways Accidents Inquiry Committee, 1968;

"The manning of the level crossings does not provide a completely satisfactory remedy against accident at level crossings"

It is, therefore, neither feasible nor necessary to man all the unmanned level crossings

Certain preventive measures have been undertaken by the Railways, such as provision of danger signs on the roads, fixing of whistle Boards on the Railway line warning the engine drivers to whistle and to be cautious while approaching unmanned level crossings, educate campaigns among road users through leaflets, cinema slides, Radio talks and so on. The State Governments have legislated under the Motor Vehicles Rules making it obligatory on the part of the Motor Vehicle Drivers to stop short of unmanned level crossings and to cross the railway track with the conductor walking ahead. Surprise checks are also conducted in co-ordination with the local civil authorities to ensure strict compliance of these rules by road users. State Governments have been requested to provide speed breakers (bumps) on the approaches of unmanned level crossings. With these measures, incidence of road accidents at unmanned level crossings has been on the decline as can be seen from figures furnished below:

1974-75	96
1975-76	76
1976-77	63

(c) Generally, manned level crossings are provided in major urban areas where the density of traffic is heavy.

In Ahmedabad area, there are presently 8 level crossings and all of them are manned.

(d) Does not arise

Abandoning of the Fertilizer Production Programme under the Fifth Five Year Plan

2019 SHRI P K KODIYAN Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the fertilizer production programme under the Fifth Five Year Plan will be abandoned,

(b) if so, the reasons and facts thereof; and

(c) what steps Government have taken for the utilisation of gas as fertilizer, feed stock?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA) (a) and (b). No, Sir. The draft Fifth Five Year Plan envisaged the setting up of five fertilizers projects in the public sector. Three of these projects are in the process of being established at Bhatinda, Panipat and Trombay. The revised Fifth Plan provides for four new fertilizer projects, two each in 1977-78 and 1978-79, in addition to the three projects mentioned above.

(c) In setting up the four fertilizer projects mentioned in (a) and (b) above, full consideration would be given to use of gas available from Bombay High and Bassein wells as fertilizer feedstock.

Take-over of Oil India Limited

2020. SHRIMATI PARVATHI KRISHANAN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have decided for a total takeover of Oil India Limited,

(b) if so, the facts thereof,

(c) whether Government have decided to give Oil India Limited a wider role in oil exploration, and

(d) if so, the broad outlines thereof?

THE MINISTER OF PETROLEUM CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA) (a) and (b) Negotiations for acquiring effective control over Oil India Limited are in progress

(c) and (d) Oil India Limited has applied for the grant of Petroleum Exploration Services for the onshore and offshore areas of Mahanadi Basin. No decision has yet been taken by Government on the application.

Savings due to Abolition of two Committees in Railways

2021 SHRIMATI PARVATHI KRISHNAN Will the Minister of RAILWAYS be pleased to state how far recent abolition of superfluous committees on Railways would make additional fund available to the Railway exchequer?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE) The extent of funds available directly attributable to the abolition of the two Committees viz Standing Voluntary Help Committee and Committee for Social Reforms on Railways is of the order of Rs 113 lakhs per annum covering the salary and allowances and other contingent items of expenditure on the working of these two Committees

Election to Nagaland Assembly

2022 SHRI JYOTIRMOY BOSU. Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether he proposes to hold elections to Nagaland Assembly very soon,

(b) if so, within what date,

(c) whether UDF (Nagaland) has demanded that the election symbol Mithun should be frozen, and

(d) if so, action taken thereon?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) and (b) It is proposed to hold the elections to Nagaland Legislative Assembly after the monsoon season.

(c) Yes, Sir

(d) The symbol 'Mithun' has been frozen by the Election Commission in so far as the State of Nagaland is concerned.

Departmental Catering Establishment

2023 SHRI JYOTIRMOY BOSU Will the Minister of RAILWAYS be pleased to state

(a) how many departmental catering establishments have been handed over to private caterers,

(b) in departmental catering establishments what is the total number of permanent bearers with fixed salaries and the number of bearers who are on commission basis, and

(c) what is Government's policy towards ensuring a needbased earning and job security for vendors working in railway stations?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE).

(a) Eleven.

(b) (i) Permanent bearers on regular salary—1003

(ii) Bearers on wholly commission basis—2532

(c) The earnings of the commission vendors are under constant review. Whenever necessary, the rates of commission are enhanced and other incentives given to ensure that they get reasonable emoluments. Subject to satisfactory performance they continue in service and there is provision to transfer the licence to the legal heirs in the event of death. They also have opportunities for absorption in regular class IV cadre.

Laying of Railway Lines upto Aizwal in Mizoram

2024 SHRI JYOTIRMOY BOSU Will the Minister of RAILWAYS be pleased to state

(a) whether technical and commercial survey to bring the railway to the nearest point to Aizwal in Mizoram has been completed,

(b) if so whether the job is going to be taken in hand very soon, and

(c) if so, by what date?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE) (a) to (c) Preliminary Engineering-cum-Traffic Survey for extension of railway line from Lalaghat/Lalabazar to Sarang (proposed station near Aizal) is in progress and is expected to be completed by the end of 1977. Further consideration to this project will be given after the survey is completed and reports thereof are examined from all angles.

Briefs to Relations of Former Law Minister

2025 SHRI JYOTIRMOY BOSU Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether he is aware of the fact that the Supreme Court Bar Association is going to enquire into the conduct of the erstwhile Law Minister, Shri H R Gokhale,

(b) if so, the Government's reaction thereon,

(c) in how many cases Shri Gokhale's relations were given briefs by the Ministry of Law and total amount paid to them on different accounts in Indian money and in foreign exchange and

(d) full details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) Yes Sir

(b) The Supreme Court Bar Association is a body not responsible to the Government of India and as such Government has no reaction on the matter.

(c) and (d) Information is being collected and will be laid on the Table of the House

Shortfall in availability of Crude Oil

2026 SHRI R K MHALGI Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state

(a) whether an overall shortfall of over 23 million tonnes of crude oil is likely in the current year,

(b) what are the reasons therefor, and

(c) how Government propose to make up this shortfall?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA) (a) to (c) Taking into account the indigenous availability of crude oil from onshore and offshore sources and the import of petroleum products we have been able to effect imports of our balance crude oil requirements to the planned

extent during the current financial year 1977-78 for processing at our coastal refineries. These imports were organised in terms of the various long term crude supply arrangements, and by purchases in the world crude oil spot market, to the extent of the deficit between our crude oil requirements each month and the total availability under the different long-term supply arrangements.

The following firm arrangements exist for the import of crude oil during 1977:

Source	Quantity in Million Tonnes
Iran	3.5
Iraq	2.0
UAE	1.0
USSR	1.0
Egypt	0.35
Saudi Arabia	1.1
Iran (Rotam crude)*	0.5
Arabian Crude through EXXON for HPCL (Hindustan Petroleum Refinery)	1.4
Darius Crude from Iran for MRL (Madras Refinery)	2.6

*This constitutes the share of Hyvac carbons India Ltd., (a Subsidiary of ONGC) in the Joint Venture IMINOCO (Iranian Marine International Oil Company) in Iran.

Marginal shortfalls, if any, in the requirements of crude import during any month will be made good by arranging purchases from the spot market.

As such, no shortage in the availability of imported crude to the extent of our full requirements is anticipated in the current year.

Program on oil drilling

2077. SHRI S. R. DAMANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the new areas selected for oil drilling during the current year and the progress of work so far;

(b) the parties which are collaborating in this work; and

(c) the terms and conditions of such collaboration agreements?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). The requisite information is being collected and will be laid on the Table of the Sabha.

Working of Oil Refineries

2078. SHRI S. R. DAMANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the performance of the oil refineries in the year ended on 31st March, 1977 and how does it compare with the previous two years;

(b) what is the requirement of crude to work the existing refineries to full capacity in the current year; and

(c) the arrangements made to supply the required quantities of crude to all the refineries?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) The crude throughput of the refineries for the years 1976-77, 1975-76 and 1974-75 is given below:

(in million tonnes)

Refinery	1976-77	1975-76	1974-75
Digboi Refinery	0.53	0.53	0.53
Bharat Refinery	3.78	3.63	3.87
Hindustan Petroleum Refinery	2.79	2.83	3.06
Caltex Refinery	1.01	1.08	1.12
Gauhati Refinery	0.84	0.83	0.75
Beraun Refinery	2.88	2.95	2.82
Gujarat Refinery	4.15	4.10	3.79
Haldia Refinery	1.86	1.35	0.22
Cochin Refinery	2.65	2.29	2.56
Madras Refinery	2.50	2.69	2.37
	22.99	22.28	21.09

(b) Keeping in view the demand pattern and availability of foreign exchange for import of crude oil and petroleum products a total of about 25.5 million tonnes of crude oil will be required for processing in the above refineries during 1977-78.

(c) Besides the indigenous availability of crude oil to the extent of 11.3 million tonnes during 1977-78, the following firm arrangements exist for the import of about 13.45 million tonnes of crude oil during 1977.

Iran (Rostam crude *	0.5
Arabian Crude through EXXON for HPCL (Hindustan Petroleum Refinery)	1.4
Darius Crude from Iran for MRL (Madras Refinery)	2.6
	<u>13.45</u>

*This constitutes the share of Hydrocarbons India Ltd, (a subsidiary of ONGC) in the Joint Venture IMINOCO (Iranian Marine International Oil Company) in Iran

Marginal shortfalls if any in the requirements of crude import during any month will be made good by arranging purchases from the spot market.

Scheme of expansion of existing Fertilizer Units in the Public Sector

2028. SHRI S. R. DAMANI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

Source	Quantity tonnes
Iran	3.5
Iraq	2.0
UAE	1.0
USSR	1.0
Egypt	6.35
Saudi Arabia	1.1

(a) the broad outlines of approved schemes of expansion of existing fertilizer units in the public sector and new proposals, if any,

(b) what changes are likely to be brought about in their working after the expansion, and

(c) to what extent the country will become self-sufficient to meet its fertilizer needs on completion of the above expansion programmes?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA) (a) The expansion schemes of fertilizer units in the public sector presently under implementation are —

- 1 Nangal Expansion
- 2 Sindri Modernisation
- 3 Sindri Rationalisation
- 4 Trombay IV Expansion
- 5 Trombay V Expansion

(b) In the present Nangal fertilizer unit the production of ammonia is based on electrolysis. With the commissioning of Nangal expansion, fuel oil will be the main feedstock for ammonia production for the total Nangal complex and this would result in improving the viability of the complex and in reducing the use of power. The existing fertilizer unit at Sindri is based on the use of coke/coke-oven gas as feedstock in the production of ammonia and natural gypsum in the production of ammonium sulphate. Due to obsolete technology and the difficult feedstock production in this unit has been low. Sindri Modernisation which is based on fuel oil as feedstock would replace coke/coke oven gas in the production of ammonia. Sindri Rationalisation which is intended to produce TSP, would make available high quality by-product gypsum from the phosphoric acid plant for use in the existing ammonium sulphate plant in replacement of low quality natural gypsum. The Trombay IV Expansion plant which is envisaged to produce 75 000 tonnes each of nitrogen and

P_2O_5 is based on imported ammonia. Trombay V expansion would provide the ammonia required for Trombay IV and in addition produce 1000 tonnes of urea per day. The expansion schemes are intended to improve the efficiency and viability of the existing units and correct raw material imbalances.

(c) With the completion of schemes already under implementation, including the expansion schemes the gap between consumption and production by 1983-84 is expected to be about 12 million tonnes of nitrogen and 0.3 million tonnes of P_2O_5 . Additional fertilizer capacity is now being planned to cover this gap and move towards self-sufficiency in fertilizers.

अधिकारियों के बंगलों पर चपरासियों का रखा जाना

2030 की कृष्ण कुमार गोसल : क्या रेल मंत्री यह बताते की कृपा करेंगे कि

(क) क्या बड़ी संख्या में चपरासी रेलवे अधिकारियों के बंगलों पर तैनात किये जाते हैं,

(ख) इन चपरासियों को क्या-क्या काम करने होते हैं, और

(ग) रेलवे अधिकारियों के बंगलों पर तैनात चपरासियों की संख्या कितनी है और उनके बेतन, भत्तों तथा अन्य सुविधाओं पर प्रति वर्ष कितनी रकम खर्च होती है ?

रेल मंत्री (श्री० मधु दण्डवते) (क) रेलों पर कुछ अधिकारियों के बंगलों पर चपरासियों की व्यवस्था उनके काम की प्रकृति को देखते हुए की गयी है।

(ख) बंगले के चपरासी टेलीफोन सुनते हैं, आगन्तुको और कर्मचारियों की अधिकारियों से मुलाकात करवाते हैं। कार्यालय और निवास-स्थान के बीच सरकारी कारवाह करते और वे जाते हैं और रात के समय

आपातकालीन इयुटी करते वक्त अधिकारी की सहायता करते हैं।

(ग) 978. उन पर किया जाने वा खर्च लगभग 50 लाख रुपये है।

New Railway line for Forbesganj-Palasi-Joki

2031. SHRI L L KAPOOR, Will the Minister of RAILWAYS be pleased to state;

(a) whether no railway line exists between Forbesganj-Palasi-Joki-Bahadurganj-Thakurganj, if so, why;

(b) whether the area is Jute growing and has huge population bordering Nepal and whether the opening of the line would help in the removal of backwardness of the area, and

(c) if so, what steps Railways propose to take in this regard?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):
(a) No.

(b) and (c). No investigations have been carried out for this rail link in the past. Due to severe constraint of resources which are not sufficient even for completing the approved works, it would not be possible to consider the construction of this line at present.

Survey for Railway line between Bathnaha and Bhimnagar via Phulkaha

2032. SHRI L. L. KAPOOR; Will the Minister of RAILWAYS be pleased to state;

(a) whether a survey was conducted for laying a railway line between Bathnaha and Bhimnagar via Phulkaha; and

(b) if so, the progress made as well as the time by which the project is likely to be completed?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE). (a) Yes.

(b) The survey has recently been completed. Decision on construction of the line will be taken after the Report has been examined and subject to availability of funds.

गुजरात में नया तेल शोधक कारखाना

2033. श्री धर्म सिंह भाई पटेल : क्या पेट्रोलियम तथा रसायन और उर्बरक नली यह बताने की कृपा करेंगे कि :

(क) क्या गुजरात में तेल शोधक कारखाना लगाने के लिए नये स्थानों का पता लगाने की कोई योजना बनाई गई है ,

(ख) वर्ष 1976 में देश में और गुजरात राज्य में कितने-कितने पेट्रोलियम/तेल का उत्पाद हुआ था , और

(ग) गुजरात में उन स्थानों के नाम क्या हैं जहाँ तेल के खोज के लिए ड्रिलिंग कार्य किया गया है और उसका क्या परिणाम निकला है ?

पेट्रोलियम , रसायन और उर्बरक मंत्री (श्री हेमचन्द्रलाल बहुगुणा . (क) जी, नही गुजरात में कोयाली स्थित वर्तमान शोधनशाला की कार्य-संचालन क्षमता प्रतिवर्ष 4.3 मि० मी० टन है और इसकी क्षमता में प्रतिवर्ष 7.3 मि० मी० टन तक बढ़ाने के लिए एक परियोजना को कार्यान्वित किया जा रहा है।

(ख) वर्ष 1976 में देश में कच्चे तेल का कुल उत्पादन 8.86 मिलि० मी० टन था; जिसमें से कच्चे तेल की जितनी मात्रा गुजरात में उत्पन्न हुई, वह 4.16 मिलि० मी० टन थी।

(क) 1 दिसम्बर, 1976 की सप्त स्थिति के अनुसार तेल तथा प्राकृतिक गैस शोधन ने गुजरात राज्य में कुल 1011 कुन्धों और 17,36,333 मीटर तक व्ययजन कार्य किया था। 1011 कुन्धों में से 530 में तेल पाया गया, 77 कुन्धों में गैस पाई गई, 258 हुए सूख पाये गये, 29 कुन्धों का जल के अन्त शोधन प्रयोजनों के लिए उपयोग किया जा रहा था, 10 कुन्धों की जाच मरम्मत की गई थी, और 107 कुन्धों की जाच/मरम्मत की जाती थी।

Search for Victims of Railway Accident at Kahibari

2034 SHRI NIHAR LASKAR Will the Minister of RAILWAYS be pleased to state

(a) for how many days search for victims of rail accident to Tezpur Express was continued

(b) whether some bodies were found after two days of the search,

(c) how many of the victims were found either alive or injured,

(d) whether even on 5th or 6th day of the accident the bodies were laying in two passenger coaches stuck in the river bed and

(e) reasons for not recovering them earlier?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE) (a) Thirteen days

(b) Yes

(c) After a thorough search, 85 dead bodies were recovered. In addition, 106 persons were injured of whom 19 sustained grievous injuries

(d) Yes.

(e) The coaches were submerged in water and silted. Also one of the coaches stood on another cross-wise

under water. This made the Compartments inaccessible and hampered rescue operations

Place of Accident of Tezpur Express

2035 SHRI NIHAR LASKAR
SHRI K LAKKAPPA

Will the Minister of RAILWAYS be pleased to state

(a) whether the trains have started passing through the place of accident of Tezpur Express

(b) if not, when the line is likely to be open for railway trains

(c) estimated cost of expenditure involved in repairing this line, and

(d) the total loss railways have suffered due to this accident?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE)

(a) and (b) Temporary restoration of the bridge has been completed allowing the material trains to work with effect from 15th June 1977. The Goods trains have been passing over the bridge since 20th June 1977 and the passenger trains since 24th June 1977

(c) The expenditure for temporary restoration of the line has been estimated at Rs 6,71,000/-.

(d) The cost of damage to railway property involved in the accident has been estimated at approximately Rs 11,11,219/-

Cancellation of trains in Northern Railway

2036 SHRI NIHAR LASKAR; Will the Minister of RAILWAYS be pleased to state

(a) whether on account of poor traffic many trains have been cancelled in the Northern Railways;

(b) if so, the main reasons for the low traffic;

(c) how many trains have been cancelled so far, and

(d) the loss suffered due to these cancellations?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) (a) to (c) Due to poor patronage 6 trains were cancelled and the runs of another four were curtailed

(d) Since the services were poorly patronised, the question of incurring loss does not arise

Drive to Check Ticketless Travel in Trains

2037 SHRI NIHAR LASKAR Will the Minister of RAILWAYS be pleased to state

(a) whether during the month of May 1977 the Railways had increased their drive for checking the ticketless travel in the trains,

(b) if so, how many persons were arrested in this regard; and

(c) what steps are being taken to intensify the drive against ticketless travel?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Yes. During the month of May, 1977, 8,934 checks, as compared to 7,778 in May 1976, were conducted against ticketless travel.

(b) In May 1977, 1,84,545 persons were detected travelling without tickets or with improper tickets 36,118 persons were prosecuted and 17,878 out of them were sent to jail.

(c) The ticket checking organisation in Railways consists of:-

(1) Stationary Ticket Collectors who are posted at stations for manning the gates. They check the tickets of passengers entraining and collect the tickets of those detraining at their stations, and

(2) Travelling Ticket Examiners who check the tickets of passengers in running trains and work on their respective sections to prescribed programme

Besides general checks by these staff, the following steps are taken to check ticketless travel —

(1) Special massive checks against ticketless travel are being conducted by mobilising a large force of ticket checking staff, Railway Protection Force Government Railway Police and Local Police personnel under supervision of senior railway officers

(2) Joint drives against ticketless travel in co-ordination with the State Governments.

(3) Frequent concentrated surprise checks, especially by moving the checking parties accompanied by Railway Protection Force/Police and Railway Magistrates by road transport.

(4) Inognito checks by travelling ticket examiners in plain clothes

(5) Replacement checks by headquarters and divisional ticket checking squads by intercepting the trains in mid-sections.

(6) Deployment of ticket checking staff of one railway system for ticket checking on another system

(7) Educatve propaganda against ticketless travel is carried out among the travelling public particularly among the student communities.

छिन्दवाड़ा पारसिया छोटी लाइन का बड़ी लाइन में बदला जाना

2038. श्री सुभाष झाहूबा . नया रेल मंत्री यह बताने की कृपा करेंगे कि छिन्दवाड़ा-पारसिया छोटी लाइन को बड़ी लाइन में बदलने के लिए सरकार का क्या कार्यवाही करने का विचार है ?

रेल मंत्री (श्री० मधु बंधवते) छिन्दवाड़ा-पारसिया छोटी लाइन खण्ड सहित सतपुरा छोटी लाइन के उत्तरी खण्ड के बदलाव के लिए सर्वेक्षण 1972-73 में किए गये थे । किन्तु यह परियोजना वित्तीय श्रौर यातायात की दृष्टि से व्यवहार्य नहीं पायी गयी । फिलहाल, छिन्दवाड़ा -पारसिया छोटी लाइन को बड़ी लाइन में बदलने का कोई प्रस्ताव नहीं है ।

Arrears of night duty, O. T. allowances, increments to Railway Staff in Guntakal Division

2039 SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state

(a) whether arrears of night duty allowance, overtime, increments are due to be paid to Railway staff in Guntakal division from 1973,

(b) if so, the amount to be paid till 31st March, 1977, and

(c) when will it be paid?

THE MINISTER OF RAILWAYS (PROF MADHU DANAVATE):

(a) Yes, in some cases.

(b) Rs. 11.11 Lakhs.

(c) Out of the above amount, arrears to the tune of Rs. 6.74 lakhs have been paid during April and May, 1977, leaving a balance of Rs. 4.37 lakhs which will be paid in the next two months.

Capacity of Mathura Refinery

2040. SHRI P. RAJAGOPAL NAIDU: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state

(a) whether a refinery is being constructed at Mathura, and

(a) if so, its capacity and other broad features?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H N. BAHUGUNA): (a) Yes, Sir.

(b) Mathura Refinery will have a capacity of 6 million tonnes per annum and will process imported Middle East crude as well as indigenous Bombay High Crude, which will be received by the Off-shore Terminal at Salaya in the Gulf of Kutch and transported to the Refinery through a pipeline, being laid for this purpose.

2. A portion of the Refinery is being set up with Russian collaboration. The Soviet side are responsible for designing and supply of equipment and materials for that portion of the refinery. The other portion is being designed by Engineers India Ltd.

3. The estimated cost of Refinery proper, sanctioned at the feasibility stage in August, 1973, is Rs. 97 crores. Due to escalation in the cost of equipment, materials etc., this estimate has increased substantially. In 1974, it was assessed that the Refinery would cost Rs. 149.52 crores. The latest cost estimates are under preparation of the Indian Oil Corporation.

4. The work on the construction of the Refinery is in progress. The Refinery is expected to be completed mechanically by December, 1979 and commissioned by April, 1980.

Availability and import of Naptha

2041 **SHRI P RAJAGOPAL NAIDU**
Will the Minister of **PETROLEUM
AND CHEMICALS AND FERTILIZERS**
be pleased to state

(a) whether Naptha is produced in the country

(b) if so the quantity produced during 1976-77

(c) whether Government are importing Naptha from other countries and

(d) if so the quantities imported during 1976-77?

**THE MINISTER OF PETROLEUM
CHEMICALS AND FERTILIZERS
(SHR H N BAHUGUNA)** (a) Yes, Sir

(b) During 1976-77 a quantity of about 2.05 million tonnes of Naptha was produced in the country

(c) Yes

(d) About 1.84 lakh tonnes of Naptha was imported during the year 1976-77

**Removal of Letter of B L D from
Election Commission's File**

2042 **SHRI R V SWAMINATHAN**
Will the Minister of **LAW JUSTICE
AND COMPANY AFFAIRS** be pleased to state

(a) whether a letter from BLD to the Election Commission regarding election symbol had been removed from the Commission's file at the instance of the Union Home Minister

(b) what were the contents of the letter and to whom it was written, and

(c) reasons for its removal from the file?

**THE MINISTER OF LAW JUSTICE
AND COMPANY AFFAIRS (SHRI**

593 LS-5

SHANII BHUSHAN) (a) to (c) Presumably the Honble Member has in mind a communication which was addressed by Shri Charan Singh Chairman Bharatiya Lok Dal in connection with the merger of that party in the newly formed Janata party

2 Shri Charan Singh Chairman Bharatiya Lok Dal addressed a letter dated 30th May 1977 to the Chief Election Commissioner of India intimating that a special conference of the Bharatiya Lok Dal held in Delhi on 30th April 1977 presided over by him had adopted a resolution of complete merger of its identity with the Janata party and that the symbol reserved for Bharatiya Lok Dal should become the official symbol of the Janata party. A copy of the resolution was also enclosed with that letter. This letter was received by the Chief Election Commissioner on 6th May 1977. On 8th May 1977 Shri Charan Singh desired the return of his letter dated 5th May 1977 addressed in his capacity as Chairman of the Bharatiya Lok Dal. After taking a copy for the records of the Commission the letter was returned to Shri Charan Singh on 9th May 1977 with a covering letter in which he was informed that the Chief Election Commissioner would await a communication from him before he proceeded further in the matter relating to the merger of the party. On 11th May 1977 the letter of 5th May 1977 was returned to the Deputy Election Commissioner in person by Shri Rabi Rai General Secretary Janata party. As similar letters intimating the merger had already been received from the Indian National Congress (Organisation) the Bharatiya Jan Sangh and the Socialist Party the Commission recorded a decision on 11th May 1977 itself under paragraph 16 of the Election Symbols (Reservation and Allotment) Order 1961 that the Janata party should be recognised and notified as a National party and that the symbol 'Haldhar within wheel' (Chakra Haldhar) should

be allotted as its exclusive symbol for elections to the Lok Sabha and State Legislative Assemblies.

3 It would be evident from the above that it is not correct to say that any letter/file had been removed from the office of the Election Commission of India New Delhi, implying that something had been done unauthorisedly or in an irregular manner

Arrangements for Elections to State Assemblies

2043 SHRI R V SWAMINATHAN Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether this time the Election Commission had made better and tighter arrangements for elections to State Assemblies

(b) in what way they were better and tighter than the last Lok Sabha elections, and

(c) whether any arrangements were made to save the people from the heat?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANU BHUSHAN) (a) Yes, Sir

(b) The better and tighter arrangements were in the sphere of maintenance of law and order with a view to effectively preventing the commission of electoral offences and ensuring smooth poll. The State Governments concerned made adequate security arrangements for the safe conduct of poll where elections to Legislative Assemblies were held. The effectiveness of the arrangements can be seen from the fact that there were 75 cases of repoll/adjourned poll at the Lok Sabha elections held in March, 1977 whereas the number of such cases during the assembly elections was only 9

(c) Sheds wherever possible, were provided in front of the polling stations so that the voters may stand in queue

in these facilities for drinking water were also made to the extent possible

Off-Shore Exploration Programme by O. I. L. in Mahanadi Delta

2044 SHRI R V SWAMINATHAN Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state

(a) whether Government have given clearance to the joint sector Oil India Limited to start off-shore exploration in the Mahanadi Delta in July,

(b) whether Government have dropped the idea of take over of the foreign equity in the Oil India Limited,

(c) if so, the reasons therefor,

(d) whether the Oil India Limited has worked out a Rs 15 crore off-shore exploration programme for the Mahanadi area, and

(e) if so, the main features of the proposed programme?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA) (a) No, Sir

(b) and (c) No, Sir. The negotiations are in progress

(d) and (e) The scheme for offshore exploration of Mahanadi area is under preparation by Oil India Ltd

Collision between Trivandrum Mail and Steam Engines at Tiruvalem

2045. SHRI R V SWAMINATHAN Will the Minister of RAILWAYS be pleased to state

(a) whether two persons were killed and six injured when the Madras-bound Trivandrum Mail Collided with coupled steam engines while it was passing Tiruvalem station 118 K.M from Madras.

(b) if so, the details of the accident;

(c) whether any enquiry has been conducted into the accident; and

(d) if so, the findings thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b). On 27th May, 1977, at about 04.06 hours, while train No. 20 Up Trivandrum-Madras Mail was passing through Tiruvalam station on the up main line, it collided with the rear of coupled light engines. In this accident, 2 persons were killed, 8 sustained grievous injuries and 10 simple injuries.

(c) and (d). The Additional Commissioner of Railway Safety, Bangalore, has held his statutory inquiry into this accident. According to his provisional finding, the accident was due to failure of the railway staff.

Drilling operations in Assam, Tripura and Arunachal

2046 SHRIMATI RENUKA DEVI BARKATKI Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state

(a) whether recent oil drilling operations in the plains of Assam, Tripura and Arunachal have revealed the prospects of any new oil deposits in the area, and

(b) if so, what is the estimated yield of the deposits?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). The information is being collected and will be laid on the Table of the Sabha.

लकनऊ संकल के रेलवे कर्मचारियों की शिकायतें

2047. की हुरकोकिच वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या लकनऊ संकल के रेलवे कर्मचारियों की शिकायतें सुनने के लिए कोई विशिष्ट लक्ष्य रखा गया था ; और

(ख) यदि हा, तो इसमें कितनी शिकायतें मिलीं और उनमें से कितनी शिकायतें दूर की गईं ?

रेल मंत्री (श्री० मधु दंडवते) : (क) जी हाँ ।

(ख) कर्मचारियों की कठिनाइयों पर ध्यान देने के लिए लकनऊ संकल में आयोजित 3 साप्ताहिक सम्पर्क शिबिरो में 659 शिकायतें प्राप्त हुई थी । उनमें से 588 शिकायतें दूर की जा चुकी हैं और शेष 71 पर विचार किया जा रहा है ।

Import of Tetracycline by a single Drug Company

2048 SHRI SATYENDRA NARAYAN SINHA Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state

(a) whether a single drug company was allowed to import tetracycline during 1975 or 1976;

(b) whether this caused a national loss, and

(c) if so, the facts thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c) Information is being collected and will be laid on the Table of the House.

Free Passes for Travel by Railway Officers

2049 SHRI SATYENDRA NARAYAN SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to reduce the number of free passes for travel to railway officers;

(b) if so, the salient features thereof; and

(c) the total number of officers eligible for such passes and the annual total railways on this account, if any?

THE MINISTER OF RAILWAYS
(PROF MADHU DANDAVATE): (a) and (b) The matter is under examination

(c) 9.244 The grant of privilege passes/PTOs to Railway employees does not necessarily entail loss to revenue as such.

विदेशों से कीटनाशी औषधियों का आयात

2050. श्री नबाब सिंह चौहान : क्या वैट्रोलियम तथा रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि

(क) गत दो वर्षों में विदेशों से कौन-कौन सी तथा कितनी-कितनी कीटनाशी औषधियों का आयात किया गया, और

(ख) देश में कीटनाशी औषधियाँ कितनी मात्रा में बनती हैं और उनकी कितनी आवश्यकता है ?

वैट्रोलियम, रसायन और उर्बरक मंत्री (श्री हेमबन्दी नन्जन बहुगुणा) (क) एक विवरण पत्र संलग्न है।

(ख) 1976-77 के दौरान 82 700 मी० टन तकनीकी ग्रेड कीटनाशकों की अनुमानित माँग की बुझना में उत्पादन 33,858 मी० टन था।

बिबरण

कीटनाशक आयातित मात्रा (मी० टनो में)
का नाम

	1975-76	1976-77
	(अप्रैल/दिसम्बर, 1976)	
1. बी एच सी 1305.75	0	10
2. डीडीटी 2451.19	1005	00
3. बीडी साइड्स 65 55	14	35
4. फ्लड्रिन 93.20	20.92	
5. क्लोरडेन 60 03	—	
6. डीडीवीपी 3.71	—	
7. डी०डी०टी- प्रोपेन 4320.42	333	01
8. इनड्रिन 985 46	36	80
9. हेप्टाक्लोर 164 01	4.51	
10. लिन्डेन 1 00	0.53	
11. अन्य कीट- नाशक 5868 10	1067	94
	15318 42	2483.16

श्रीरे से फलकोहल का तैयार किया जाना

2051. श्री नबाब सिंह चौहान : क्या वैट्रोलियम तथा रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि .

(क) इस समय देश में श्रीरे से कितना फलकोहल बन रहा है और देश में इसकी कितनी आवश्यकता है ;

(ख) श्रीरे से कितना और किस प्रकार का फलकोहल बनता है ; और

(ग) क्या इसके मुख्य कम करने के लिए सरकार द्वारा कोई प्रयास किये जा रहे हैं और यदि हा, तो तत्सम्बन्धी तथ्य क्या हैं ?

पेट्रोलिएम, रसायन और उर्वरक मंत्री (श्री हेमबती नन्दन बहुगुणा) (क) और (ख) वर्तमान अल्कोहल 1976-77 वर्ष (अर्थात् 1 12 76 से 30 11 77 तक) के दौरान शीरा से 436 मिलियन लिटर अल्कोहल के उत्पादन का अनुमान है जिससे बरेलू आवश्यकताएँ पूरी होने की संभावना है। लगभग 30% अल्कोहल पेय में परिवर्तित किया जाता है जिसमें देशी शराब/एरेक अभी भारत में तैयार किये गये विदेशी शराब अर्थात् रम, जिन, ब्राडी, बिस्की आदि। शेष अल्कोहल औद्योगिक उद्देश्य के लिए प्रयोग किया जाता है।

(ग) औद्योगिक अल्कोहल का मूल्य इथियल अल्कोहल (मूल्य नियंत्रण) आदेश, 1971 के अन्तर्गत नियन्त्रित है या पुनरीक्षा-प्राधीन है। इस समय अल्कोहल के मूल्य में कमी करने के लिए सरकार के विचाराधीन कोई प्रस्ताव नहीं है।

Crisis faced by Fertilizers Factories

2052 SHRI C K CHANDRAPPAN Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state

(a) whether certain fertilizer factories are facing crisis at present,

(b) if so, the facts thereof, and

(c) how far this would affect the production of fertilizer?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA) (a) to (c) None of the Fertilizer factories has brought to the notice of the Government any "crisis" which they may be facing It is however the constant endeavour of the Government to resolve such of the difficulties of this industry as come to its notice from time to time

Enquiry against Indian Oxygen and Birla Firms by MRTP Commission

2053 SHRI C K CHANDRAPPAN Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) the stage of Monopolies and Restrictive Trade Practices Commissions inquiries with regard to Indian Oxygen and Birla firms, and

(b) how long will it take to complete these inquiries?

THE MINISTER OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) and (b) As regards Indian Oxygen Ltd the Monopolies and Restrictive Trade Practices Commission has instituted two enquiries on 10th February 1976 and 6th August 1976 The pleadings in the first enquiry are over and the issues will be framed and tried in the near future In respect of the second enquiry a revised notice of enquiry has been issued

The Monopoly and Restrictive Trade Practices Commission instituted enquiries against the following Birla firms

and the position in regard to each is indicated below

S.No.	Name of the firm	Stage of enquiry
1.	M/s Hindustan Times Ltd	The Pleadings etc over and the matter will be considered by the Commission shortly.
2.	The Southern India Mill Owners Association Vs. M/s Gwalior Rayon Silk Mfg. Wvg. Co. Ltd	The Respondents have not yet filed their reply to the notice of enquiry and the matter is in the initial stages.
3.	M/s Century Spg & Mfg Co Ltd.	Do
4.	M/s. Hyderabad asbestos Cement Products Ltd.	Do

Flouting of MRTP Act and FERA by Multinational Firms

2054 SHRI C K CHANDRAPPA
Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether Government have taken any action against the multinational firms who had flouted MRTP Act and Foreign Exchange Regulation Act during the last three years, and

(b) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) and (b) It is not clear as to what exactly the Hon'ble Member means by the term "flouted". If it refers to violations in so far as MRTP Act is concerned, no such violations have so far come to the notice of the Government on the part of multinational firms which operate in India through their branches and/or their Indian subsidiaries

As regards FERA, there has so far been no violation of Section 29 thereof which deals with dilution of non-resident interest by foreign companies. This Act contains a large number of provisions. There are many branches and subsidiaries in India of foreign companies. Therefore, the desired information can be collected from concerned authorities dealing with the administration and enforcement of the

Act and furnished if the Hon'ble Member specifies the names of the branches and subsidiaries of the foreign companies in respect of which the information is desired.

रेलवे सेलूनों का प्रयोग करने वाले बरिष्ठ अधिकारियों का स्तर

2055 श्री मीरा लाल खेतन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे के बहुत से बरिष्ठ अधिकारी रेलवे सेलूनों का प्रयोग करते हैं, और

(ख) यदि हाँ, तो किस स्तर तक के अधिकारी इन सेलूनों का प्रयोग करते हैं ?

रेल मंत्री (श्री० नचु खन्ना) : (क) और (ख) जब निरीक्षण का स्थान मार्ग से हटकर अलग होता है और वहाँ ठहरने का उपयुक्त स्थान उपलब्ध नहीं होता तो सम्बन्धित अधिकारियों को केवल अपने रेलपथ और अन्य काह्य निरीक्षण करके के लिए निरीक्षण यानों के उपयोग की अनुमति है जिसे प्रायः तीर पर सेलूनों के नाम से सम्बोधित किया जाता है ।

उच्च न्यायालयों में न्यायाधीशों की नियुक्ति

2056 श्री बीजा लाल बहल : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) क्या देश में उच्च न्यायालयों के न्यायाधीशों की नियुक्तियों के मामले में वर्तमान सरकार का विचार भूतपूर्व सरकार द्वारा अपनाई गई प्रक्रिया में संशोधन करने का है, और

(ख) यदि हा, तो तत्सम्बन्धी मुख्य बातें क्या हैं ?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री शक्ति भूषण) : (क) और (ख). उच्च न्यायालयों के न्यायाधीशों की नियुक्तियों संविधान के अनुच्छेद 217 के अनुसार तैयार की गई प्रक्रियाओं के जरिए की जाती हैं।

Memorandum by the President, SC and ST Employees Coordination Council Sindri

2057 SHRI A K ROY Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state

(a) whether a memorandum by the President, SC and ST employees Coordination Council, Sindri regarding injustice by the Fertiliser Corporation Management in the matter of appointment and promotion ignoring earmarked percentage by the Government has been received, and

(b) if so, the action taken by the Ministry for violating the Government's directives?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI G. N. BAHUGUNA) (a) and (b) A Resolution adopted by the F.C.I.

Scheduled Castes and Scheduled Tribes Employees Coordination Council at its meeting held on 5th December 1976 was received by FCI in December, 1976. The FCI has reported that Government instructions in the matter of appointments, promotions, etc of Scheduled Castes/Tribes are being followed by the Sindri Unit

Stoppage of Janta Express (Howrah-Bongaigaon)

2058 SHRI SASANKASEKHAR SANYAL Will the Minister of RAILWAYS be pleased to state

(a) whether he is aware that Kamrup fast passenger train in Howrah Sector of West Bengal started stopping at Nimtita instead of at Dhulian both very important trade centres including import and export-principally because Nimtita was the Home Centre of the then Congress M P,

(b) whether he propose to consider the inconvenience of the large number of people of Dhulian Municipality and Sunandih populous villages who cannot avail of any fast train and introduce a stoppage of Janta Express-(Howrah-Bongaigaon line) at Dhulian Station, and

(c) whether the renovation of the Station rooms and waiting rooms will also be considered in this connection?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE) (a) The suggestion to provide stoppage of 59/60 Kamrup Express at Nimtita was made in the meeting of Informal Consultative Committee and was accordingly provided from 1st October, 1976 on having been found to be justified on traffic consideration 59/60 Kamrup Express was not stopping at Dhulian Ganga and therefore its withdrawal to make way for Nimtita does not arise

(b) The suggestion to provide stoppage of 163/166 Howrah-New Bongaigaon Janta Express at Dhulian Ganga

will be examined and action as found necessary will be taken

(c) The existing station building at Dhulian Railway Station consists of a small structure with a station room, booking counter and a small verandah over the booking counter. There is no waiting hall in the station building. A platform shelter measuring 50 x 30 is provided on the platform in front of the station building for the convenience of waiting passengers.

There is no proposal for renovation of the station building but a scheme to provide a waiting hall of area about 1000 sq ft is under consideration for inclusion in the railways future works programme subject to approval by Railway Users' Amenities Committee and availability of funds.

On-Shore Oil Resources

2059 SHRI D D DESAI Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state

(a) whether the total on-shore oil resources of the country have been estimated at 420 million tonnes

(b) if so the Load outlines thereof

(c) whether comparable off-shore oil resources have also been located and

(d) if so, the facts thereof?

THE MINISTER OF PETROLEUM CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA) (a) to (d) As a result of exploration operations conducted so far about 1600 million tonnes geological reserves have been located. Of this about 350 million tonnes (about 200 million tonnes in on-shore and about 150 million tonnes off-shore) are in the category of recoverable reserves. Out of this about 80 million tonnes have been produced/recovered, leaving a balance of about 270 million tonnes as recoverable on 1st January, 1976

Lawyers representing Central Government and Union Territories in Courts

2060 SHRI KANWAR LAL GUPTA, Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether the same committed lawyers who used to represent erst-while Government are still representing the Central Government and Union territories before courts,

(b) if so, why have they not been changed so far,

(c) the names of the lawyers who have been representing the Central Government and Union territories before different courts, and

(d) the amount of fees given to each of them by Government during the last three years?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) and (b) In so far as the Central Government Civil Litigation is concerned, the panels of Advocates for various Courts are under review. The previous three Law Officers namely the Attorney-General the Solicitor-General and the Additional Solicitor General having themselves tendered their respective resignations new appointments have been made to the said posts. Information in respect of the Union Territories is being collected and will be laid on the Table of the House.

(c) Lists of Advocates for conducting civil litigation of the Central Government in the Supreme Court, various High Courts and Subordinate Courts in Bombay Calcutta, Delhi and Madras (from 1st April 1974 to 31st March, 1977) are laid on the Table of the House [Placed in Library. See No. LT-544/77]. Generally, counsel have been engaged out of these lists but sometimes in special circumstances other Advocates are also engaged in the Central Government cases. The information in respect of Union Terri-

ories is being collected and will be laid on the Table of the House.

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

Goods stolen from Railways during the last three years

2061. SHRI KANWAR LAL-GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) the total amounts of goods stolen from Railways during the last three years, year-wise;

(b) the names of first three stations from where maximum number of thefts took place in the last three years; and

(c) steps taken by Government to check it?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):
(a) The total amounts of goods stolen from Railways during the last three years are:

Year	Amount in Rs.
1974	3,87,33,836
1975	3,10,20,032
1976	1,22,53,135

(b) New Jaipaguri, Delhi and Kalyan have registered the maximum number of cases of thefts and pilferages during the last three years.

(c) The following steps have been taken by the Railways to check such thefts:—

(i) Almost all important goods trains are escorted by Railway Protection Force Guards.

(ii) Affected sections and yards are patrolled by the Railway Protection Force staff during night.

(iii) All important yards and goods sheds are guarded by Railway Protection Force round-the-clock.

(iv) Regular meetings of State level and basic level committees are held for discussing Railway Crime and allied matters.

(v) Greater use is being made of the Dog Squads maintained by the Railway Protection Force for patrolling the marshalling yards.

(vi) Close liaison is being maintained with the State Police authorities to curb the activities of criminals operating on the Railways.

(vii) Investigation of crimes coming to notice are pursued vigorously.

Introduction of New Trains

2062. SHRI KANWAR LAL GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether many new trains have been started from Banaras and Jammu during the last three years;

(b) if so, particulars thereof and the reasons behind it;

(c) what is the criteria adopted by Government for starting new trains to a place; and

(d) the number of new trains which Government propose to start in this year together with particulars thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):
(a) to (c). On considerations of traffic justification and subject to availability of requisite resources, the following new trains were introduced to/from Varanasi and Jammu Tawi:—

(1) 157/158 New Delhi-Varanasi Kashi Vishwanath Express (daily) from 30-3-75.

(2) 165/106 Ahmedabad-Faizabad/Varanasi Sabarmati Express (5 days upto Faizabad 2 days upto Varanasi) from 26-1-76

(3) 139/140 Madras Beach-Varanasi Ganga Cauvery Express (bi-weekly) from 16 2 77

(4) 107/108 Jhansi-Varanasi/Mughalsarai/Bundelkhand Express (daily) from 13 77

(5) 49/50 Gorakhpur-Varanasi/Allahabad City Purvanchal Express (daily) from 11 76

(6) 63/84 Delhi-Lucknow Express, extended to run to/from Varanasi (daily) from 15 76

(7) 171/172 Bombay-Central-Jammu Tawi Express (bi-weekly) from 24 12 76

(d) Details of introduction of some new trains during the current year is still under examination and such action as is feasible will be taken

Crude Oil Resources in On-Shore Areas

2063 SHRI PRASANNBHAI MEHTA Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state

(a) whether out of reserves estimated at 450 million tonnes in on shore areas 120 million tonnes of crude is considered to be recoverable by primary known techniques

(b) whether to enhance the recovery of oil from the existing fields the Oil and Natural Gas Commission had decided to expand the capacity of the present reservoir and

(c) if so, to what extent?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA). (a) Yes, Sir

(b) and (c). Both, Oil and Natural Gas Commission and Oil India Limited are adopting appropriate enhanced recovery techniques to improve recovery percentage of oil from their existing fields. It is difficult to quantify precisely the extent to which recovery of oil would be increased by these techniques since the result would materialise over a period of 10—15 years or so

Panel on Legal Aid to Poor

2064 SHRI PRASANNBHAI MEHTA Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether panel on legal aid to the poor has asked for extension of time for submitting its report,

(b) if so whether Government have granted the same,

(c) the reasons for asking for the extension of time, and

(d) when the panel is likely to submit report to Government?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) (a) Yes, Sir

(b) Yes, Sir

(c) The Chairman of the Committee, Mr Justice Bhagwati, while requesting the Government to extend the time for submitting the Report of the Committee has stated that the Committee had done considerable work and collected a large mass of material with a view to preparing its interim and final Reports. In order that the labours of the Committee may not be left unfinished, he observed that it would be desirable that the term of the Committee may be extended for a further period of 4 months in order to enable the Committee to complete its Report.

(d) The Committee is likely to submit its final report by the end of August, 1977.

Cheaper rates of raw materials for reduction in prices of Drugs

2065 SHRI PRASANNBHAI MEHTA Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state whether the drug industry has pointed out that unless the raw material for drugs is available at cheaper rates the price of drugs cannot be reduced?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H N BAHUGUNA) The prices of basic drugs and formulations are statutorily fixed under the Drugs (Price Control) Order, 1970 on the basis of the recommendations of the Bureau of Industrial Costs & Prices after necessary examination. The prices of inputs, viz., chemicals, solvents, etc. required for production of bulk drugs are not statutorily controlled. The industry has been making general as well as specific complaints about the high costs of raw materials. The specific complaints have been brought to the notice of the authorities concerned for remedial measures.

रतलाम, खडवा तथा अजमेर में रेलगाड़ियों के प्लूचने का समय

2066. डा० लक्ष्मी नारायण पांडेय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अजमेर-खडवा उपखण्ड पर चलने वाली रेलगाड़ियों का रतलाम, खडवा और अजमेर में प्लूचने का समय इस तरह निर्धारित किया गया है कि या तो गाड़ियों को बंटों तक प्रतीक्षा करनी पड़ती है अथवा झीं जाते से पूर्व रेलगाड़ियों बंटों तक रुकी रहती ? ;

(ख) क्या इस कठिनाई को दूर करने के लिए गाड़ियों द्वारा अनुरोध किए गए हैं ; और

(ग) यदि हा, तो उन पर क्या कार्यवाही की गई है ?

रेल मंत्री (प्र० सधु बख्तते) : (क) जी हा, कुछ मामलों में ।

(ख) जी हा ।

(ग) अजमेर-रतलाम-खडवा-पुरा खण्ड पर मीटर गार्ड की गाड़ियों का समय, अजमेर, रतलाम और खडवा की मुख्य लाइन की दोनों दिशाओं में चलने वाली गाड़ियों के मेल को ध्यान में रखकर निर्धारित किया गया है। फिर भी, इस मामले की नयी समय सारणी बनाने समय दोबारा जांच की जाएगी ।

दिल्ली स्थित किसानगंज रेलवे कालोनी के रेलवे क्वार्टरों में सुविधाएं

2067. श्री शिव नारायण तंदरनुनिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि .

(क) किसानगंज रेलवे कालोनी में कितने रेलवे क्वार्टर हैं और उनकी मरम्मत तथा सफाई के लिए क्या व्यवस्था की गई है ;

(ख) क्या वहां पर बिजली, जल तथा सफाई की समुचित व्यवस्था नहीं है ; और

(ग) क्या इस कालोनी में सामुदायिक भवन, लाइब्रेरी तथा मनोरंजन केन्द्र हैं ?

रेल मंत्री (प्र० सधु बख्तते) : (क) दिल्ली किसानगंज रेलवे कालोनी में 2044 क्वार्टर हैं। मरम्मत के उद्देश्य से, कालोनी को तीन जोन में बाँट दिया गया है तथा मरम्मत के बारे में विचारकों द्वारा करने के लिए प्रत्येक

कीम में एक पूछताछ कार्यालय की स्थापना कर दी गई है। कालोनी परिसर में नियमित रूप से सफाई भी की जाती है जिसके लिए पर्याप्त कर्मचारियों की व्यवस्था की गई है।

(ख) कालोनी में बिजली, पानी की सप्लाई तथा सफाई की समुचित व्यवस्था है।

(ग) इस कालोनी में मनोरंजन क्लब, हस्तकला केन्द्र तथा बच्चों के खेलने के सात पार्कों की व्यवस्था की गई है। किन्तु यहाँ, पुस्तकालय की सुविधाएँ उपलब्ध नहीं हैं।

रेलवे क्वार्टर की सुविधा लेने वाले कर्मचारियों की श्रेणियाँ

2068. श्री शिव नारायण सरसूनिया : क्या रेल मंत्री यह बताने की कृपा करें कि -

(क) उत्तर रेलवे में रनिंग स्टाफ में कर्मचारियों की कौन-कौन सी श्रेणियाँ आती हैं,

(ख) क्या रनिंग स्टाफ का, अपने निजी मकान होने के बावजूद, रेलवे क्वार्टरों की अलाटमेंट की सुविधा दी जाती है, और

(ग) रनिंग स्टाफ के प्रतिरिक्त अन्य किन-किन श्रेणियों के कर्मचारियों का उक्त सुविधा उपलब्ध है ?

रेल मंत्री (प्रो० जय कण्डवते) : (क) कर्मचारियों की निम्नलिखित कोटियों को रनिंग कर्मचारी माना जाता है —

लोकों :

(i) ड्राइवर (इसमें मोटरमैन और रेल मोटर ड्राइवर शामिल हैं)

(ii) बंटर

(iii) फायरमैन (इसमें बिजुलीकृत बर्णों पर इंस्ट्रुमेंटल फायरमैन और सहायक

ड्राइवर तथा बीजल इंजनों पर ड्राइवरों के सहायक शामिल हैं)

बातायात :

(i) गार्ड

(ii) ब्रेकसमैन।

(ख) जी हा, गार्ड की कोटि को छोड़कर। उन्हें यह लाभ दिा जाने के प्रश्न पर निर्माण एवं भावान मन्त्रालय द्वारा विचार किया जा रहा है।

(ग) इस सुविधा का लाभ उठाने वाले भ्राजपक्षित कर्मचारियों की कोटियों का पूर्ण विवरण। सभा पटल पर रखा गया है। [अन्वयालय में रखा गया। देखिए सभ्या L T-545/77]

दिल्ली किसानगंज स्थित रेलवे स्वास्थ्य केन्द्र में अन्तरंग विस्तार और विशेषज्ञ

2069. श्री शिवनारायण सरसूनिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या दिल्ली विज्ञानगंज रेलवे कालाना स्थित रेलवे स्वास्थ्य केन्द्र में इसके बावजूद कि यह कालानी एशिया में सबसे बड़ी कालोनी है, अंतरंग विस्तार तथा विशेषज्ञों की व्यवस्था नहीं है,

(ख) क्या इस कालोनी के लिए दिल्ली मन अस्पताल में विमनरो की व्यवस्था थी और अब इस सुविधा का समाप्त कर दिया गया है, और

(ग) क्या इन कालोनी में स्वास्थ्य केन्द्र का विस्तार किया जा रहा है और यदि हा, तो कब तक तथा विस्तार का व्यौरा क्या है ?

रेल बंदी (प्र० नम्बू ईडुक्को) : (क) अभी तक रेलवे स्वास्थ्य यूनिट दिल्ली किशनगंज में अंतरंग विस्तारों की व्यवस्था नहीं की गई है। कुछ विशेष मामलों में एक निर्धारित कार्यक्रम के अन्तर्गत पर विशेषज्ञ इस स्वास्थ्य यूनिट का दौरा करने ?।

(ख) दिल्ली में अस्पताल एक पुराने जीर्ण-शीर्ण भवन में था और इसमें अन्वेषण तथा रोग-निदान की सुविधाएं पर्याप्त नहीं थी। दिल्ली क्षेत्र के लिए बिकिस्ता सुविधाओं को पुनर्गठित करने के लिए, दिल्ली में अस्पताल के विस्तारों को जो दिल्ली किशनगंज की आवश्यकताओं को भी पूरा करते थे, केन्द्रीय अस्पताल, नई दिल्ली में स्थानांतरित कर दिए गए हैं, जहाँ रोग निदान के लिए नवीनतम उपस्कर और अर्बैतनिक परामर्शदाताओं की सेवाओं सहित विभिन्न विषयों के विशेषज्ञ भी उपलब्ध हैं।

(ग) यद्यपि रेलवे द्वारा इसके विस्तार का प्रस्ताव किया गया है, किन्तु इस समय इसके लिए कोई स्वीकृति नहीं दी गई है।

भारतीय तेल निगम के कुछ अधिकारियों को बिचा गया बोनस

2070. श्री शिव नारायण सरसूनिया : क्या पंडोलियम तथा रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि

(क) क्या अन्वेषण तेल निगम के 246 से अधिक अधिकारियों को प्रतिवर्ष 36 हजार रुपये बोनस प्राप्त होता है ;

(ख) उनमें से कितने अधिकारी अनुसूचित जातियों के हैं, और

(ग) इस विषय में भारतीय तेल निगम में अनुसूचित जातियों के व्यक्तियों को रोजगार देने के बारे में सरकार की क्या नीति है ?

पंडोलियम, रसायन और उर्बरक मंत्री (श्री हेमचन्दी नन्दन बहुगुणा) : (क) वर्ष 1975-76 में प्रतिवर्ष 36,000 रुपये के पारिश्रमिक प्राप्त करने वाले कर्मचारियों की कुल संख्या 246 नहीं।

(ख) कुछ नहीं।

(ग) आई० प्रो० सी० राष्ट्रपति के नीति निर्देशको में यथा उल्लिखित अनुसूचित जातियों के आरक्षणों से सम्बन्धित सरकारी नीति का अनुसरण कर रहा है। उक्त नीति निर्देशको में भतियों के लिए निम्नलिखित आरक्षणों की व्यवस्था की गई है :—

सीधी भर्ती —

- (i) नूली प्रतियोगितात्मक परीक्षा के माध्यम से अखिल भारतीय आचार पर की गई सीधी भर्ती में।
- (ii) उपरोक्त में उल्लिखित स्थिति के अतिरिक्त अखिल भारतीय आचार पर की गई सीधी भर्ती।
- (iii) श्रेणी iii और iv पदों में की गई सीधी भर्ती में, जिन पर साधारण तौर पर उम्मीदवार स्थानीय रूप से अथवा एक प्रवेश से अर्जित किए जाते हैं।

अनुसूचितजातियां

15 प्रतिशत

16½ प्रतिशत

इस प्रयोजन के लिए तैयार किये गये 100 प्वाइंट रोस्टर के अनुसार एक राज्य में दूसरे राज्य में यह प्रतिशतता 2 प्रतिशत से 25 प्रतिशत तक भिन्न-भिन्न है।

बेतूल रेलवे परियोजना पर उपरि पुल

2071. श्री सुभाष भामराजा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि मध्य रेलवे में बेतूल रेलवे क्रॉसिंग पर पहला ही संजूर किए गए उपरि पुल के निर्माण के बारे में सरकार ने क्या कार्यवाही की है ?

रेल मंत्री (श्री० मधु दंडावते) :
बेतूल से वर्तमान समय पर सं० 256 के स्थान पर ऊपरि सड़क पुल बनाने का प्रस्ताव रेलवे के निर्माण कार्यक्रम में पहले ही शामिल कर लिया गया है। निर्माण शुरू करने से पहले राज्य सरकार और रेलवे द्वारा अपने अपने हिस्से के काम के लिए बनाये गये अधिग्रहण, धारण और तलमीनों का पारस्परिक अनुमोदन अधिसूचित है। दिसम्बर, 1976 में एक संरक्षण योजना मध्य प्रदेश राज्य सरकार की स्वीकृत के लिए भेजी गई थी, जिसकी अभी प्रतीक्षा की जा रही है। राज्य सरकार द्वारा धारण स्वीकार कर लिये जाने तथा काम का अपने हिस्से का खर्च स्वीकार करने को राजी हो जाते

के बाद ही रेलवे काम शुरू कर सकती है। इन अधिग्रहणकारिताओं को शीघ्र पूरा कराने के लिए रेलवे राज्य सरकार से आग्रहपूर्ण सम्पर्क बनाये हुए है।

Operation on Uneconomic Branch Lines

2072. SHRI K. SURYANARAYANA:
Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of uneconomic branch lines are being operated by the Railways in different parts of the country; and

(b) the present policy of Government regarding continuance of these branch lines, particularly in view of the stiff competition from the road traffic?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):

(a) Yes.

(b) The general policy is not to close any railway line on the ground of unremunerativeness only. A line may, however, be considered for closure wherever adequate alternative modes of cheaper transport exist and where such a closure would not adversely affect public interest, including any important economic activity. Even in these exceptional cases, the concerned State Government is consulted.

Catering contracts

2073. **SHRI K SURYANARAYANA:**
Will the Minister of RAILWAYS be pleased to state

(a) whether Government are reconsidering the policy regarding grant of catering contracts at Railway Stations and

(b) if so whether the Co-operative Societies of vendors will be given preference in granting catering contracts?

THE MINISTER OF RAILWAYS
(PROF MADHU DANDAVATE):

(a) No

(b) As per extant instructions the Cooperative Societies of actual workers are already being given preference for awarding catering contracts

रतलाम डिवीजन के स्टेशनों में पके भरे हुए माल डिब्बे

2074. **डा० लक्ष्मी नारायण पांडेय :**
क्या रेल मंत्री यह जताने की कृपा करेंगे कि

(क) क्या पश्चिम रेलवे के रतलाम डिवीजन में अनेक स्टेशनों के विभिन्न स्थानों पर जाने वाले माल डिब्बे भरे हुए इतलिए पड़े हैं क्योंकि निर्धारित स्थानों पर इन माल डिब्बों को खाली करने के लिए स्थान नहीं है अथवा कीच के स्टेशन पर आगे वाली काड़ने अवरोध हैं ,

(ख) क्या इसके परिणामस्वरूप गतव्य स्थान पर माल पहुँचाने में 1½ से 2 महीने तक का समय लग रहा है, और

(ग) यदि हाँ, तो इस कठिनाई को दूर करने के लिए क्या उपाय किए गए हैं ?

रेल मंत्री (प्रो० मधु दंडवती) :
अभी हाल में रतलाम मंडल में —

(i) माल उतारने की दर लदान के लिए प्राप्त माल की मात्रा के अनुरूप न रहने के कारण इन्दीर स्टेशन पर मीटर लाइन के मान गावाम के लिए, और

(ii) उत्तर और पश्चिम से बुक होकर खडवा के रास्ते सभी मीटर लाइन मार्गों से और रतलाम मंडल पर से गुजर कर दक्षिण रेलवे पर स्थित गन्धर्व स्टेशनों को जाने वाले यातायात से लदे हुए माल डिब्बे सीमा के उपरान्त पड़े रहने के मामले हुए हैं ।

ध्यापार लेखों में गेहूँ की अन्तर्राज्यीय आवागामी पर लगी पाबन्धियों के हटा लिए जाने के परिणामस्वरूप आबाओ के यातायात में अचानक वृद्धि होने के कारण माल डिब्बे सीमा के उपरान्त पड़े रहे ।

(ख) इस प्रकार के विलम्ब की कोई विशिष्ट घटना, नोटिस में नहीं आयी ।

(ग) यातायात का लदान विनियमित करने के अलावा पश्चिम रेलवे के प्राथिकता इन्दीर माल गावाम पर अधिक संख्या में माल डिब्बे खाली करने के बारे में ध्यापरियों उषा सरकार के प्रति-

निधियों से सम्पर्क बनाये हुए हैं। कुछ माल गाड़ियों में डीजल रेल इंजन लगा कर खंडवा के रास्ते संचलन-क्षमता भी बढ़ायी जा रही है।

रतलाम स्टेशन में माल की दुलाई

2075. डा० लक्ष्मी नारायण पांडेय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या पश्चिम रेलवे के रतलाम डिबीजन में रतलाम स्टेशन पर माल की दुलाई के लिए बाहर से आ रहा माल को उतारने और इसे अन्य रेलगाड़ियों में चढाने के लिए बहुत कम स्थान है,

(ख) क्या मध्य प्रदेश के मकामौर से आने वाली सीमेट, जो भीडर गेज पर विभिन्न स्टेशनों को भेजी जाती थी, वहां सैकड़ों किलोमीटर अधिक का लम्बा मार्ग तय करके बरामता माबरमती विलम्ब में पहुंची थी; और

(ग) यदि हा, तो इस कठिनाई को दूर करने के लिए क्या उपाय किये गये हैं ?

रेल मंत्री (श्री० मधु दंडवते) :

(क) जी नहीं।

(ख) जी हा, कर्ना कर्ना, कार्यभार को बराबर बाटने के उद्देश्य से एक यानान्तरण स्थल के लिए भेजे गये माल-डिब्बों और दूसरे याना तरण स्थलों के जरिये भेज दिया जाता है।

(ग) रतलाम स्टेशन पर वर्तमान यानान्तरण सुविधा सामान्यरूप में होने वाले यतायात को सम्हालने के लिए पर्याप्त समझी जाती है।

Conversion of Rajkot-Veraval Line into Broad Gauge Line

2076 SHRI DHARMASINBHAI PATEL, Will the Minister of RAILWAYS be pleased to state-

(a) whether Gujarat Government have made any request to the Central Government for conversion of Rajkot-Veraval metre gauge line into broad gauge line and if so, when it was made; and

(b) the action taken so far and proposed to be taken by Central Government in this regard?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) No request appears to have been received from Gujarat Government for conversion of Rajkot-Veraval metre gauge line into broad gauge line although some representations have been received from other parties in Gujarat.

(b) The question of gauge conversion of Rajkot-Veraval line can be considered only after the gauge conversion of Viramgam-Rajkot-Okha/ Porbandar section which is in hand gets completed.

12 hrs.

PAPERS LAID ON THE TABLE

REPORT re EXECUTION OF PROVISIONS OF THE MRTP ACT, REPORT ON THE GENERAL ELECTIONS TO LEGISLATIVE ASSEMBLIES IN INDIA 1970-72, VOL II NOTIFICATION UNDER REPRESENTATION OF THE PEOPLE ACT, ETC

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE). On behalf of Shri Shanti Bhushan, I beg to lay on the Table

(1) A copy of the Report (Hindi version) pertaining to the execution of the provisions of the Monopolies and Restrictive Trade Practices Act 1969 for the period from 1st January to 31st December, 1975, under section 62 of the said Act. [Placed in Library See No LT-514/77]

(2) A copy of the Report (Hindi version) on the General Elections to the Legislative Assemblies in India (1970-72), Volume II (Statistical) [Placed in Library See No LT-515/77]

(3) A copy of Notification No SO 377(E) (Hindi and English versions) published in Gazette of India dated the 13th May, 1977 making certain correction in the Delimitation of Parliamentary and Assembly Constituencies Order, 1976, in respect of the State of Uttar Pradesh, under sub-section (2) of section 9 of the Representation of the People Act, 1950 [Placed in Library See No LT-516/77]

(4) A copy of the Kerala Small Industries and Development Promotion Corporation Amalgamation Order, 1977 (Hindi version) published in Notification No SO 1662 in Gazette of India dated the 11th June, 1977, under sub-section (5) of section 386 of the Companies Act, 1956 [Placed in Library. See No. LT-517/77].

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(5) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Law, Justice and Company Affairs for 1977-78 [Placed in Library. See No LT-518/77]

RAILWAYS RED TARIFF (SECOND AMENDMENT) RULES, 1977

PROF MADHU DANDAVATE. I beg to lay on the Table a copy of the Railways Red Tariff (Second Amendment) Rules, 1977 (Hindi and English versions) published in Notification No GSR 725 in Gazette of India dated the 11th June, 1977, issued under section 47 of the Indian Railways Act, 1890 [Placed in Library. See No LT-519/77]

STATEMENT re MARKET LOANS FLOATED IN JUNE, 1977

THE MINISTER OF FINANCE AND REVENUE AND BANKING (SHRI H M PATEL). I beg to lay on the Table a statement (Hindi and English versions) indicating the results of the market loans floated by the Government of India in June, 1977 [Placed in Library See No. LT-520/77]

DETAILED DEMANDS FOR GRANTS OF MINISTRY OF AGRICULTURE AND IRRIGATION FOR 1977-78

THE MINISTER OF AGRICULTURE AND IRRIGATION (SHRI SURJIT SINGH BARNALA). I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Agriculture and Irrigation for 1977-78 [Placed in Library See No LT-520A/77]

MR SPEAKER: Before taking up discussion on demands for grants ...

SHRI JYOTIRMAY BOSU (Diamond Harbour). I have to make a submission to you, I have written to you

MR SPEAKER: You have written to me But not only you; about

[Mr Speaker]

twenty hon Members have written to me If I permit all the 20, how can the business of the House go on?

SHRI JYOTIRMOY BOSU About what have they written?

MR SPEAKER I do not want to say that You have written, Shri Lakkappa has written

SHRI JYOTIRMOY BASU Mine is about the taxation committee

I have written to you under the rules

MR SPEAKER I am not permitting it you may do whatever you like

SHRIMATI PARVATHI KRISHNAN (Coimbatore) Will it go on records?

MR SPEAKER What I do not permit, will not go on records

SHRI JYOTIRMOY BOSU Sir, I want to make a submission It is a very alarming thing When the Parliament is sitting, the Government has gone to the extent of constituting a committee for taxation and who are the persons?

MR SPEAKER For the information of the hon Members I would like to read Rule No 377, which reads 'A member who wishes to bring to the notice of the House any matter which is not a point of order shall give notice to the Secretary-General in writing stating briefly the point which he wishes to raise in the House together with reasons for wishing to raise it, and he shall be permitted to raise it only after the Speaker has given his consent and at such time and date as the Speaker may fix' You have given, Mr Lakkappa has given, Mr Ravi has given, and a number of others have also given If forty of you raise under Rule No. 377, do you think the House will be

able to continue? The Speaker has to permit it I have sent them to the Ministers concerned When they get information and I am satisfied with its importance, I may myself permit it Just because you write and send it to me at 10 O'clock, I cannot allow you to raise it

SHRI JYOTIRMOY BOSU This is by-passing the Parliament, by-passing you Perhaps you have not gone through my letter

MR SPEAKER Here is your letter

SHRI JYOTIRMOY BOSU You kindly read and judge whether it is an important matter for the House to know or not

MR SPEAKER The Speaker has already looked into it and the House will look into it only after the Speaker permits it After all somebody is appointed as Chairman of something Now Budget Demands are going on It may be wrong appointment an irregular appointment You have a right to condemn it in the Budget You can move a cut motion and discuss it

SHRI JYOTIRMOY BOSU Sir the general discussion on the Budget is over I will have to wait for fifteen days for the finance Bill It is a very serious matter

MR SPEAKER It is not at all important Equally important are those things Mr Lakkappa spoke about bank discussion—some Minister's irregular statement I have referred it to the Minister He must reply Suppose you raise your point under Rule 377—how can I allow it? I have referred it to the Minister He says that statement is not correct Whether it is correct or not, I have to get the information from the Finance Minister When I get a reply, I will allow you to raise it. I do not mind; you may change the rules. There is a Rules Committee.

The moment you give notice, if you have a right to raise it, and if everybody gives notice under Rule 377, well, the House cannot continue. The Speaker can regulate only if you follow the rules. If you do not follow the rules, nobody can regulate. Put anybody as Speaker in my place, he will be equally helpless.

SHRI JYOTIRMOY BOSU: You do not equate this with the question of inaccurate statement by a Minister, which comes under Direction 155. That is different altogether. Please apply your mind.

MR. SPEAKER: You would not allow me to apply my mind!

SHRI JYOTIRMOY BOSU: All right, Sir. Permit me to raise it tomorrow.

MR. SPEAKER: I cannot give any promise.

SHRI JYOTIRMOY BOSU: Not a written promise; only verbal.

12.36 hrs.

DEMANDS *FOR GRANTS, 1977-78—
contd.

MINISTRY OF STEEL AND MINES

MR. SPEAKER: The House will now take up discussion and voting on Demand Nos. 84 to 86 relating to the Ministry of Steel and Mines for which 5 hours have been allotted.

Motion moved:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1978 in respect of the heads of demands entered in the second column thereof against Demand Nos. 84 to 86 relating to the Ministry of Steel and Mines."

Demands for Grants, 1977-78 in respect of Ministry of Steel and Mines submitted to the vote of Lok Sabha.

No. of Demand	Name of Demand	Amount of Demand for Grant on account voted by the House on 30-3-1977	Amount of Demand for Grant submitted to the vote of the House.
1		3	4
		Revenue Rs.	Capital Rs.
		Revenue Rs.	Capital Rs.
MINISTRY OF STEEL AND MINES			
84.	Department of Steel	26,31,04,000	1,86,59,12,000
85.	Department of Mines	10,67,000	21,33,000
86.	Mines and Minerals	14,50,80,000	22,49,00,000

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86.	Mines and Minerals	14,50,80,000	22,49,00,000

*Moved with the recommendation of the Vice-President acting as President.

MR. SPEAKER Hon Members whose cut motions to the Demands for Grants have been circulated may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Shri George

SHRI A C GEORGE (Mukandapuram) Sir, the Ministry of Steel & Mines has come forward with Demands for Grants amounting to Rs 700 crores. This is a very vital ministry, the backbone of the industrialisation of this country. From a production capacity of 13 million tonnes of steel within a short span of 17 to 18 years we are in the proud situation where in 1976-77 our steel plants were able to achieve a performance of a little more than 10 million tonnes of crude steel and 7.8 million tonnes of saleable steel. There were days when we were entirely depending on import of steel. Even now for some specialised items we depend on imports. Only two or three years ago, we were importing nearly Rs 370 crores worth of different types of steel and at the same time our maximum export was less than Rs 25 crores. For the first time in 1976-77 we have achieved an export performance of more than Rs 350 crores. About imports, I have got figures for only 9 months. On that computation, our import may be just Rs 120 crores, which means in the matter of steel and steel products, our country is next net exporter. For this performance, I would like to congratulate the Ministry and perhaps my good friend, Shri Biju Patnaik also, because at least at one time, he had something to do with planning. This country is universally acclaimed as very rich in minerals especially in iron ore of rich quality. A rough estimate is that the established proven deposits are more than 20,000 million tonnes. And some of our deposits are the best known in the world.

Sir, we feel happy and proud about

the performance of 10 million tons of crude steel or 7.8 million tons of saleable steel. There was a recent study that the production of steel after 2000 A.D. will be roughly 1750 million tons, and it is hoped that perhaps the contribution of the developing countries may be 550 million tons and we put ourselves and feel happy saying "After all it is a good performance". In 1977 our present rate of production was only 10 million tons in comparison to what is going to be 1750 million tons and here is a country which is bestowed and which is rich in everything that is needed for the development of the steel industry. We have got excellent and unfathomable deposits of iron ore, we have got the coal, we have got the manpower and we can be proud that recently we have the expertise which incidentally was going to foreign countries in competition with sophisticated and developed countries. Let us be proud of MECON organisation which has come up by the expertise and skill of Indians or the brain of our research scholars and they were able to compete with international markets and get many of the contracts even putting up a stiff competition with Japan and South Korea. When we think of the 10 million tons of production, let us also remember that a very small country with a population of 4 crores like South Korea where they have practically no iron ore and practically nothing to speak of in coal except their manpower and skill, their production is slightly more than the Indian production. Some two or three years back when I had visited some of the South Korean steel plants, I was surprised to find that they were able to construct a plant of the capacity which at the second stage will be equivalent to the Bhilai steel plant within a short span of 40 months. This is what the South Koreans did in regard to Pohang steel plant. But at the same time when we think of the Steel Ministry or what Mr Biju Patnaik is planning or if at all he cares to go by the White Paper presented in May 1976, because of the

gestation period it will come to fruition and it will come to 3-dimensional realisation only after 8 or 9 years. If you think of a steel plant now, every one of us knows that even with the best of expertise that is developing in our country, the production or commissioning will be after 7 or 8 years unless we have got some more re-scheduling. The classic example is that of the Salem steel plant. The Company was formed in May 1972 if I remember correctly and even now we are in the process of acquiring the land and Mr. Biju Patnaik, the Hon. Minister for Steel with a lot of imagination and vision—and I think he has a great fondness for the South Indian States also—has made a provision of Rs 137 crores for the Salem Steel plant and the magnanimity was extended further by making a provision of Rs 1 crore each for Visakhapatnam and Vijayanagar projects. If you go to the figures in regard to the Bokaro project, you will find that between 17 million tons of the existing production capacity which will be finalised in August and the proposed expansion capacity of 4 million tons, the total outlay will be nearly Rs 1900 crores. So we can understand a project which has started 6 or 7 years back at the present rate of cost is going to cost the exchequer Rs 1900 crores. Naturally you can think of what it will be for the steel plant of Salem. The provision for the Salem steel plant is Rs 167 crores and the provision for Andhra and Mysore projects is Rs 1 crore each. Sir, it is time for us to plan ambitiously. We have got the expertise, we have got the necessary raw materials and we are also building the infrastructure. When we think about the non-ferrous metals also, this country is immensely rich. It only needs a proper mapping and a proper geological survey. It has been proved beyond doubt that the bauxite ore deposits in this country are one of the biggest in the whole world.

Sir, I need not remind the hon. Minister, Shri Biju Patnaik, that we have offers for beneficiation and

further processing of this bauxite ore. We have offers even for aluminium. In fact, if I understand correctly, there are some international offers even for bringing up one important aluminium smelter unit. Similarly, copper and zinc, these are vital non-ferrous metals of this country. If only we agree to process and exploit the ores that are at our disposal, this will be one of the richest countries in minerals.

When we think of the steel plants and when we plan for the future, as I pointed out, the proved and established deposits is 20,000 million tonnes. Even if we go in for an ambitious programme, we have got immense iron ore wealth. When I was looking through this Report I found that the projection for 1978-79 of the total mining of iron ore given was only 59 million tonnes. Out of this, nearly 38 million tonnes are to be used up in the steel plants and nearly 30 million tonnes are to be allotted for exports. If you go in for modern methods our country can realise immense foreign exchange from countries which are in need of this. In this we must go in for modern technology. It is not enough that we just mine it out and send it through some crude method and realise much lower than Brazil and Australia who are our competitors.

It is time for going in for an ambitious programme of pelletisation. I know you have made some provision for one or two pelletisation plants. But looking at the background of the immense reserves of iron ore which are of high quality—and incidentally we will get fines from which we can realise some good money, if we plan for pelletisation—the realisation from the iron ore exports in spite of our proposed ambitious programme of steel plants, will be great. We have to adopt modern technology for sponge iron. I find there is some pittance provided for in the matter of sponge iron also.

When we think of the immense reserves, what has been thought of is much too small. It is in this context

[Shri A. C. George]

that I would request the Minister to let us know his intentions, whether he agrees with the white Paper presented on steel in May 1976. In fact I was eagerly looking forward to his speech. That is why, Sir, in spite of your calling me, I was slightly hesitant because I wanted to be benefited by the initial remarks of the hon Minister because then I could have known his idea about his Demands for Grants: what is his idea about this year and the coming year in the matter of steel and mines.

I thought that he will spell out his ideas about the functioning of the Ministry. In the absence of that naturally, I have to go by some of his speeches, recent speeches, and here I will recall one about mini steel plants. There are nearly 180 mini steel plants with a capacity of more than 4 million tonnes. The present situation in 1976-77 is, in spite of the slight picking up of the demand, the maximum production is only one million tonnes, which means 25 per cent capacity utilisation. There is of course the problem of excise duty and other problems. Yet the Minister for Steel and Mines, Shri Biju Patnaik the other day was saying that the "situation of the mini steel plants is, not only of sick units but of dying units". Can the hon Minister just throw his hands and say that they are not only sick units but dying units? Don't you think that he has got the responsibility to see that by adopting the various customs duty and financial adjustments necessary to revive this at a time when we are faced with great shortage, especially when the Government of India encouraged the mini steel plants where huge investment has gone into? Lakhs and lakhs of workers are involved in it. Now it is a languishing industry. Many of the units are not working and those which are working are also working only to 25 per cent utilisation, as is shown by this figure. So a scheme has to be evolved to see that the mini steel plants are revived and

put on a sound footing. If it comes to that, they must be allowed diversification so that production improves and they become viable and healthy units. You cannot sit back and say "those 180 units are dying and this is the best I can do".

Then I come to Kudremukh unit, another important aspect of this. For this project we were given help and funds from Iran to the tune of nearly 630 million dollars. Already 100 million dollars have been passed on to the Government of India. The agreement was signed on the 26th February 1976. According to the agreement, we have to make the first shipment of the beneficiated iron ore by August 1980. With all the money coming from Iran with the advance payment made by Iran, the project will be of immense benefit to us and the development of the entire area. If by some chance we slip and are not in a position to make the first shipment in August, 1980, not only will we lose our prestige, but we may ever suffer financially. So, I request the hon Minister that though only stingy provision has been made for the Southern States, at least in the matter of Kudremukh, where the money has come from Iran, he should take expeditious measure to see that the project is implemented according to schedule.

In the matter of non-ferrous metals, it has been proved that in many States including Orissa, we have got great deposits of this very fine raw material. In this context, I may also point out that in the districts of Cannanore, Calicut and Mallapuram in northern Kerala, the Geological Survey of India has proved that one of the best deposits is available. One of the most important raw materials for the processing of aluminium apart from bauxite itself, in fact I may say even the most important raw material, is electricity. Kerala is one State where we have surplus power.

SHRI P. K. DEO (Kalahandi) Orissa
is also surplus in power.

SHRI A. C. GEORGE It is, therefore, time that we move in for an ambitious project there. I have got the report of the Geological Survey in my hands. The availability of fairly good ore to the tune of 80 million tonnes has been proved beyond doubt, and the Government of Kerala has submitted proposals for some steel plant and steel complexes there. The availability will be for not less than 40 years, and normally, when we plan, I do not think we look beyond 40 years. But this report and the proposals of the Kerala Government have been shelved innumerable times. Since he is in charge of steels and mines, I hope he will mine out this proposal and see that it is implemented.

When we have such immense resources this Ministry has a very important role to play, but I am not quite sure whether he will be guided by the philosophy recently spelt out by the hon. Home Minister, Shri Charan Singh, that he is not so particular about heavy industries. It is heavy industries which have brought this country to its present great economic development, and all that we have achieved in BHEL, Heavy Engineering Corporation, Rourkela, Bhilai, Durgapur and Bokaro speak volumes of the expertise that has been built over the years. Are we to reverse this merely because of the whims and fancies and pseudo understanding of the Gandhian philosophy by some? We have brought this country to a point where we can stand up and how it is widely acclaimed that India is the most developed among the developing countries. In the matter of generators, turbines and other machinery, we are able to compete in the international markets. Recently even in the matter of the second stage of expansion of Bokaro with four million tons capacity. It has been decided that we need not get the help of foreigners, though two years ago we thought we would have to take help from the Soviet Union. Are all these things achieved overnight? If we allow the philosophy that we need not

concentrate on heavy industries, we will become a rustic and backward country.

So, I would request the Minister of Steel and Mines who is in charge of the vast and immense resources of this country which can take the country's prestige and position very high in the world, not to be guided by old pseudo philosophy and take the country to further progress.

MR. SPEAKER I would like to remind the hon. Members that the time allotted for this Ministry is five hours and I will call the Minister at 5 o'clock or fifteen minutes later. The hon. Members may now move their motions.

SHRI C. K. CHANDRAPPA (Cannanore) I beg to move—

"That the demand under the head 'Department of Steel' be reduced by Rs 100"

[Need for more funds for the Salem Steel Plant and for its expeditious completion (25)]

"That the demand under the head 'Department of Steel' be reduced by Rs 100".

[Need for the speedy construction of Visakhapatnam Steel Plant (26)]

"That the demand under the head 'Department of Steel' be reduced by Rs 100"

[Need to solve the problems of the mini-steel plants (27)]

"That the demand under the head 'Department of Steel' be reduced by Rs 100"

[Need for setting up industries based on the iron ore and bauxite deposits which are found abundantly in the Malabar region of Kerala (28)]

"That the demand under the head 'Department of Steel' be reduced by Rs 100"

[Policy of the Janata Government towards steel industry which helps multinational corporations to exploit our country (29)]

[Shri C K Chandrappan]

"That the demand under the head 'Department of Steel' be reduced by Rs 100"

[Need for closer cooperation between India and USSR in matters relating to further developing steel industry (30)]

"That the demand under the head 'Department of Steel' be reduced by Rs 100"

[Need for providing adequate and meaningful workers participation in the management of public sector steel plants (31)]

"That the demand under the head 'Department of Steel' be reduced by Rs 100"

[Need for the take over of TISCO (32)]

"That the demand under the head 'Department of Mines' be reduced by Rs 100"

[Need to solve the problems of the mica mining industry of Andhra Pradesh and the need to ensure better housing and working conditions to the workers in this industry (33)]

"That the demand under the head 'Department of Mines' be reduced by Rs 100"

[Need to fully explore and utilise the mineral deposits in the hills of Arunachal Pradesh (34)]

"That the demand under the head 'Department of Mines' be reduced by Rs 100"

[Need to settle immediately the outstanding issues between the workers and the management of Hindustan Copper Ltd (35)]

12.57 hrs.

[Mr. DEPUTY-SPEAKER in the Chair]

PROF R K AMIN (Surendranagar): While speaking on the De-

mands of this Ministry I am aware of the limitations which the hon Minister carries with him. He has submitted the report of the working of the Ministry of the last year, i.e. upto March, 1977 and probably, he was not responsible for any of the achievements or any of the failures. It is, therefore, proper for me to confine my comments to the constructive suggestions which I could put forth before him so that he can change the policy of the Ministry of Steel and Mines according to the programme and policy of the Janata Party.

It is true as my hon friend has said, that during the year 1976-77 records have been achieved in production, sale, export of steel and also in export of consultancy services from this country. We have also achieved records in so far as the labour productivity is concerned. In a way I can say that we have turned the corner and can look forward for bigger and bigger achievement in this field. We have production of about 10 million tonnes of crude steel, 7 million tonnes of saleable steel and almost 91 per cent capacity utilisation while at Bhilai, we have crossed even the huddled per cent mark. There is also improvement in the labour productivity. If we take the ingot tonnes per man year as a measure for labour productivity it is 81.6 ingot tonnes at Bhilai, 57 at Rourkela and 48.2 at Durgapur. It should be noted that it was 34 at Durgapur in 1973-74, 44 at Rourkela in 1974-75 and we have certainly made a progress. We have also made progress in exports as indicated by my hon friend in regard to the technological progress we have exported consultancy services and also constructional services. Two of the SAIL's subsidiaries—MECON and HSECL—are doing very well. MECON is busy in preparing project reports for two steel plants in Nigeria. It is also busy in developing the iron and steel plant in Mexico.

13.00 hrs.

The H.S.C.L. has also got contracts for constructional work in the Arab and African countries.

A question can be raised To what do you attribute this progress? Is it because of the new organisation which we have evolved, known as the SAIL in 1973 or is it because of the Emergency or is it because of the new international situation arising out of the rise in the oil prices and the prosperity of the OPEC countries or is it due to the monopoly situation which we have established for the SAIL, the unified control which we have established for the SAIL? We have to examine which factor is responsible for such good achievements in the field of steel production. When we examine this question, I can say that Emergency does not seem to be responsible for such a record production because soon after March, during the months of April and May, 1977 we have made a progress both in respect of production as well as sale and we have continued to make a progress.

The figures will tell the story. In March, 1976, the production of saleable steel was 6,11,000 tonnes and in March 1977 it was 6,61,000 tonnes, in April, 1976 also it was 5,10,000 tonnes which increased to 5,46,000 in April, 1977. During the month of May, 1977, the progress is the same. In regard to sale also, the same thing happened. In March, 1976, the sale was 5,22,000 tonnes and in March, 1977 it was 7,40,000 tonnes, in April, 1977 also the same rate of progress has been maintained and in May, 1977 too the rate of progress is the same.

It may be thought that such a good performance may be due to good industrial relations or because of the competency of the Chairman, Mr BULLIMORIA, or maybe because of the business-like decision taking process or maybe it was possible because of the combination of the post of Secretary of the Ministry and the Chairman of

the SAIL, being the same person till December, 1976 or it may be because of the pooling of resources under one command. All these things might have improved considerably. There may be certain domestic and international factors, such as, dollar prosperity in oil exporting countries or rise in prices abroad. Whatever may be the cause, I feel, the hon. Minister must assess these achievements and see how it has happened by appointing a new committee which should bring out the factors responsible for such a good record in the field of production, sale, export consultancy services, etc. I would request the hon. Minister to appoint a committee to assess all this and find out what are the factors responsible for that.

I would like to suggest a few points for the consideration of the hon. Minister. We have started a dialogue with Afro-Arab countries for joint ventures in steel making. This should not be left to the professionals nor it should be dealt with in a leisurely fashion. The hon. Minister himself should handle it and, more so, because he happens to have a good business acumen in himself. I can visualise very well in so far as the Arab countries are concerned that their total demand is to the tune of 20 million tonnes of steel every year.

They are only producing 5 million tonnes of steel themselves. Now every country would like to be self-reliant in this regard. So, in the next decade I can very well say that they will go in for an increase of 10-15 million tonnes of steel themselves. Similarly the African countries might go in in the next decade for 10 million tonnes of steel. If this 25 million tonnes are to be provided, probably the investment worth about Rs 6000-7000 crore will be required. Even if we take 10 per cent share of it, then we can obtain Rs 600-700 crores as consultancy and constructional service work. It may increase our foreign exchange earnings to the tune of Rs 60-70 crore every year and that is why I consider it to be an important job which our hon. Minister himself should handle.

[Prof R K Amin]

There is need of taking advantage of the accumulated experience and expertise which has been built up in SAIL. For the last 17-18 years, we have been busy with the manufacture of steel. Now we should adopt inter-plant transfer of personnel so that the badly managed plants could have the advantage of expertise which has been accumulated in the good plants. If there is no such policy, then this should be done immediately.

There is also a possibility of over-centralisation because SAIL controls such a big organisation. We should always be very very careful in seeing that this over-centralisation does not take place. Whatever unified control is there the working should be as far as possible in a decentralised way. Uniform control in regard to information is all right but it does not mean that the General Managers should be running to Delhi every week or from time to time. The General-Managers should remain in their plants in their firms and look after their job because SAIL is already acting as an information tank. Beyond that they should not go.

I am glad to note that formerly HSL had 1500 people on staff at headquarters. Now the SAIL has 250 people and they are managing the something which HSL was managing. In regard to export and import, I must say that last year was a good year and we almost doubled our export. But on the basis of present performance, we have fixed the target of 2.41 million tonnes. Now this target is based on the last year's performance, but such a good year may not come again. So, care should be taken—while export is important—to see that export should not take place at the cost of home consumption which should be satisfied first and then whatever remains should be exported. Although we have fixed the target

of 2.41 million tonnes it should not be that this export must take place. That sort of attitude should not be developed in the Ministry of Steel and Mines.

Even now I find that there is a great deal of competition in the international market. This competition prevails both in our export and import. Our former policy was to give greater and greater protection to the home market. Now it is better, in so far as the steel industry is concerned, that the open door policy should be adopted. Even in import, let there be competition so that we can maintain our efficiency. Otherwise, since there is monopoly organisation inside, and if you also give protection to a higher degree by way of controlling import and not allowing the price mechanism to work on it, then this monopoly situation might create such factors which might affect the whole industry and might even make us high cost producers. If you want to have a safeguard against it, openness in the field of import should be introduced.

I would give one more suggestion. The SAIL Board should be properly re-constituted. When I saw the list of Directors on the SAIL Board, I found the names of some politicians also. I do not mind politicians being put on the Board, but they should have the expertise, that is, knowledge in administration or economics or finance or trade or commerce. If politicians without such a background are appointed on the Board, then instead of helping the deliberations of the Board they might adversely affect the working of the Board.

SHRI M RAM GOPAL REDDY (Nizamabad) Does it apply to Ministers also?

PROF R K. AMIN: I am talking about the Board. The Minister is responsible to Parliament. The mem-

bers of the Board may not be responsible to Parliament

I suggest that the Board may be reconstituted, persons having a good background in the field of finance or economics or trade may be put on the Board, it does not matter even if MPs or MLAs are put on that, but such a background should be considered essential for being included on the Board of Directors

I understand that SAIL has appointed an expert committee for long-term development plan. Here the composition of the Committee is more important because they are thinking of our requirements say, in the year 2000 AD. There the persons might have strong views about the type of society we would like to have. If there is a definite commitment made by the nation as a whole it is well and good but there may be certain aspects on which the nation as a whole may not have made any commitment. Therefore the selection of personnel of this Committee becomes more important. This Committee was appointed in 1976 and the Committee was to give its report in June 1977. I do not know whether the report has been given to the Minister or not. If it has not been given, I would certainly like that the personnel of the Committee should be such that they can take a good long-term view of the situation and certainly even of our development in other fields, then they will be in a position to suggest certain concrete steps to be taken in regard to the Steel Ministry.

Now I come to the price policy. It is time that a new price policy was evolved in the Steel Ministry because the difference between the retention price and the sale price is being kept as a separate fund, and with the permission of the Planning Commission, it is being utilised. In this regard I would like to point out that there is no use keeping the price which is lower than the market price, there is no use giving some indirect subsidy to

government departments by showing losses on the part of the steel plants. It is better to allow a market price to prevail so that no black market or any such thing happens. Otherwise, in the name of small industry, some people may get the iron and steel and they may sell out what is allocated to them and you may not have any control on them. If you give at a cheaper price, the iron and steel will be misused, and they may also use more than what is required. If you want the most economical use to be made then the market forces should be allowed to work, there is no need to give any subsidy indirectly to any one.

I would also like to refer to the employment of persons belonging to the Scheduled Castes and Scheduled Tribes in your Ministry. The percentages are different at different places. In Durgapur it is only 8 per cent, in Alloy Steel it is only 11 per cent, in Rourkela it is 25 per cent, in MOIL it is 72 per cent, in NMDC it is 31 per cent, in HSLC it is 25 per cent and in Bolani it is 36 per cent. Why such difference when these units are under the same control? Further, if I examine their categories A, B, C and D, most of them are in C and D categories, hardly 1 per cent are in A and B categories. Now, our efforts should be to raise them to A and B categories as many as possible and also increase the percentages of them.

In so far as housing facilities are concerned, the Bureau of Public Enterprises has fixed up the norm of 70 per cent. None except one unit has achieved that norm. In respect of Bhilai, it is 60 per cent, Durgapur 50 per cent and Bokaro 54 per cent. Only in Bolani, the norm of 70 per cent has been reached. It is 47 per cent in respect of Alloy Steel.

In regard to labour productivity, I would like the Minister to examine

2.

[Prof R K Amin]

why such a great discrepancy between two plants say at Durgapur and Bhilai exists Bhilai is having 816 ingot tonnes per man year, while Durgapur is having only 48 ingot tonnes per man year Why this discrepancy? Is it because of the different product mix or is it because the structure of the two plants is different or is it because the labour is very good in Bhilai and no good in Durgapur? We would like to know the reasons for such a great discrepancy

MR DEPUTY-SPEAKER Please conclude now I have no objection to give you as much time as you want but the result will be that many speakers of the Janata Party will not be able to speak

PROF R K AMIN Only a few minutes more Sir

According to the policy of the Janata Party the Party would not like to put the greater stress on the basic industries at the cost of the consumer industries and the agriculture What has the Minister done in order to rationalise the investment in the iron and steel industry? As for example why should we go simultaneously for increasing the capacity say at Bokaro from 1.7 million tonnes to 4 million tonnes and in Bhilai from 2.4 million tonnes to 4 million tonnes? An investment of one thousand crores of rupees simultaneously on each of these plants is involved In Bokaro you have not yet reached the first stage which is 1.7 million tonnes the second stage was 3.5 million tonnes and the third stage was 4 million tonnes You cross the second stage and come to the third stage while the first stage has not yet been completed Even in Bhilai you have just started for the 4 million tonnes expansion My friends ask for new steel plants at Salem and Vishakhapatnam but I would like to ask are we in a position to invest so much resources in iron and steel? If we want to invest, why not concentrate on Bokaro first, reach upto the capacity of 4 million tonnes and then go to

Bhilai Do the same thing at Bhilai and then go to the rest of the plants You may make a start a little earlier for other plants but the completion ought to be done like this I remember in 1967 the Bokaro plant was sanctioned at a cost of Rs 672 crores and we have already spent Rs 1400 crores while the first stage has not yet been completed I would like to know how many of the on-going projects have been re-phased because of this, how many new projects have been shelved for the time being I would like the Minister to attempt rationalization of investment within the industry Let him concentrate on Bokaro and the expansion of Bhilai or the expansion of TISCO may be stopped for the time being till Bokaro is completed Has he done that sort of exercise in regard to the existing investment? Sooner he does it better it is Otherwise, there would be a long gestation period and our resources will get locked up for a longer period without getting anything out of it At Bokaro, hardly 50 per cent of the capacity is being utilised in the first stage and after ten years we have not got anything at all One does not know when 4 million tonne capacity will be fully utilised It is, therefore better that this sort of exercise for rationalisation suggested by me is done as early as possible

SHRI P K DEO (Kalahandi) It is a good thing that the mantle of this important Ministry of Steel and Mines has fallen on the able shoulders of my friend Shri Biju Patnaik

I will first deal with non-ferrous metals So far as aluminium is concerned though the production has increased by 114 per cent the performance in the public sector is far from satisfactory The only public sector aluminium plant we have is the Bharat Aluminium Company which is an integrated alumina and aluminium plant of a capacity of 2 lakhs tonnes and 1 lakh tonnes respectively located at Korba. For the full working capacity of the Korba plant we need 248 MW of power A tussle has been going on between the MP State Electricity Board and the Korba Aluminium

Plant regarding the tariff of electricity and it is a highly electro-metallurgical complex and we need cheap power. The Korba Thermal power is based on the coal which is produced at Korba and the MP State Electricity Board is not prepared to give power to BALCO at a price which is much less than the cost of generation. From today's paper we came to know that there has been trouble going on in the HINDALCO because the UP State Electricity Board are not prepared to give power from Rihand for the HINDALCO plant. Because of this trouble, this one lakh tonne capacity of aluminium plant at Korba is not running to full capacity. Only 25 000 tonnes has been commissioned so far in the first phase and in the second phase another 25 000 tonnes should have been commissioned by now but it has not been done. So far as the captive mine of this Korba is concerned I had been there. I saw the Phutkaphad deposit which was estimated to contain 26 million tonnes of bauxite ore is now found to have only 1 million tonnes. So also the Amarkantak deposits which are estimated to contain 84 million tonnes of high-grade bauxite ore are now expected to produce only 5 million tonnes. The location of the Aluminium plant at Korba is definitely a mistake of the previous government. I had no axe to grind nor I would like to use any bad word against my friend, the late Mr Mohan Kumaramangalam. I think because of the political pull of the MP Government that BALCO aluminium plant came there. There the national interest was sacrificed at the altar of partisan attitude of a particular state government.

In the Bharat Aluminium Plant we have already sunk Rs 280 crores. So at the present moment we cannot go back. We have already committed Rs. 280 crores there. So the only answer is that the nearest bauxite deposits should be made available to BALCO and the nearest deposit is the Gandhamardan deposits of Orissa which contain 110 million tonnes of bauxite. I believe BALCO has applied

to the Orissa Government for the mining lease of this area and if it is worked out, then the ore will have to be transported from Harisankar Road to Korba, a distance of 347 km. This is the nearest deposit for the working of the BALCO plant. We must have this Gandhamardan deposits completely reserved for that purpose. So far as East Coast deposit is concerned more than 1000 million tonnes of high grade bauxite ore with high grade aluminium content and with very little of silicon and titanium has been found there and as we need cheap power for a electro-metallurgical complex like the aluminium plant we will be needing 220 MW of hydro power. The only answer for aluminium plant in that area is to tap a hydro electric potential in that region. Automatically, all the fingers point at the Upper Indravati Project which will generate 600 MW of electricity power and will ensure firm power to the tune of 220 MW required for an aluminium complex. As the Minister is known for his dynamism I beg to submit that he will use his good influence with the other Ministries and with the Planning Commission and with the Government of India and the Prime Minister so that Upper Indravati Project is started soon.

The Janata Government have stressed on the development of agriculture and irrigation. So, besides generating 600 MW of cheap power, it will irrigate 5 lakh acres of chronically drought affected Kalahandi District. I hope the Minister will try his best in this regard.

So far as the location of Aluminium complex is concerned it has to be as near the power house as possible to avoid loss of power in transmission i.e. near Upper Indravati Power House— at Jai Patna. Automatically, the aluminium complex would come there. For that we may be needing a railway line. In 1964 the survey was made of Lanjigarh Road, Nawrangpur and Amagaura. At that time the estimated cost was Rs. 12 crores. I hope the Minister will speak a word to Prof.

[Shri P K Deo]

Madhu Dandavate to see that the construction of this line is taken up soon.

Another redeeming feature is that by the side of the power House in Bafalmali there is a concentrated deposit of high grade bauxite to the tune of 200 million tonnes, as has been estimated by the Mineral Exploration Corporation of India

I come to steel now. Steel consumption is the economic barometer of any country. So far as steel production is concerned the case of South Korea was cited by my friend Mr George. But I know about Japan. In 1947 its production capacity was only 5 million tonnes and in 30 years it has reached 100 million tonnes—which is twenty times. So in this regard I would like to submit to the Minister that he is one of us who formed Ispat Karkhana Sangharsh Samiti and we had dharna in front of the Prime Minister's House—Shrimati Indira Gandhi and he took the leadership to have the second steel plant of Orissa at Nayagarh in Keonjhar District which will be near Malangtoli. It contains 800 million tonnes of high grade iron ore. Bokaro will be drawing its iron ore from here and Bokaro is located in a coal bearing belt. On the basis of cross-transportation principle all those empty wagons which will come from Bokaro to take iron ore can bring coal from Bokaro area to this area. So we could have a big steel plant at Nayagarh. Messrs Kuljans and Messrs M N Dastur have already given a report and they have given a favourable report so far as location of this second steel plant at Nayagarh is concerned. As early as in 1964 the Government of Orissa had submitted a comprehensive memorial on steel plant and it was prepared by an eminent engineer who happened to be our Governor also, Dr Khosla, for setting up an integrated steel plant at Nayagarh. Messrs M N Dastur in page 28 of Volume I of the report stated this and I want to quote this. They have submitted a voluminous report. They said—

"All 3 eastern region ore-based locations at Nayagarh Barakat and Bonagarh are considered suitable for large integrated steel plants. New rail links will have to be laid and dams constructed for ensuring adequate supply of water for each of these locations. Nayagarh is advantageously located for utilisation of ore from the rich deposits of Malangtoli and Gandamardan blocks."

This is in Keonjhar district which is a backward district. This is full of advantages. It will go a long way to uplift their social life if a second steel plant is located there in Nayagarh.

Some rumours have been floating that the steel plant is likely to be located at Paradeep. In all humility I beg to submit that there should be a national perspective in respect of all such projects. There should not be any parochial interest which should stand in the way. Some progress has been made so far as location of the steel plant at Nayagarh is concerned. We all know that Paradeep is a very good port and it is a deep-sea port. Dastur and Co have mentioned about this that a steel plant could come in the neighbourhood in the Paradeep area but it will be mainly for the purpose of export of our steel products. Paradeep is now connected by railway line to Daitari mine which is being fully worked out. All the dust that has accumulated there could be converted by pelletisation process and that could be taken up and used in any steel plant. Therefore the location of the second steel plant should be decided at Nayagarh and finished products from Nayagarh can be exported through Paradeep port to any foreign country.

With these words I conclude my speech.

SHRI BAPUSAHEB PARULEKAR (Ratnagiri) While supporting the Demands for Grants I would like to make some suggestions and observations to prompt the Ministry and the officials to some action.

It is needless for me to say that the Steel and Mines Ministry has to play a vital role in building up of our national economy. The development of our country, is, to a great extent, dependent on this particular industry

Sir, many good things can be said about the performance of this Ministry but, as the time at my disposal is very short, I would like to make my submissions only with reference to one project to which great injustice has been done by the previous Government. If I may say so, even in this budget, I find that no proper justice has been done to that project. It is an unfortunate project—the aluminium project—at Ratnagiri. Everybody knows that aluminium is the metal of the day and this metal replaced the copper iron etc. Our country is rich in deposits of the ore for this metal which is bauxite. Through you, I may invite the attention of the hon. Minister to one thing. There are very rich deposits which are of the best quality available at two places in Kolhapur district in Maharashtra. The places are Dharyarwadi, Sudgur and the deposits of the best quality are available there. It was because of the availability of rich deposits that the Government decided to start an aluminium project at Ratnagiri. The construction work of Ratnagiri aluminium was entrusted to the BALCO which was formed in the year 1965. Along with this Ratnagiri Project, construction work of aluminium plant at Korba in M.P. was also entrusted to this particular company, BALCO.

I would respectfully submit that, at that time, it was planned that both these plants would commence the construction at site simultaneously and it was decided that the alumina plant be constructed at Korba and a smelter and foundry project to utilise the alumina that would be available at Korba be started at Ratnagiri. The BALCO, in collaboration with a Hungarian Company,

decided by a technical consultancy agreement to start construction of that plant. I would here respectfully invite the attention of the hon. Minister to one thing that as far back as August 1969, this technical consultancy agreement was arrived at. Thereafter, the matter entrusted to NIDC for preparing the project report. I may again submit that this project report was prepared and submitted to the BALCO by the NIDC in September, 1971. After all the preparations were made, I may also submit to the hon. Minister that this particular project of Ratnagiri alumina plant was sanctioned in April 1974. Not only that, a sum of Rs 78 825 crores was also sanctioned and earmarked for this Ratnagiri Alumina Project, in the Fifth and Sixth Plans. Out of this amount, Rs 50 crores were allocated for the Fifth Plan. Unfortunately, three or four years have passed after the commencement of the Fifth Plan, still, from the information that has been supplied to us, it seems that only Rs 150 crores out of Rs 50 crores was spent on this particular plant.

I find from the reports that this amount had been spent in the Fifth Plan only for surveying and initial prospecting survey of the project as also on salaries and wages. Not even one rupee had been spent on the construction of the project or even on levelling of the land.

This year also, I say that no proper justice has been done to this project. I find from the report that Rs. 41 69 crores had been invested on the Bharat Aluminium Company—BALCO—out of which, only Rs 10 lakhs—this may be noted down—has been provided for Ratnagiri Alumina Project. This would also show that even the present Government is doing total injustice to this particular project. Sir, my friend Mr. Deo suggested that one aluminium plant should be started on the eastern coast. I have the information that under export-oriented programme an aluminium plant is being constructed at Vishakhapatnam.

[Shri Bapu Saheb Parulekar]

khatnam for which survey is going on. I would suggest that the new project should not be started at the cost of this project which has been sanctioned. This particular project had been sanctioned long back. If you are starting that project then it would be better to convert this project into an export-oriented project.

Sir, people from Maharashtra—as well as the local people—have been demanding for this project for a long time. People had held dharnas and had taken morchas and they were lathi-charged and tear gassed and even firing was resorted to on those persons. Many people were prosecuted and prosecution is still pending. It would be gross injustice to the people of Maharashtra as well as to this particular project if no amount is spent on this project. This project will benefit the entire national economy.

Sir, we have been informed that there is difficulty regarding power supply. It has been shown in the estimates that have been prepared for this year in respect of this plant that Rs 2 crores more would be required for construction purposes. In this connection, I may submit that this figure has been arrived at by calculating the power charges per unit at the rate of 9 paise. In fact, the Maharashtra government has promised to supply power to this plant at the rate of 7 paise per unit and as a result of this wrong calculation the difference comes to Rs. 1.060 crores.

As far as water supply is concerned MIPC has agreed to meet the necessary requirements. Sir, even a transport committee had been appointed for this particular project. Sir, here I would also like to mention that when we go to the Railway Ministry with the request that the railway line should be taken to Ratnagiri we are told that we do not have any industry and if we request for an industry we

are told that "you have no Railway". This is how neither the railway line nor any industry is coming up in this particular area.

Sir, as far as employment potential is concerned, this plant would employ about 2,700 persons from senior managerial level to semi-skilled level. Sir, so many youngmen from this district have migrated to Bombay in search of job. This becomes apparent from the huge amount of Rs. 80 lakhs being remitted by these persons to their homes every month. This gives an idea as to the availability of labour in this area. Taking into consideration all these circumstances, it is my request to the hon'ble Minister that he should do justice to this particular plant and in this financial year, that is, for 1977-78, an amount of Rs. 10.0 crores should at least be set apart for this particular plant. In this connection, initially levelling of the land can be made. If the project is delayed, there is a possibility of cost escalation, and the intention of the Government or the policy of the Government, as far as the new projects are concerned, would not be fulfilled. In this context, I may invite the attention of the hon. Minister to the paragraph 18 of the Budget speech of the hon. Finance Minister wherein he has said as follows:

"Simultaneously in executing new projects, we must avoid delays which lead to escalation of capital costs. It is usually not realised how great is the cost of these delays. An analysis for cost escalations in 18 projects which had secured the approval in 1976-77 of the Public Investment Board shows that, in these projects, investment costs had increased to Rs. 555 crores as against the original estimate of about Rs. 255 crores. This serves to emphasise the importance of timely execution of projects and the extremely high social cost of delay."

If some amount is set apart for this project in this current financial year, it would be possible to commission this particular project and production will start after about 4 or 5 years. Therefore, I would request the hon. Minister to look into this particular matter and take necessary steps.

Now, I would like to bring to the notice of the hon. Minister one more point. That is about the exploration of ilmenite ore from Ratnagiri coast. It is available along a 40 Kms. stretch from Purnagad to Malgund near Ratnagiri. Ilmenite is an ore of Titanium metal. Now in the year 1954 about 1500 metric tonnes of this ore were exported to Japan. There has been a demand for this particular ore. But after we had exported this ore to Japan in 1954, we stopped its export. I may also bring to the notice of the hon. Minister that according to the experts if the deposits of ilmenite are not removed or are not lifted, the re-accumulation process is stopped and the particular deposits would again return to the sea-bed. If that is the case, then it would be a great loss to our country. Therefore, I submit that as far as ilmenite ore is concerned, the hon. Minister may kindly take necessary steps.

SHRI K. S. VEERABHADRAPPA (Bellary): We are very fortunate so far as our mineral resources are concerned in our country. We are very rich in them, particularly in high grade iron ore, coal, manganese, limestone and dolomite, which form the most important ingredients for any steel plant. Enough raw material is available in the country and labour is also cheap. So there cannot be any reason why we cannot produce steel at a cheaper rate and compete successfully in international market and make substantial profits also out of it.

The other point is that construction cost of steel plant in India is the highest in the world, i.e., Rs. 5000

per tonne whereas in Japan the cost is only Rs. 2300. We spend much more in setting up a steel plant as compared to other countries. This is the main drawback of not starting steel plants in the country though project reports are ready.

There is another strange thing. The Japanese import raw material from India and after manufacturing steel they export the same to other countries of the world including India at a much cheaper price than what we can afford. We should therefore try to cut the production cost of steel.

We have today the main materials needed, namely, iron ore which probably no other country in the world has in such quantity as we have. Unfortunately we have not fully utilised the resources of our country. It is a surprise that those who do not possess iron ore have far exceeded our steel production while we are standing still when compared to them. That is unfortunate. As I said already, our country is rich in minerals. Here I give the example of states like Bihar, Orissa, Madhya Pradesh and Karnataka which have tremendous resources of iron ore. It is our duty to see that none of the states suffer from not utilising the resources to the full extent possible. It is in this context that I feel it my bounden duty to draw the attention of the august House and also the hon. Minister of Iron and Steel through you, Sir, for the omission in implementing the Vijayanagar steel plant in Karnataka by the Government of India. They have not provided enough funds to the Vijayanagar steel plant in the budget. Even though six years have passed since the laying of the foundation stone by the then Prime Minister, Shrimati Indira Gandhi in the year 1971.

The scheme was estimated to cost about Rs. 1500 crores. So far a sum of Rs. 22 crores have been spent for

[Shri K. S. Veerabhadrappa]

acquiring valuable agricultural land of about 4000 acres and another 0.3 crores have been spent towards prospecting and on the establishment of the project. One can imagine how the Vijayanagar steel plant had been neglected by the government. The steel authority of India which had reviewed the project hoped that this project might start production by 1982-83 but I very much regret to say that the government has not taken care to implement the project and they had neglected the project completely.

According to the latest position, I understand that there would be no foreign collaboration in the working of this project. Nor is the government keen in starting this project by any feasible means. As such the people of Karnataka feel that stepmotherly treatment is being accorded to this project, which has been a long standing demand of Karnataka. If there are no resources to start this project, I should suggest that government can go in for public borrowing or it can approach the World Bank for aid, or just as in the case of Kudremukh iron ore project, the government can seek some foreign collaboration for speedy implementation of the project.

In this connection, I want to draw your attention to the proceedings of the Karnataka Legislative Assembly of the 14th of June, published in the newspapers of the 15th June. That will show how much concerned are the government, and the members of the Karnataka Legislative Assembly as well as the people of Karnataka. From that news I understand that the people of Karnataka will start Setyagraha for securing the Vijayanagar Steel project at any cost. It is the birth right of the people of Karnataka and the government were surprised to note the news item in the paper in April that no new heavy steel industry would be undertaken by the Government of India. If this is so, I wish to draw to the kind notice of the hon. Minister of Steel and Mines, through you, Sir,

that the Vijayanagar Steel plant is an older one, of which the foundation was laid in the year 1971 and the required land of 4,000 acres have already been acquired. As such, I want assurance from the Steel Ministry in this regard whether the Government treats Vijayanagar Steel Plant as old plant or new one.

Sir, I earnestly appeal and sincerely request the Government of India, particularly the Minister of Steel, to take up this project by any means to fulfil the long standing earnest demand and aspirations of people of Karnataka and particularly the people of Bellary District since it gives tremendous employment opportunity for the unemployed youth.

I am happy to bring to the notice of the House that Government of Karnataka have started a post-graduate centre for technical studies at Nandihalli near Sandur (which is my constituency) to train the local candidates so that they would be fully qualified to hold any technical posts in steel plant which has to come in the near future.

Since I have been elected by the people of Bellary District by a big majority of 145000 votes, the voters have given me a mandate to exert all my efforts and influence at my command and persuade the Government to implement the Vijayanagar Steel Plant early which would benefit Karnataka people in all walks of life.

Sir, it may not be out of place to bring to the notice of the House that all the big steel plants are situated at North only. There are no big steel plants in South except the project Reports of Vijayanagar, Vishakapatnam and Salem. As such, I would request the Janata Government to start immediately the three projects of South viz. Vishakapatnam, Vijayanagar and Salem, and take credit for them. Or else, they would give impression to the people that the Janata Government is reluctant in starting

and implementing the steel plants in the South because the people of the South have rejected the Janata Party in the last Parliament elections. I am sure, Sir, that the Janata Government will be more generous in implementing the Vijayanagar Steel Plant in full swing.

Abundant iron ore deposits are found in Sandur—Hospet region, which is the best in the world. It is world famous. I understand the deposits of Donimalai and Kumaraswamy are sufficient to start 100 steel plants for 100 years to come. As such, I once again sincerely request the Janata Government to provide enough funds and implement Vijayanagar Steel plant early.

In view of the steel plant, I would suggest to Government to develop existing (military) airport at Bellary into a pucca one. I suggest that the Minister of Steel may look into the matter. I request Government expedite the Hubli—Karwar railway line to transport iron ore of the Bellary—Hospet sector. I also request Government to take up the Kottur-Harihar—Link line for transportation to Mangalore port.

Secondly Sir there is NMDC working for the past ten years, in our place i.e. Sandur. It has not gone into production yet. I understand that until the pelletisation plant comes, the mine cannot be worked profitably. As such I request the Government to implement the pelletisation plant at Donimalai at an early date, in order to work the mechanical mines of Donimalai effectively. It may not be out of place to mention that the Government of Karnataka have constructed Narahalli Dam, which is a multipurpose dam which can irrigate 3000 acres of land and also supply water to the proposed pelletisation plant at Donimalai. As such I request the government to implement the pelletisation plant at Donimalai at an early date.

14.00 hrs.

The N.M.D.C. have acquired nearby agriculture lands of villagers who are mainly dependent on agriculture only. I earnestly request the government to give a substantial amount of compensation for their land so that they can start a new life since they are not fit for any other job. As such I request the government to be liberal in giving land compensation to the displaced ryots.

I thank the Railway Minister for having provided funds for Thoramgallu Mudoklopst line which is mainly useful for N.M.D.C. for transporting the ore.

It is reliably learnt that the employees of Kudremukh iron ore project have got some genuine grievances. It is alleged that most of the officers' posts have been filled by recruitment from other big steel plants of North India, ignoring the claims of eligible candidates among the existing employees of Kudremukh project. The aggrieved employees were working in N.M.D.C. before the formation of the Kudremukh project. It is further learnt that direct recruitments were made for the officers posts ignoring the claims of the existing employees, who are eligible for promotions as per rules. These employees are working with dedication since many years. I request the hon. Minister for Steel and Mines to look into the matter and do justice to the local people working in Kudremukh project.

With these words, I request the minister once again to implement the Vijayanagar steel plant an early date.

श्री लक्ष्मण लाल कन्नूर (प्रतिभा) :
उपाध्यक्ष महोदय, भारत में कोई भी इस्पात उद्योग के शोषण तथा उस के विकास का उत्तरदायित्व इस्पात और लौह उद्योग के ऊपर ही है। इसके साथ ही साथ कोई भी इस्पात के निर्यात-

संगत बात नहीं है। मैं समझता हूँ कि भारत जैसे गरीब मुल्क में स्टेनलेस स्टील का इस्तेमाल हमें बर्तन बनाने में नहीं करना चाहिए। हम इसका इस्तेमाल केमिकल्स इण्डस्ट्रीज में, मेडिकल लाइन में, हॉस्पिटल के इंस्ट्रूमेंट्स बनाने में कर सकते हैं। जो स्टेनलेस स्टील का प्रयोग साधारण बर्तन बनाने के काम में होता है इसको हमें बन्द करना चाहिए। जो हमारे अत्यावश्यक काम हैं उनमें इसका प्रयोग होना चाहिए और इसके लिए हमारे भारत में जितना स्टेनलेस स्टील का प्रोडक्शन होता है उससे काम चल सकता है। इसलिए मैं मंत्री महोदय से आग्रह करूंगा कि वे इसको देखें।

सभापति महोदय मैं मंत्री महोदय का ध्यान राऊरकेला स्टील प्लांट की तरफ दिलाना चाहता हूँ। राऊरकेला स्टील प्लांट में मिस्टर ए० एस० अग्रवाल एक एक्जीक्यूटिव आफिसर हैं। उनके वहाँ रहने से, वहाँ के कर्मचारियों के अन्दर काफी असन्तोष है। एम जैसी के दौरा उन्होंने बहुत ज्यादा एक्सपेंस बर्ताने किए हैं। इसके कारण से उनके खिलाफ लोगों में बहुत ज्यादा असंतोष है। और उनके खिलाफ उन्होंने प्रदर्शन किए हैं और डेपुटेशन भी लोग ले कर गए हैं। उनके खिलाफ सख्त एक्शन लिया जाना चाहिये और सरकार को उनके खिलाफ कड़ा कदम उठाना चाहिए।

जो इन कारखानों में चोरियां होती हैं उनकी तरफ भी आपका ध्यान जाना चाहिए। मुझे मालूम है कि केवल राऊरकेला जैसी फैक्ट्री में प्रतिदिन एक लाख रुपए की चोरी होती है। उसी तरह दुर्गापुर में भी कमोवेश इतने रुपए की चोरी प्रतिदिन होती होगी। इन चोरियों को रोकने की व्यवस्था होनी चाहिए। जो दोषी व्यक्ति हैं उनके खिलाफ आपको

कार्यवाही करनी चाहिए। ये चोरियां आज से नहीं पिछले दो तीन साल से हो रही हैं। यह पुराना घंघा है जो चला आ रहा है। जनता पार्टी तो अभी सत्ता में आई है। मैं चाहता हूँ कि हमारी सरकार इस और ध्यान दे और इन चोरियों को रोकने के लिए कड़े कदम उठाए।

बिहार का प्रश्न भी मैं उठाना चाहता हूँ। वहाँ पर सिंहभूम जिले में लोहे के डिपॉजिट्स मिले हैं। उनका एक्सप्लोरेशन होना चाहिए। अगर ऐसा किया गया तो मैं समझता हूँ कि 62 परसेंट लोहा उ में निकलने की उम्मीद हो सकती है। इस लोहे को काम में लाया जा सकता है।

अन्त में मैं कुछ सुझाव मंत्री महोदय की सेवा में रखना चाहता हूँ। पहला मेरा सुझाव यह है कि एच० एस० एल० को जनहित में व्यावहारिक मूल्य नीति अपनानी चाहिए और जन साधारण के हितों को ध्यान में रखते हुए अपनी मूल्य नीति निर्धारित करनी चाहिए। यह नीति मुनाफा कमाने की दृष्टि से निर्धारित नहीं की जानी चाहिए। मुनाफा कमाने की दृष्टि से तो टाटा आदि जो कम्पनियां हैं वही निर्धारित करती हैं और उन कम्पनियों के द्वारा ही बड़े बड़े मुनाफे कमाए जाते हैं। लेकिन एच० एस० एल० को ऐसी नीति अपनानी चाहिए जिससे अधिक से अधिक उपभोक्ताओं के हितों का संरक्षण हो सके और सस्ते मूल्य पर उनको सामान दिया जा सके।

उत्पादन बढ़ाना हमारा उद्देश्य होना चाहिए। उत्पादन बढ़ाने के लिए यह आवश्यक है कि श्रमिकों का सहयोग लिया जाए। उनको प्रबन्ध में भागीदार भी बनाने की व्यवस्था होनी चाहिए। अगर उनको भागीदार बनाया गया तो

श्री लखन नाल कपूर

में समझता हूँ कि हमारे सामने जो बेरोजगारी की समस्या है उसको हल करने में भी हम को सहायता मिल सकती है। सरिया, डी प्रायरन, छोटे ऐंगल्स आदि जो बस्तुएँ हैं वे रमाल स्केल फेक्ट्री में मनुफैक्चर हो सकती हैं और वही इनके उत्पादन की छूट होनी चाहिए। उनको प्राप संरक्षण दे सकते हैं। ये बस्तुएँ बड़े कारखानों में न बन सकें, ऐसी प्रापको व्यवस्था करनी चाहिए। इससे मैं समझता हूँ कि बेरोजगारी की समस्या को हल करने में प्रापको सहायता मिल सकती है। इन बस्तुओं के उत्पादन को लघु उद्योगों के लिए सुरक्षित कर दिया जाना चाहिए।

छोटे, मध्यम और बड़े कारखानों में तारतम्य स्थापित किया जाना चाहिये, उन में सहयोगिता की भावना पैदा की जानी चाहिए।

प्राज हम देखते हैं कि पचास साठ परसेंट चादरों, प्लेटों के तथा इसी तरह की दूसरी चीजों के दाम बढ़ गए हैं जो एग्रिकल्चरल इम्प्लेमेंट्स बनाने के काम में आती हैं। ये पिछले दो बरस में बढ़े हैं। एग्रिकल्चरल इम्प्लेमेंट्स के दाम चूँकि बहुत ज्यादा बढ़ गए हैं इस बास्ते किसान जो गरीब हैं उनको खरीद नहीं पाते हैं। इससे उनके कृषि उत्पादन पर भी बुरा असर पड़ता है। इसका असर औद्योगीकरण की जो नीति हमारी है, उस पर भी प्रतिकूल पड़ता है। इस बास्ते प्रापको इनके दाम घटाने की धीर विनोद ध्यान देना चाहिये। प्रापको लघु और मध्यम वर्ग के उद्योगों को ज्यादा बढ़ावा देना चाहिये और बड़े कारखानों पर रोक लगानी चाहिये।

कड़ाही, कुदाल चुरी, तथा आदि चीजें भी बड़े कारखानों में बनती हैं। ये भी बहुत महंगी मिलती हैं। बड़े कारखाने इनको न बना सकें, ऐसी रोक प्रापको उन पर लगानी चाहिये। प्रापको छोटे कारखानों को बढ़ावा देना चाहिये और बड़े कारखानों का राष्ट्रीयकरण करना चाहिये।

SHRI V. KISHORE CHANDRA S. DEO (Parvathipuram): Mr. Deputy-Speaker, Sir, the hon. Minister for Steel and Mines must already be ware of the fact that a sound steel producing programme is necessary for industrial growth to accelerate the industrial progress of the country

I would like to draw the attention of the hon. Minister to a spate of reports appearing in newspapers and journals regarding certain remarks made by the hon. Minister in respect of the Vijay Steel Plant. The hon. Minister is said to have stated that underground water resources were not enough to have a steel plant at Vizag, and that land had not been yet acquired for this purpose. These were factors which were taken into consideration while this project was being considered and the State Government had also given an assurance that there would be no under-ground water difficulty. Proceedings have also been undertaken as far as land acquisition is concerned in the proposed steel Plant area at Vizag.

I would also like to draw his attention to a remark made by a Spokesman of the SAIL criticising the Andhra Government for creating this infrastructure. What is most significant as far as this matter is concerned, however, is that there are reports that the hon. Minister of Steel and Mines is actually more interested in having a steel plant at Paradip with the help of Japanese investment. It is not practicable to have two port-based steel plants so close to each other.

Even if there is foreign investment, the burden on the national exchequer would be quite heavy, as each Plant would involve an expenditure of over Rs 2,000 crores. If the Government is insistent on having a coastal based steel plant with foreign investment, I do not see any reason why Vizag should not be considered as there is a scheme where a lot of spade work has already been done at this juncture, however, there is absolutely no justification for the hon. Minister to have a steel plant at Paradeep. Primary importance should be given to the Vizag plant to which we are already committed. This is a very sensitive subject and would affect the emotions of the people of the area, and any deviation from this will mean that the Government will have to face grave consequences from the people of Andhra Pradesh. Though the hon. Minister has already made a statement that his Ministry will not delay or defer this project, yet I would like him to give me a categorical assurance that the Vizag steel plant would be taken up on a time-bound basis. I would also like him to clarify the position of his Ministry as far as the Paradeep steel plant is concerned.

I would like to draw the attention of the Hon'ble Minister to the deposits of bauxite ore which have been found in Vizag District at Chantapalli and Anantagiri. They are massive deposits and can even sustain conversion to alumina and aluminium. A plant of 0.6 million tonnes capacity would require an investment of Rs. 220 crores, and the setting up of a smelter would require Rs 800 crores. Investment of this money in such a backward, rural and tribal area would give the entire area new face-lift and contribute to the development of the rural economy, a concept to which the Janata Party is committed. I would also like the hon. Minister to state whether Government has taken any final decision as far as exploitation of this ore is concerned and if so, I would also like to know from the Minister the phas-

ing and financing that would be involved for the same.

श्री नंदाचर कल्या बूरडे (शिर)

उपाध्यक्ष महोदय, आज हम एक महत्व के विभाग की मांग पर चर्चा कर रहे हैं। इंडस्ट्री की प्रोद्य के लिये इस्पात एक आवश्यक भूग है, लेकिन उसके साथ ही हमारे कृषि प्रधान देश में कृषि के विकास के लिये भी यह आवश्यक भूग हो सकता है, उसकी बहुत महत्त्व है। भारत में इस्पात की खपत प्रति मनुष्य केवल 14 किलो प्रति साल होती है जब कि दुनिया के दूसरे देशों में, थायलैंड, मलाया, जो कि अर्थ विकसित देश है, जो इस्पात की खपत होती है, हिन्दुस्तान में इस्पात की खपत उनसे बहुत कम होती है। एक तरह यह बात है और दूसरी तरह इस्पात और खान मंत्रालय ने जो रिपोर्ट पेश की है, उससे सिद्ध होता है कि जो इस्पात देश में पैदा होता है, उसकी भी देश में खपत नहीं होती है। लेकिन कुछ विनों पहले देश में इस्पात खरीदने के लिये प्रीमियम देना पड़ता था, लेकिन आज इस्पात के लिये मार्केट नहीं है। जब जनता पार्टी ने सत्ता हाथ में ली, उस वक्त डेढ़ मिलियन टन इस्पात का स्टॉक पड़ा हुआ था। उस समय भारत में इस्पात का प्रोडक्शन 6 मिलियन टन था।

इससे साफ होता है कि हिन्दुस्तान में जो कुछ भी प्रोडक्शन इस्पात का होता है उसके लगभग 25 प्रतिशत को खरीदने वाला देश में नहीं है। नई सरकार से आशा थी कि इस्पात की खपत बढ़ाने के लिये आरक्ष कोषिका की जायेगी, लेकिन इसके बजाय सरकार ने विचार पर ही धोर दिया है और काफी इस्पात बाहर बेचा जा रहा है। इसके लिये सरकार की सरकार से प्रति टन करीब-करीब 400 रुपये की कमीती की भी जा रही है। कम

[श्री गंगाधर अग्गा बूरांडे]

यही सब्सीडी हिन्दुस्तान के किसानों और दूसरे लोगों को दी जायेगी तो खेती के लिये और मकानात के लिये यहाँ पर इसका काफी उठाव होगा और इस्पात ज्यादा खरीदी जायेगी, इससे देश में इसकी खपत ज्यादा होगी। निर्यात पर निर्भर रहने वाली नीति देश के हित की दृष्टि से ठीक नहीं है। इस पर उपाध्यक्ष महोदय, मैं आपके माध्यम से इस्पात मंत्री का ध्यान दिलाना चाहता हूँ। एक तरफ स्टाक पड़ा हुआ है, लेकिन साथ ही साथ हिन्दुस्तान में इस्पात का आयात भी होता है। यह अफसोस की बात है। इस्पात और खदान मंत्रालय की 1976-77 की रिपोर्ट के पेज 85 पर यह दिया हुआ है कि सरकार ने रेल की पटरियाँ, ट्राम की पटरियाँ, व्हील्स, ऐक्सल्स स्लीपर्स की आयात की है, जिसके लिये 2 करोड़ 51 लाख का खर्चा बतलाया हुआ है। इस तरह की चीजें हिन्दुस्तान में पैदा हो सकती हैं, जो कि बाहर से मंगाई जा रही हैं।

जब देश में इस्पात का इतना स्टाक पड़ा हुआ है तो यह आयात की नीति देश के हित में विघातक नहीं है क्या? यह तो पिछली कांग्रेस सरकार के जमाने में हुआ था जो कि उनकी जन-विरोधी नीतियों के अनुसार थी। लेकिन नई सरकार ने इसके लिये क्या ठोस कदम उठाये हैं, इसका स्पष्टीकरण नहीं हुआ है।

इसलिए मैं इस बात पर जोर देना चाहूँगा कि दुर्गापुर के इस्पात कारखाने में रेलवे के व्हील, ऐक्सल्स बन सकते हैं, लेकिन अभी भी यह सामान दुर्गापुर के स्टील प्लान्ट से खरीदने के बजाये रेलवे विभाग जपान से सामान मंगाता है। दुख की बात यह

है कि जो पार्ट्स जपान से मंगाये जाते हैं, वह दुर्गापुर स्टील प्लान्ट्स में तैयार होने वाले पार्ट्स से बहुत महंगे होते हैं। इसलिए हिन्दुस्तान में इस्पात का धंधा कभी भी प्रगति के रास्ते पर नहीं जा सकता। अभी भी इस्पात मंत्रालय ने यह सोचा है कि इस से आगे भी जो स्टील की पैदावार होगी वह सब एक्सपोर्ट करनी पड़ेगी।

इस्पात की इस समय अन्तर्राष्ट्रीय बाजार में मन्दी है और बहुत से देशों में आपस में कपीटीशन भी चल रहा है। जब कि हमें इस्पात बाहर भेजना पड़ेगा, फिर भी सरकार ने अभी भी इस्पात की नीति पर पुनर्विचार नहीं किया है।

यह सुना जा रहा है कि स्टील मंत्री महोदय को बाहर के देशों से सुझाव मिले हैं कि वह सिर्फ 3 हजार मजदूरों से 6 मिलियन टन इस्पात तैयार करने का कारखाना दे सकते हैं और यहाँ का सारा का सारा उत्पादन निर्यात होने की भी संभावना है। इस से मजदूरों का शोषण और भी बढ़ेगा और यह नीति देश के हित में नहीं होगी क्योंकि विकसित देशों के पूँजीपति भारत के नैसर्गिक सम्पत्ति और सस्ते मजदूरों का शोषण करना चाहते हैं और करते आये हैं।

हमारे देश और खासकर जनता सरकार को इस जाल में फँसाना देश के हित में, उस के पक्ष में नहीं होगा। हमारा इस्पात का उद्योग जब तक हमारे बाजार के ऊपर निर्भर नहीं होगा, तब तक इस्पात का धंधा प्रगति के रास्ते पर नहीं आयेगा।

इस तरह के कारोबार की वजह से मजदूरों में असंतोष फैला हुआ है। दुर्गापुर का कारखाना ठीक तरह से नहीं चल रहा है। मैनैजमेंट इस की जिम्मेदारी मजदूरों पर थोपना चाहता है। हिन्दुस्तान स्टील एम्प्लॉईज

यूनियन ने काफी सुझाव मैनैजमेंट के सामने रखे हैं, लेकिन उन पर कोई ध्यान नहीं दिया गया है। अगर इस्पात मंत्रालय नौकरशाही पर निर्भर रहने के बजाय मजदूरों पर विश्वास रख कर काम करे, तो इस्पात उद्योग की प्रगति हो सकती है।

हिन्दुस्तान स्टील एम्प्लॉयज यूनियन ने मैनैजमेंट के सामने यह सुझाव रखा है कि दुर्गापुर के स्टील प्लांट और एलाय स्टील प्लांट का विस्तार करने से ही प्लांट कम खर्च पर चलेगा और उस की प्रगति भी होगी।

यह मुन कर खुशी होती है कि इस्पात मंत्रालय सब ट्रेड यूनियनों को बुला कर इस्पात उद्योग के पुनर्गठन और औद्योगिक सम्बन्धों पर विचार करने जा रहा है। किसी भी कांग्रेसी स्टील मंत्री ने अभी तक ऐसा कदम नहीं उठाया था। वे तो अपनी पिट्टू यूनियन, इन्टक, पर भरोसा करते थे। मुझे आशा है कि इस बातचीत से कुछ नतीजा तो निकलेगा ही।

लेकिन मैं इस्पात मंत्री का ध्यान इस ओर खींचना चाहता हूँ कि जब आपस में यह बातचीत चल रही है, तब इस्पात कारखाने का मैनैजमेंट मजदूरों पर नये नये हमले भी कर रहा है। इस के कारण मजदूरों में काफी असंतोष बढ़ रहा है। मजदूरों की मांगों पर विचार नहीं हो रहा है। मैं उम्मीद करता हूँ कि इस्पात मंत्री इन मांगों पर जल्दी से जल्दी निर्णय देने का कष्ट करेंगे।

जहाँ तक मजदूरों की समस्याओं का प्रश्न है, वीनस की समस्या इस्पात मजदूरों की एक ज्वलंत समस्या है। इस्पात का उत्पादन पिछले साल की तुलना में बढ़ने पर भी मंत्रालय इस्पात मजदूरों को 8.33 परसेंट न्यूनतम वीनस देने के बारे में नहीं सोच रहा है।

इस उद्योग में कंट्रैक्ट लेबर की समस्या काफी गम्भीर है। द्विपक्षीय बातचीत में

कई बार यह तय हो चुका है कि कंट्रैक्ट लेबर की प्रथा को समाप्त करना चाहिए। लेकिन अभी तक इस बारे में नहीं सोचा गया है और इस्पात जैसे अच्छी तरह से संगठित उद्योग में कंट्रैक्ट लेबर की प्रथा अभी भी चालू है। सरकार को इस बारे में कदम उठाना चाहिए।

इस्पात मजदूरों के लिए मकानों की समस्या काफी गम्भीर है। नये मकान बनाए गये हैं, लेकिन बहुत कम मजदूरों को उस से लाभ हुआ है। भिलाई के करीब करीब आधे मजदूरों को गन्दी बस्तियों में रहना पड़ता है, जहाँ पानी का कोई इन्तजाम नहीं है और हमेशा रोग फैलने का खतरा रहता है। भिलाई इस्पात कारखाने के दो तीन फ्लॉग पर एक बस्ती है, जिस का नाम मजदूरों ने "मुर्गी कालोनी" रखा हुआ है, क्योंकि वह कालोनी सिर्फ मुर्गियों के ही रहने लायक है। बरसात के दिनों में वहाँ चारों तरफ पानी इकट्ठा हो जाता है। मजदूरों ने कई बार इस तरफ ध्यान दिलाया है, लेकिन उन बस्तियों को सुधारने के लिए अभी तक कोई कोशिश नहीं की जा रही है।

वहाँ के मजदूरों के विकटमाइजेशन की भी एक समस्या है। आपातकालीन स्थिति में इस्पात मजदूरों का बहुत दमन किया गया था। रिट्रेचमेंट और विकटमाइजेशन का तांता लगा हुआ था। इस्पात मंत्री महोदय ने इस अवस्था को सुधारने की कुछ कोशिश की है। लेकिन विकटमाइज किये हुए मजदूरों के बारे में अभी तक सोचा नहीं गया है।

चासनाला की दुर्घटना के बारे में सब लोग जानते हैं, इस में 375 मजदूर मारे गये, उस के बाद इस दुर्घटना की जांच हुई और इस की रिपोर्ट सरकार ने प्रकाशित की है। लेकिन मैनैजमेंट ने अपने को बचाने के लिए जांच के काम में काफी रूकावट डाली थी। कमेटी के सामने जो वक्तव्य मैनैजमेंट ने दिया था वह बिल्कुल झूठा था। सच घटनायें बताने के बजाय इन की तरफ से गुनाहगारों

[श्री गंगाधर अय्यार द्वारा]

को बचाने की कोशिश की गई, मजदूरों में घातक पैदा किया गया, जिस की वजह से मजदूर अपनी गवाही देने को तैयार नहीं हुए। इस सदन में हमारे नेता कामरेड समर मुकर्जी जब चासनाला गये थे तब काफी मजदूरों ने घटनाओं के बारे में सही सही रिपोर्टें भी थीं लेकिन कोर्ट ने जब श्री मुकर्जी के जरिये मजदूरों को साक्ष्य के लिए बुलाया तो भी मजदूर तैयार नहीं हुए। इस से घातक की भयानकता की कल्पना होती है।

एविडेंस नष्ट करने की कोशिश मैनैजमेंट की तरफ से की गई। इस घटना में सब से महत्वपूर्ण गवाह सर्वेयर श्री एस० राय चौधरी हैं जिन को खदान के नक्शे के बारे में काफी जानकारी थी और वे कमेटी के सामने सब बातें रख सकते थे। लेकिन उन के प्रोटेस्ट के बावजूद उन को चासनाला खदान में भेजा गया और उस दुर्घटना में इन का देहान्त हुआ। उन का देहान्त हुआ नहीं, बल्कि उन को जान-बूझ कर मारा गया। खदान जाने के पहले राय चौधरी ने जो निवेदन मैनैजमेंट को दिया था वह मैं पढ़ रहा हूँ।

"Today the 28th February, 1976 I am going down the pit (West Mine) to survey the connection from 1st horizon to 'K' level of old workings as per instruction of Sri S. K. Banerjee, Area Manager Sri S. K. Bhattacharjee, Manager and Dr. R S Roy, Manager 7 incline. The place was declared unsafe by Mr. S. Bandyopadhyaya and Mr. D. Sarkar, Group Safety Officer and previously were withdrawn from the same job from the same place. If any accident happen to any person of my party the above mentioned persons will be responsible."

इसके अथ धर्मी धर्मी घबराहों में यह था कि श्री सिन्हा जिनको जांच के लिए नियुक्त किया गया था उन्होंने

भी वही राय की है, जो नाम इसमें था है वे वही नाम हैं जो श्री राय चौधरी ने दिए थे। इस निवेदन से यह साफ हो जाता है कि लोग मरे नहीं, बल्कि मारे गए। इसलिए मैं मांग करता हूँ कि चासनाला कमेटी की रिपोर्ट के अनुसार अपराधियों को कड़ी से कड़ी सजा मिलनी चाहिए और मैनैजमेंट तथा उस वक्त के इन्स्पेक्टर मंत्रालय ने इन अपराधियों को सरक्षण देने के लिए जो कोशिश की है उसको भी जांच होनी चाहिए। जब तक इसके ऊपर कठोर कदम नहीं उठाया जाएगा तब तक इस तरह के भ्रामात्मिक दृष्टिकोण को हम दूर नहीं कर सकते।

इसके बाद अभी हाल ही में दुर्घटना हुई है दल्ली राजहरा की। जहाँ तक खदानों का सवाल है हर जगह पर परिस्थिति काफी खराब है, आयनर और माइन्स, बोक्साइट, मैंगनीज, डोलोमाइट, आदि के मजदूरों की तनख्वाह बहुत कम है उसमें सुधार करने की कोई कोशिश नहीं की गई है। इन सारी खदानों में असल में कंट्रैक्टरों का राज चल रहा है। जनता पार्टी की सरकार आने के बाद भिलाई के पास दल्ली राजहरा से 3 जून को मजदूरों के ऊपर गोली चलायी गई जिसमें दस से अधिक मजदूर मारे गए। वहाँ की सारी एडमिनिस्ट्रेशन कन्ट्रैक्टर के साथ मिली हुई थी और मैनैजमेंट ने मात्स्य प्राय ए० आई० टी० यू० सी० की यूनियन के साथ जो कामचार बिरोधी एग्रीमेंट किया था उसके खिलाफ मजदूरों का संघर्ष चल रहा था। लेकिन मजदूरों की उचित मांगों को मंजूर करने के बजाय मजदूरों पर ही दमन किया गया और कन्ट्रैक्टरों के खिलाफ कार्रवाई नहीं की गई। धर्मी भी काफी मजदूर जेल में हैं। उनको रिहा करना चाहिए और वहाँ का भी कन्ट्रैक्ट सिस्टम रद्द करने मजदूरों

को मिललाई स्टील प्लांट में लेना चाहिये ।

आपके माध्यम से मंत्री महोदय से कहूंगा कि जो मिललाई स्टील प्लांट तथा दूसरे स्टील प्लांटों के मजदूरों के ग्रहण सञ्चालन हैं उनके ऊपर विचार करें और जो उनकी कठिनाइयाँ हैं उनको दूर करे तो हमारा विकास अच्छी तरह से हो सकता है। मैंने जो भी सुझाव रखे हैं इस्पात मंत्री महोदय उस पर अच्छी तरह के विचार करेंगे और उचित कार्यवाही करने ऐसी मेरी प्रार्थना है। इन शब्दों के साथ मैं अपनी स्पीच खत्म करता हूँ।

डा० बलदेव प्रकाश (भूमतसर) : डिप्टी स्पीकर साहब, आज स्टील और माइन्स की ग्रान्ट पर इस हाउस में बहस हो रही है, मैं इस मौके पर सिर्फ एक-दो प्वाइन्ट्स हाउस के सामने आप के द्वारा प्रस्तुत करना चाहता हूँ। जनता पार्टी की सरकार जनता से इस बात के लिए बचनबद्ध है कि यह देश को स्वच्छ प्रशासन देनी और भ्रष्टाचार का पूर्णतया उन्मूलन करेगी। जहाँ तक इस मन्त्रालय का सम्बन्ध है, पिछले 30 वर्षों में सब से अधिक भ्रष्टाचार इसी मन्त्रालय में हुआ है। अगर हम सारे देश की तरफ नजर बीकाएँ तो आप देखेंगे कि न जाने कितने साइलेंस और परसिद्ध लोहे के ऐसे लोगों को मिले हुए हैं जो कारीबार नहीं करते हैं। मैं आज सरकार के यह नाश करता हूँ कि जहाँ हम लोहे और इस्पात की दूसरी कठिनाई की तरफ ध्यान दें, वहाँ हमें इस दृष्टि से भी सोचना चाहिये—कोई ऐसी योजना बनाएँ जिससे कि इस तरह के भ्रष्टाचार की रोक बंधे।

मैं आपके सामने एक उदाहरण देना चाहता हूँ—पिछली सरकार ने पिछले 30 वर्षों में भाई धलीवाबाब को प्रोत्साहन देते हुए, अपने लोगों को फायदा पहुँचाने के लिए, ऐसी योजनाएँ बनाईं जिस का कोई हिसाब नहीं है और ऐसा ही स्टील तथा माइन्स मन्त्रालय में हुआ। इन्होंने सारे भारतवर्ष में लोहा और इस्पात का डिस्ट्रिब्यूशन करने के लिए, उस को बेचने के लिए प्राइवेट एजेंसीज का प्रयोग किया, उनको एजेंसी देकर कमीशन बेसिस पर लाखों रुपए महीने के भन्वर और करोड़ों रुपए साल के भन्वर फायदा पहुँचाया। ये लोग कौन थे। ये वे लोग थे जो राजनीतिक दृष्टि से कलिंग पार्टी के साथ सम्बद्ध थे। पंजाब का उदाहरण लीजिए—पंजाब में लोहे और इस्पात का सारा डम्प बटाला के भन्वर है। बटाला में एक एम० एल० ए० था, जो कांग्रेस पार्टी के थे और पिछले चुनाव में वे हार गए हैं। बहा जिस फर्म के पास एजेंसी है, उस में उन का भी इन्टरेस्ट था। इस फर्म को सारे पंजाब के भन्वर "सेल" की तरफ से लोहा वाटन और बेचने के लिए सोल एंड डेवेलपमेंट किया गया था। मैंने अभी बतलाया था कि बटाला में लोहे का बहुत बड़ा डम्प बनाया गया, तबना लोहा वहीं पर जाता है और वहीं में तमाम फीटरी चीजें और मैन्युफैक्चरर्स को माल बेचा जाता है। जितनी चीजें होती हैं उस पर उनको कमीशन दिया जाता है, जब कि इस में उन का कोई काम नहीं है, सिवाय इस के कि वे कलिंग पार्टी के साथ थे, इस लिए उन को फायदा पहुँचाना था।

एक तरह हमारी सरकार कहती है कि हम बीच में से मिडिल-क्वॉ की सम्बन्ध करना चाहते हैं, लेकिन दूसरी तरह इस तरह के लोगों को खान-पान

[[डा० बलदेव प्रकाश]]

फायदा पहुंचाया जा रहा है। बंदाला की जनता की तरफ से हमने एक मेमोरेण्डम सरकार को पेश किया था, मैंने खुद उस मेमोरेण्डम को तीन महीने हुए भेजा था, लेकिन अभी तक उस पर कोई कार्यवाही नहीं हुई है। क्या इस तरह से आप भ्रष्टाचार को समाप्त करवा चाहते हैं? देश में सिर्फ यही एक एजेन्सी नहीं है, पचासों ऐसी एजेन्सीज है जो "सैल" की तरफ से प्राइवेट फर्मों को दी गई हैं, जिन का डिस्ट्रीब्यूशन में कोई काम नहीं है। ये लोग फेक्ट्री ग्राइनर्स से दो-चार महीने पहले ही खपता ले लेते हैं और उस को अपने काम में इस्तेमाल करते हैं। उसके बाद लोगों को माल प्राप्त करने के लिए अनेकों चक्कर लगाने पड़ते हैं, तब जा कर उन को माल मिलता है। इस लिए मैं सरकार से मांग करता हूँ कि जहां हम स्वच्छ प्रशासन और भ्रष्टाचार उन्मूलन दावा करते हैं, तो फौरन इन एजेन्सीज को समाप्त किया जाये और डिस्ट्रीब्यूशन तथा सैल का काम स्टेट ट्रेडिंग कार्पोरेशन को सौंपा जाए या स्टेट की स्माल स्केल इण्डस्ट्रीज कार्पोरेशन को सौंपा जाय। इस काम में किसी प्राइवेट व्यक्ति का स्थान नहीं होना चाहिए।

दूसरी बात - हमने अपने बजट के अन्दर जो योजनाएं रखी हैं, उन में यह कहा गया है कि हमारी योजना स्वदेशी होगी, एम्प्लायमेंट और एन्टेड होगी और नीड बेस्ड होगी। लेकिन कुछ चीजें ऐसी सामने आती हैं जिनसे इन चीजों को खतरा है। स्टेनलेस स्टील पर हमारे सरकार के जो बजट के प्रोजेक्ट्स हैं उन में इम्पोर्ट

इयूटी बढ़ा कर 320 से 120 परसेन्ट कर दी है यानी 200 परसेन्ट एकदम से कम कर दी है। मैं थोड़े से फेक्ट्स आप के सामने रखना चाहता हूँ। पिछले सालों में हमारे इन्डिजिनस जो प्रोड्यूसर्स हैं और जो छोटी-छोटी फेक्टरियों के ग्राइनर्स हैं, उनके कुल 1500 यूनिट्स हैं और देश के अन्दर जो वे स्टेनलेस स्टील के शीट्स तैयार करते हैं, वे तकरीबन इम्पोर्टेड शीट्स के मुकाबले के ही होते हैं। आज वह इन्डिजिनस इंडस्ट्री काफी डेवलप हो गई है और उसने इतनी तरक्की कर ली है कि इम्पोर्टेड स्टेनलेस स्टील के बने हुए जो बर्तन हैं और जो यहां स्टील के बने हुए बर्तन हैं, उन दोनों को देखने से कोई भी खरीदने वाला उनमें कोई फर्क नहीं निकाल सकता है। उस इंडस्ट्री में आज लाखों आदमी काम कर रहे हैं लेकिन हमारी सरकार की पालिसी है और सरकार ने जो इम्पोर्टेड स्टेनलेस स्टील पर इम्पोर्ट ड्यूटी इतनी कम करने का फैसला किया है, उससे जो बाहर से स्टेनलेस स्टील आएगा, तो उस की कीमत मार्केट में बहुत कम हो जायेगी और नतीजा यह होगा कि हमारी फेक्टरियों में जो स्टील बनती है और जिसकी कीमत 2 रुपए प्रति किलो है और उस के जो बर्तन बनते हैं वे 80-90 रुपए किलो के हिस्से से मार्केट में बिकते हैं, उन का कोई स्थान नहीं रहेगा। मैं समझता हूँ कि इम्पोर्टेड ड्यूटी कम करने से हमारे यहां की इंडस्ट्री खत्म हो जायेगी और मुकुटसिंहा भी बन्द होने पर मजबूर होंगी और जब ऐसा होगा तो इस से बहुत से वर्कर्स भी बेकार हो जायेंगे। तो जहां हम यह कहते हैं कि देश के अन्दर अपनी स्वदेशी इंडस्ट्री को बढ़ावा देना चाहते हैं ताकि लोगों को अधिक से अधिक एम्प्लायमेंट मिल सके, लोगों को अधिक से अधिक

कारोबार मिल सके, वहां ड्यूटी कम करने से हमारी ये फैक्टरियां बन्द हो जाएंगी।

मैं यह भी बताना चाहता हूँ कि पिछले साल जो एम० एम० टी० सी० ने 15 हजार मीट्रिक टन स्टेनलैस स्टील इम्पोर्ट किया था, इन फैक्टरियों के कारण उसका इम्पोर्ट कम हो कर 3 हजार मीट्रिक टन ही रह गया है। मेरा कहना यह है कि इस से ज्यादा इम्पोर्ट अब स्टेनलैस स्टील का नहीं होना चाहिए क्योंकि हमारे यहां जो स्माल स्केल सेक्टर में छोटे छोटे कारखाने खुले हैं, उन्होंने मेहनत कर के जो देश के अन्दर डिमान्ड है, उस को पूरा किया है और कर रहे हैं। अब अगर इम्पोर्ट ड्यूटी कम होती है, तो उसके कम होने से स्टेनलैस स्टील बाहर से काफ़ी मात्रा में आएगा और मार्केट में सप्लाई होने के कारण जो हमारे कारखाने हैं उन के लिए कोई चारा नहीं रहेगा सिवाय इसके कि वे बंद हो जाएं।

एक बात मैं यह कहना चाहता हूँ कि एक मीट्रिक टन स्टेनलैस स्टील अगर आप बाहर ऐसे मंगाएँ, तो उन स्टेनलैस स्टील की शीट्स पर 16,000 रुपये फारेन एक्सचेंज के खर्च होते हैं लेकिन दूसरी तरफ अगर आप देश में स्टेनलैस स्टील बनाने के लिए निकल इम्पोर्ट करें तो उस पर आपको सिर्फ 3,000 रुपये फारेन एक्सचेंज के खर्च करने पड़ेंगे। इसलिए हमारे लिए फायदेमन्द यह होगा कि हम बाहर से निकल इम्पोर्ट कर के वहां पर स्टेनलैस स्टील की शीट्स बनाएं और इस तरह से जो छोटे स्केल पर फैक्टरियां चल रही हैं उन को बढ़ावा दिया जाए। इससे फारेन एक्सचेंज भी कम खर्च होगा और यहां की इन्डिजिनस इंडस्ट्री

को भी बढ़ावा मिलेगा तथा लोगों को एम्प्लायमेंट मिल सकेगा। इसलिए मैं आपके द्वारा मंत्री जी से यह कहना चाहूंगा कि सरकार जो यह योजना लेकर आई है, उस में छोटे छोटे काम करने वाले जो लोग हैं चाहे उनका स्टेनलैस स्टील से सम्बन्ध न भी हो, और चाहे इस डिमान्ड के अन्दर वे न आते हों, उन लोगों का ध्यान रखा जाए और एक्ससाइज ड्यूटी कम लगाई जाए।

इन शब्दों के साथ मैं यह कड़ंगा कि मैं ने जो आप के सामने दो प्वाइन्ट्स रखे हैं, उन पर मंत्री महोदय विचार करें और हाउस को विश्वास दिलाएं कि इन दोनों चीजों को सरकार फौरन तय करेगी।

SHRI C. K. CHANDRAPPAN (Can-
nore): Mr. Deputy-Speaker, Sir, we are considering one of the Ministries which is very important in so far as the future of this country is concerned. I think, the Janata Ministry, particularly the Minister incharge of the Ministry of Steel is giving a new direction to the steel industry in our country. By new direction, I do not mean that he is taking the country forward, on the contrary, he is trying to reverse the whole policies which were pursued by this country for several years.

I would like to bring to the notice of this House some of the very important statements made by the hon. Minister, Shri Biju Patnaik. He, in a way, is trying to revive the old argument of bread vs. steel which was raised by a section of the people in the early fifties when we were thinking of setting up steel plants to build a firm foundation for our economy. Now, Mr. Patnaik says that because a large proportion of our people are living below the poverty line in this country, there is hardly any relevance for this country to spend on

[Shri C. K. Chandrappan]

steel industry. That is what he said in a seminar in Delhi and also he said that we need not give priority to steel industry as was done in the past. As a result of this, what will happen to the various plans this country has been working out for the last several decades? Sometime last year a White Paper on Steel was presented and it visualised that by the end of this century we will achieve a production of 75 million tonnes of steel in this country. Now, the argument advanced against production of more steel in this country is that we are already in surplus, our internal consumption is so low and the external market is also not lucrative. We cannot plan the future of this country on the basis of certain temporary factors. For example, Mr M. N. Dastur who is considered to be a steel expert in this country, said that by the turn of this century if we have to advance industrially and if our economy is to progress, the internal consumption of steel in this country should go to the extent of 100 million tonnes a year. Now the production that we have is hardly 7.5 million tonnes and also it is stated that whatever be the situation of the internal market in the country today, in 1980s this country will face a shortage of steel and internationally also experts met in Vienna under the UN Industrial Development Organization and they said in 1980s all over the world there will be a steel shortage. At that time Mr. Patnaik cannot produce steel. In 1979 he cannot take a decision and produce steel in 1980 because it is said that a long period of gestation is necessary for the steel industry. So, we should not base our future planning of steel industry merely on the basis of some temporary factors. If I may be permitted to say, the USA, Japan and countries like that who are big producers of steel in the world have not decided to cut down their production.

In that context, what exactly does it mean when Mr. Patnaik is trying to pose the question of steel vs. bread before the country and when he says that we cannot spend more money on a priority basis for the development of steel industry?

14.50 hrs.

[SHRI SONU SINGH PATIL in the Chair].

Here I have a hunch. Further, that is also made plain by Mr. Patnaik. He said, 'We will have to open our gates wide for foreign participants to come to this country and invest their money and produce steel here.' He also raised the argument that if you go in for production of steel in this country, the coal that we have will get exhausted within 40-45 years. He also said, if we go in for the production of steel, as was visualised in the White Paper, in 22 years this country will get exhausted of its coal production. The whole coking coal will get exhausted. I do not agree with all these arguments. No expert will agree with this view. We have an enormous wealth of coking coal and yet there are areas where we have to find out the coal deposits in the hills of Nagaland, in the hills of Himachal Pradesh, in the Himalayan areas. There are vast deposits of coal in these areas. Coal deposits can be found out with the help of the Geological Survey of India for meeting the requirement of this country.

If we open the flood gates for the multi-nationals to come in (as in Kundramukhi Project Iran is investing a lot of money) it will not help the interest of this country. Multi-nationals will exploit us. We will remain in the old colonial order in a different form. The form will change, that is all. I think we have to have a second look at the propositions made by the hon. members.

I would also like to draw your attention about some of the cunning

moves made by Ministry in relation to the expansion programme of Bokaro and Bhilai. On-going programmes are all right. Money has been provided for that. But what about the final goal that this country has set in—10 million tonnes of production for Bokaro and 7 million tonnes production capacity for Bhilai. I think you have said a good bye to that. That is not in the interest of this country and also they have taken a decision not to have collaboration with the Soviet Union. If this country can afford to produce steel on its own, I have no quarrel with that. It is good if we can go on our own for producing steel. Can we? I doubt very much. The Minister said, "We can." Two years ago when the experts analysed the whole question and discussed the Soviet collaboration in the case of Bokaro it was told that 65 per cent of the work of fabrication can be done by ourselves. But what about the rest—35 per cent?—It is for that that this country entered into collaboration with the Soviet Union. That collaboration is scrapped. As a result of that, what will happen? Either the Government will have to go to West Germany or the Government will have to go to the United States. Are they going to help us? Are they always friendly with us?

I know, perhaps, the Government is trying to put into practice the philosophy enunciated by Shri Jaya Prakash Narayan I quote from "Every Man" of July 28, 1973—

"Soviet Union could not meet our economic development needs. India must diversify its economic and strategic dependence by forging and strengthening mutual ties with other nations and communities that are in a position to help meaningfully, such as West European Economic Community, Japan and the USA."

Is it not a fact that at the time of setting up Bokaro, we went to the United States and they promised that they are going to help us? But they went back. They were not ready to help a public sector undertaking. Today I do not think there is any Messiah sitting in the Presidential chair of the United States. If you go in for it what does it mean? What is the rate of interest? The rate of interest of the U.S. is 3.5 per cent, whereas the rate of interest of the Soviets and the socialist countries is 2.5 per cent. Regarding the capacity of the country to meet the requirements Mr. Patnaik expressed his doubts saying that they are not in a position to meet our requirements. I would like to quote Mr. Hazari. He said this:

"The East European countries and the Soviet Union are by and large capable of meeting the requirements of this country technologically."

He also said:

"The East European countries do not charge anything separately as knowhow fees for their patents and processes, Drawing, blue-print and other technical documents relating to the project are handed over free of charge to us."

So, these are some of the advantages. So, I would like to ask the Minister to spell out as to what are the intentions in this regard. Are you going to reverse the whole thing? Are you doing to open the womb of India for these multinationals to penetrate deep into our country? Is it the reason? Are you going to allow collaboration of multinationals without taking into account the question of pollution in the country? They are coming here to make profits. Mr. Patnaik said that ours is a big country and pollution is not a big problem but this country will have to pay a very heavy price if you allow indiscriminately these multinationals

[Shri C. K. Chandrappan]

to come in and pollute the whole atmosphere, including water and other things. If it is political we will have to suffer much more seriously.

Regarding the per-tonne cost of producing steel in this country, it is true that the per-tonne cost now is Rs. 5,000. There are favourable factors for us to think of bringing down the per-tonne cost of steel. We have got very big stock of raw materials with us and enormous manpower and so far as the fabrication is concerned, our country is really capable of meeting all its requirements. In Bokaro we could do upto 65 per cent. If we can bring our best talents into this, we can do even more than that. So, we have got fairly good infrastructure in our country so far as the production of steel is concerned. We have got the necessary kind of expertise in regard to making designs, in regard to construction, in regard to operation of steel plants. Our expertise is also sold abroad to European countries, countries in Africa, Latin-America and so on. So, I am sure, if the hon. Minister takes proper steps, he will be able, in the near future, to produce steel at lesser cost. But the main question is this. Is there a mind for it? If that will be there, then, I am sure, there is a way.

15.00 hrs.

Coming to certain other aspects, Shri Patnaik, while speaking in the other House—I think it was in the other House—said that 'I declare that the mini steel plant in this country is sick'; he also added 'I am also declaring that they are dead'. Is this the responsibility of a Minister? I doubt very much. It is like this that after giving a shot for mercy killing, a doctor is announcing that the patient is dead. You should not have done that. The mini steel plants are patients and the Minister should have

treated them carefully with the knowledge that we have and with the capacity that we have and found that the patient recovers and comes back healthy. On the contrary, you gave a new shot for mercy killing. That is the duty that you have imposed on it. You cannot do that. That is not the way to deal with the problem. Since the time is less, I do not want to take much time of the House.

About the Salem Steel Plant, everybody said that at this pace, it will take two or three decades. It will be a mirage. We will never reach the completion of the Salem Steel Plant, Vizag and Vijayanagar Steel Plants. I would like the Minister to make a very categorical statement here that the steel plants will be there. You doubted this because you doubted whether there would be water availability and whether the technical feasibility of the plant was there or not. You doubted that. But, I think, sufficient expert enquiries were made before we had gone in for these. So, in this House, let us know whether the Andhra people will have this plant or not.

Coming to another problem, in Kerala, we have got a lot of iron-ore. Your Ministry concerned with the mine had found out that there was a lot of iron ore and also bauxite deposit.

I request the Minister to do something to set up certain Industries based on that. Here, a word about the iron-ore export. We still remain a kind of a colonial country for the raw material base for the advanced countries even to-day. There should be pelletisation plants, sponge iron project and you have to process that. Then only you will be able to earn much more than what you earn by merely sending the iron ore to other countries. This was what the U.N. also advised us namely that we should remain as an iron-ore exporting country.

would like you to make an enquiry into the rusty steel scandal. All the papers reported about it—not only a section of the papers—and even all the Economic papers in the country reported that if you want, I can give you the date when this appeared in the press. I think it was reported in the *Economic Times*, Bombay in their 22nd May 1977 that 3,000 tonnes of rusty steel were sold at a throw away price to some people. Shri Patnaik and Shri Pai might be knowing that the steel gets rusted when it is in the stock yard. But, normally what happens is that from the upper layer, the rusty steel is sold at a cheaper price. Now, here, the entire stock of 3,000 tonnes were sold at a price which was Rs 600 less than the market price. Your Ministry's top officials, it is said, are involved in this. I would like you to look into this matter.

Another thing is about the sales machinery of the steel. There are certain big stock yards in this country who stock the steel on behalf of the various steel producing plants and even they sell it. Even to-day, when there is a glut in the market, they sell it at a black market price. What is happening is that we do not have the machinery to reach the people in a wider region so that they can come and select and purchase it.

I hope the Minister will make some arrangements so that the steel will go to more people.

MR CHAIRMAN Mr Chandrapan, you have already exceeded the five minutes. Please conclude your speech.

SHRI C K CHANDRAPPAN Sir, I shall take one or two more minutes. Now, I would request the Minister to look into certain agreements entered into by MECON.

923 LS—8.

Sir, MECON has entered into an agreement with Hocket Engineering Company—an American multinational. I stand subject to correction. If it is not MECON it might be some other government agency. What is the benefit out of this agreement?

Sir, finally a word about the workers. Mr Patnaik has certain views about the workers which are dangerous. In a seminar organised at Delhi he expressed those views, namely, the workers should not go in for strike without first discussing with the Steel Minister. While we agree that there should be a discussion, my point is: Can you insist on it as a pre-condition? Secondly, there are workers who have been retrenched or were imprisoned under MISA. Mr Patnaik has said that they will be given back the job but not the benefits with retrospective effect.

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK)
No. No.

SHRI C K CHANDRAPPAN If you clarify, I will be only too happy. Sir, a strike is going on in Jadugora uranium mines near Jamshedpur since 27th June. I think the Minister has been informed about it. A large number of tribal people are working there. I would request you to intervene.

Sir, these are some of the observations that I have to make about the Demands for Grants of the Steel Ministry. I would like to request the hon'ble Minister to make it clear whether there is any change in the basic policy regarding steel.

बीजरी बलबीर सिंह (होमियार-पुर) सभापति महोदय, मैं मंत्री महोदय का ध्यान इस तरह दिवाना चाहता हूँ कि उन्हें स्टील इंडस्ट्री की बुनियादी प्लानिंग पर ठीक ढंग से गौर करना

[चौधरी बलवीर सिंह]

चाहिए, ताकि देश में स्टील ठीक भाव पर बाजार में बिक सके। जापान लोहा और कोयला हिन्दुस्तान से खरीदता है, जबकि हिन्दुस्तान के पास अपना लोहा और कोयला है, लेकिन बदकिस्मती की बात यह है कि हिन्दुस्तान में स्टील की लागत 2200, 2300 रुपए टन है और जापान हम से, या किसी दूसरे देश से, लोहा और कोयला खरीद कर जो स्टील बनाता है, उसकी लागत 1200 रुपए है। अगर इंटरनेशनल मार्केट में स्टील 1700 रुपए टन के हिसाब से बिके तो जापान को तो 500 रुपए फी टन का मुनाफा होगा और हिन्दुस्तान को 600 रुपए फी टन का घाटा होगा।

इस लिए दुनियादी तौर पर सोचने की बात यह है कि हमारा खर्चा क्यों ज्यादा है। इस खर्च को कम किए बगैर दुनिया की मार्केट में स्टील बेचने से हमें नुकसान ही होगा।

आज तक स्टील के बारे में हमने या तो अमरीका और दूसरे अमेरिकी मुल्कों से मदद ली है, या रुम से। लेकिन असल में हमें जापान से नौ-हाऊ लेने की जरूरत है, ताकि जापान की तरह हम भी अपनी लागत को कम कर सकें। जापान में स्टील उडस्ट्री का जस्टेशन पीरियड तीन साल है, जबकि हिन्दुस्तान में बहू दम माल है। यह इनका फर्क जो है इसको अगर हम ठीक न कर पाए तो इंटरनेशनल मार्केट में हमारी कोई अगहू नहीं होगी।

हमारे देश में छोटे छोटे कारखाने बने हुए हैं। अगर हम उन्हें सस्ते भाव पर स्टील दे सकें तो इंटरनेशनल मार्केट में हम जापान को कम्पीट कर सकते हैं और दुनिया की मंडी में अपनी जगह

बना सकते हैं। आज हमारे देश के छोटे छोटे कारखाने बहुधा स्टील ले कर उससे स्टेनलैस स्टील बनाते हैं। जलन्धर में और दिल्ली में स्टेनलैस स्टील के कारखाने हैं। अभी हमारे साथी बलदेव प्रकाश जी ने भी इस के बारे में कहा। यह सारा का सारा पहले हम बाहर से मगाते थे। लेकिन अब 80 प्रतिशत से भी ऊपर हम अपने यहाँ बनाने लगे हैं। लेकिन उसमें जा इंटरनेशनल मार्केट में मगाते हैं उसका मुकाबला हम नहीं कर पाते क्योंकि जो राइ इसके लिए कारखाने वालों को दिए जाते हैं वे महंगे हैं और उससे बहर बनाने में जो खर्च आता है उसके कारण बाहर से आने वाले स्टील का मुकाबला नहीं कर सकते। अगर उन्हें स्टील ठीक भाव पर हम सप्लाई करें तो ये स्टेनलैस स्टील के छोटे छोटे कारखाने उनके मुकाबले में सस्ता स्टेनलैस स्टील सप्लाई कर सकते हैं। यह सब देखने की जरूरत है।

कायेस वाले बहुत शोर मचाते रहे हैं कि हम ने भिलाई, बोकारो और दुर्गापुर के स्टील प्लांट बनाए। लेकिन सरकार की जो अपनी रिपोर्ट है उसमें ये लिखा है कि बोकारो का कारखाना अपनी नामल कैपेसिटी में काम करे तो 20 करोड़ रुपए का उसमें घाटा है अगर नामल कैपेसिटी में काम करता है तो घाटा और भी ज्यादा होगा लेकिन नामल कैपेसिटी से काम करे तो 20 करोड़ का घाटा है। दुर्गापुर स्टील प्लांट की भी कहानी कोई दूसरी नहीं है? वहाँ पर भी अगर नामल कैपेसिटी में काम करे तो 20 करोड़ का घाटा वहाँ भी है, तो यह देखने की बात है कि हमने इतने बड़े बड़े कारखाने लगाए लेकिन उन को लगाने के बाद अगर वहाँ पर घाटा है और फिर मार्केट में इतना महंगा माल बेने के बा :

भी उन कारखानों में घाटा है तो इसके बावजूद हमें कुनियादी तौर पर सोचना पड़ेगा।

मैं एक और बात मंत्री जी को नोटिस में सामा चाहता हूँ। यह जो कच्चा माल हम बेचने हैं यह बेचना बन्द कर दे। 'सका एक्सपोर्ट बन्द होना चाहिए। यह तो हमारी दौलत है और उस दौलत को आप बेच रहे हैं। इसका आप को कोई हक नहीं है। देश को जब भी कभी जरूरत पड़ी तो आपने वाली नस्लें हमें ताने देगी कि इन लोगों ने अपनी दौलत जाया कर दी। मेरा यह कहना है कि कच्चा माल बाहर भेजने के बजाय अगर हम उसको तैयार कर के एक्सपोर्ट करे तो वह ज्यादा उचित होगा।

इस मजाल में जो मंत्री आए हैं, मेरा ख्याल है वे इस बात को देखेंगे कि किस ढंग से इन कारखानों को ठीक ढंग से चलाया जा सकता है ताकि इनमें घाटा न हो क्यों कि अगर घाटा है तो लाजिमी तौर पर टैक्स और ज्यादा बढ़ेंगे और उससे लोगों की मुसीबतें बढ़ेंगी। जो माल उससे बनेगा उस माल की खपत नहीं हो सकेगी। आज आप देखें गोवामो में माल पड़ा है लेकिन कोई खरीदने वाला नहीं है क्योंकि खरीदने की शक्ति नहीं है। अगर यही माल सस्ते भाव पर मिले तो लोग ले सकते हैं। कारोमेटेड शीट्स जो आज से पांच छ. साल पहले 12-14 रुपए के हिसाब से मिलती थी वही गैमवनाइज्ड कारोमेटेड शीट्स आज 45 और 50 रुपए से भी ऊपर मिलनी हैं। यह जो बार-बार या पांच-पांच गुना फर्क पिछले पांच-छह सालों में हो गया है, इस को देखना चाहिए कि क्यों इतना बड़ा फर्क हो गया है। मैं, सभापति महोदय, आपके नाज्यम से मंत्री महोदय से कहूँगा — इस सस्ते प से मेकनल-मेकनल पर सोचें कि इस विनिस्त्री

को, इस महकमे को किस तरह से ठीक ढंग से चलाया जा सकता है, ताकि हमने जितने कारखाने बनाये हैं उनका उत्पादन बढ़े, लोगों के लिए काम पैदा हो और इस मुल्क के लोगों को जो माल दिया जाना है, वह उन को सस्ते भावों में मिल सके। जो हमारे बड़े-बड़े कारखाने हैं, बोकारो, भिलाई, दुर्गापुर, उनसे माल लेकर देश छोटे-छोटे कारखाने टूल्ज बनाते हैं, दूसरी तरह का फिनिश माल बनाते हैं, उन को माल सस्ता मिल सके, ताकि इन छोटे कारखानों में बनाया हुआ माल बाहर की मंडिया में जापान और दूसरे मुल्कों के मुकाबले में सस्ता दिया जा सके, हमारी एक्सपोर्ट ट्रेड बढ़े और हम फोरन-एकमचेन्ज कमा सकें।

इन शब्दों के साथ मैं मंत्री महोदय का ध्यान दोबारा इसी बात की ओर दिलाना चाहता हूँ कि आज जो हमारी प्रोडक्शन की लागत ज्यादा है, आप देखिए कि वह क्यों ज्यादा है। इस के लिए जहा से भी हमें नो-हाऊ मिल सकता है, उस को लेकर कास्ट को घटाने की कोशिश करें।

SHRI PABITRA MOHAN PRADHAN (Deogarh) Sir, I whole-heartedly support the Demands moved by the Minister. At the outset, I would say that the Department has not been very very serious about the survey of mineral resources in India. Of course, after independence, big strides have been taken, but the steps are patchy, piecemeal, haphazard, hanky-panky and happy-go-lucky. So, I expect that the minister will think over this matter and rapid strides should be taken in the matter of survey so that the nation may know the quantity of mineral resources in our country. Unless we know the quantity, the nation will not be in a position to spend it properly. Either we will go on spending in such a way that it will be exhausted in a period of 40 or 50 years maximum or we may not spend it. The present

[Shri Pabitra Mohan Pradhan]

world is a world of competition. We in India are going to have a socialist society and the society we are going to build under the Janata Government is a society based upon total revolution which is more than the communist society, but based on democracy. In this respect I want to give a suggestion as to how to use the minerals. From the various speeches I come to understand that we must be very cautious in spending the reserves. If we go on spending at a very fast rate I apprehend that within a period of 50 to 60 years the entire reserves may be exhausted. I send a note of caution to the hon. Minister to be very particular about this. Although we have very large reserves still considering the vastness of the country and the bigness of the population reserves may not last beyond 50 to 60 years. India is a country with 60 crores of population at present. It is one house. The Government is the owner of the house. The owner of the house must think how to spend these reserves. So expenditure of the mineral reserves must be done in such a manner that at least for the coming 100 years there may not be paucity or dearth of these mineral reserves. After these suggestions I have one complaint about the Steel Ministry.

From the various States recommendations about grant of lease have been sent to the Central Government. It is a matter of pity that for years together the Steel and Mines Ministry sits silent over the files. I am happy to learn that a few days back, the hon. Minister held a conference of his staff and he has very sternly directed that within a very short period these files must be disposed of. I hope the Minister is very serious and sincere about it and he will get the work done.

I have some other grievances and doubts. These doubts are not only about this department, but the entire Government. This department has so many corporations and industries.

They are something like business houses and industrial houses. But their behaviour is not the same as that of industrial houses and business houses. By that I do not mean the way they talk the way they receive us. They give in their annual report and balance sheet, plus, minus, etc. and about production also. They give of course the quantity they produce. Whatever they write may be right. But what about Balance sheet—everybody has doubts about the balance sheet of the entire Government, both State Governments and Central Government and also the balance sheets of the corporations and the Government owned public sector factories. I hope that the hon. Minister who himself knows the tricks of business and the finances of industry will take special care to see that the balance sheets submitted to the Government and published are true balance sheets. I doubt if in the balance sheet, the true picture of income and expenditure has been given. The income might have been given but not the entire expenditure. I doubt sincerely if the entire expenditure is given in many cases. In a few cases it might have been given but not in many cases. If they include the pay of the managerial staff and others and also the payments of instalments of capital and interest, that will help us a great deal in understanding the position. I hope the minister will take note of this.

Coming to my State of Orissa, I have some grievances against the Government of India the Ministry of Steel & Mines and against the ex-Prime Minister, Shrimati Indira Gandhi. I am not an enemy of Shrimati Indira Gandhi. Everybody knows that Orissa is full of minerals especially iron ore. There is one steel factory at Rourkela. The people of Orissa, the Janata of Orissa, all the parties of Orissa, requested the Government of India to give licence to us for starting a second steel factory in Orissa. We have been crying for it for the last so many years. We have been requesting, imploring, entreating,

demanding and quarrelling with the Government of India, but the Government of India is not listening to us. The present Minister also organised an agitation, when he was out of the Government in Orissa, for the location of a second steel factory in that State. I was Deputy Chief Minister in that non-Congress coalition government. Mr Patnaik was not in the Congress then. He became the President of the Utkal Congress. But the Congress people created such a situation that nothing could be done. The demand for a second steel factory in Orissa is very genuine. I do not think the Minister alone can do it. The entire Cabinet will have to do it. Through you, Sir, I implore entreat request and demand that a second steel factory should be located by Central Government in any place in Orissa. I have no fancy for this place or that place. Let it be at Nayagarh in Keonjhar District as someone demanded or let it be at Paradip or some other place. I want that there must be a second steel plant in Orissa.

We have another demand. At Sargipally in Sunderbans District we have vast deposits of lead and there when I was Deputy Chief Minister I was also Minister in charge of mines. We had a scheme and infrastructure to establish a lead factory, but nothing has yet been done.

SHRI P K DEO The foundation-stone was laid by Shri Shah Nawaz Khan at the time of election.

SHRI PABITRA MOHAN PRADHAN Yes. But nothing has been done further and I hope the Ministry will take note of it and will begin the work earnestly. At Sukhinda in Cuttack district there was to be another factory, a nickel factory. A scheme for it is there, but nothing has been done. I have another grave complaint against this Steel Ministry's policy. In Orissa we have some 12 to 15 foundries, iron foundries, and from Rourkela steel plant those foundries were getting scrap and pig iron to

manufacture their commodities. Of late the Ministry has made a policy that no smaller quantity than a rakesload which means about 2000 tons would be sold to any individual factory owner. Sir in Orissa which is rather economically poor and where there are no capitalists Oriya people have established those foundries and they cannot borrow Rs 10 to 15 lakhs to get a rakesload of pig iron and deposit in their factory and go on paying the interest for the amount of Rs 10 to 15 lakhs they borrow. That means by adopting this policy you compel some medium industrialists to close down their industries and go on looking for either service or for cultivation if land is available. Virtually some owners of foundries in Orissa have closed down their factories. The factory owners are advised to purchase from Central depot by paying Rs 95 more over and excess the ex-mill price and this is uneconomic to the industrialists. So the hon Minister will take note of this and change the policy so that the small and medium industrialists in this respect will get the benefit. In this Janata Raj this capitalist system and this capitalist policy should be totally avoided.

Mr Chairman I have taken much of your time. I now resume my seat with these words. Once again I conclude by supporting the demands for grants moved by the hon Minister.

SHRI T A PAI (Udipi) Mr Chairman Sir I had the privilege of being in charge of the Steel and Mines Ministry for some time in this country and I know what Mr Biju Patnaik inherited and I know the problems of development of the steel industry in this country. No doubt all the plants that we had planned in the First, Second and Third Plans were got executed in time. In fact, 12 or 13 or 14 years ago even in the case of the Bhilai plant we got only 4 or 5 per cent of the components made in this country and Soviet Russia had to supply 96 per cent. To-day we have

[Shri T. A. Pai]

built up in this country such a capacity that even in the case of expansion of Bokaro, 92 per cent to 93 per cent of it would come from India; and 7 per cent from abroad. But that does not mean that we have learnt the technique of completing a project in time. It is a tragedy that in this country, time is not considered a very important resource that a developing country has. If it takes 5 or 3 times the time that is required in other countries to complete a project, it begins with losses right from the beginning. Let us look at Bokaro. I am afraid it has taken more than 12 years and an investment of Rs. 1500 crores. If, for some reason or the other our financing methods of these projects have gone wrong, it is time that we look at them; because we can not afford to have large amounts of money invested either in irrigation or industrial projects with the best of intentions but getting nothing in return. That is going to be, and I suppose it has been, one of the factors for growing inflation in this country; and a time has come when we get into the concept of commitment budgeting. If the project is taken seriously, the Finance Minister should present this Parliament with the annual expenditure that he wants to incur on it year by year, so that the Parliament knows when it is going to be complete; and that should be the first item of commitment in the next budget that he provides. Otherwise, we were thinking in terms of bringing into existence a National Development Bank with resources being provided both by the Centre and by the States, and with possibilities of borrowing from international institutions like the World Bank, so that once the project is approved by the Planning Commission, it should be financed purely as a visible proposition by an institution; and it does not have to come through the budget year after year. We have found that whenever money is short, these important projects are given the

go-by, while a lot of staff is kept without work and salary is being paid to it. A time has come when we have got to think of it. Take for instance the Salem project. It has been said that we are bound to complete the Salem project. Perhaps it may be completed before the other two southern projects. But against an investment of Rs. 150 crores, hardly Rs. 15 crores has been provided. How long will it take? This way of building up a project is very expensive. The Minister's predecessor had provided a White paper. It was not because we were capable of achieving it. *But I think it is better to have a dream, we say that we are one of the largest producers of iron ore, and that we have got all the capacity needed—and I have heard the hon. Minister saying that it is better to export finished steel than pig iron, and better to export pig iron than pellets; but in the implementation of all this, it is essential to see what progress we have made and what resources we have provided. I find that there is only a talk. Even in the pelletisation plant for Bailadilla, where the maximum of iron dust must now be piling up, or at Donamala, hardly Rs. 20 lakhs have been provided. I do not know what you can do with it. I do not know what is being provided with that amount. We do not have funds. All these projects cost money. Mr. Chandrappan said that it is wrong to get money from outside. I must say that even Soviet Russia and East European countries have, for their development, depended on capital coming from Japan and other countries. Of course, you can safeguard your interests by providing any clause that you like. These cannot be in the private sector. They have got to be in the public sector. After agriculture, the only source of providing large-scale employment is minerals. When we say that local resources must be utilized for developing the industries, what do we mean? Either it is agricultural resources or mineral resources.*

ces There are mineral resources in the most backward States of this country like Orissa, Bihar or Madhya Pradesh where the wealth we have is the mineral wealth. What do we have to do with it? Do we keep quiet saying it is too big? Even the railway system, which was built in the past, had nothing to do with the development of these resources. We know today that when it is a question of mineral development it will have to be a total project, incorporating shipping, ports, railways and so on, all things will have to be dove-tailed and it becomes much more expensive. I strongly believe, therefore, that a time has come when we have to think of a different strategy.

What is wrong with the Kudr. muk project? After a few years it is possible for us to utilize it ourselves. Once the borrowings that we have made from Iran are paid in terms of export, why should we not have more of similar projects? If the Vizag plan has any chance to come up I think we will have to think of getting foreign investment involved in this and possibly a link up with Japan which may be anxious to extend its own industry. It may be possible for them to begin with pig iron or, later on, whatever they want from a plant like this with loans coming from that country. I am only giving an example not that Japan is anxious.

In the case of iron ore this country is very rich. Well, there has been very little development. I may also tell you that wherever you go more and more iron ore is being found and there is a demand that there should be a steel plant everywhere. It is this which encouraged your predecessor in office to have a White Paper, once we know that we have these mineral resources in plenty we have got to develop them.

SHRI BIJU PATNAIK White Paper or white elephant?

SHRI T A PAI: It is for you to ensure that you do not convert it into a white elephant. It is only a blue print. Today India is producing only 1.5 per cent of the total steel production of the world. Now with all the iron ore resources that we have and with all our coal deposits, is this all that this country is capable of? If we want to produce by 2,000 AD about 75 million tonnes, we have to change our strategy completely because this is not the way to achieve our dream of 75 million tonnes. It is wrong to think it is only a dream. I think our method and our approach to the problem will have to change if we want to achieve this target by that time.

In the case of bauxite, we have put forward proposals to Soviet Russia. We have said let us have a production programme agreement with you, you convert our bauxite into alumina and help us to export it because the production of aluminium requires a great amount of power. That effort was made and we pursued it with Iran. I do hope that similar efforts will continue even with Iraq for a pelletisation plant collaboration.

What I am hinting at is, without enormous resources coming from outside, most of these projects cannot be built up within a reasonable time. I think the country should not hesitate in this matter. I would certainly agree with Shri Patnaik that if it is a question of providing employment, true that village industries will provide it but it will not solve all the problems in this country. Further, the capacity of the country and the confidence of the country, they all depend upon its using its natural resources. Take for instance nickel. I know it was approved when I was a Minister. I do not know how far it has gone. There has been a great demand, but that project has not been translated into action.

Take Kerala, for instance. My hon. friend, Shri George, said they have

[Shri Biju Patnaik]

iron ore The Kerala Government, at the time of Shri Achutha Menon had come forward with a proposal that Czechoslovakia is willing to collaborate with them to make special steel. Well if there is a possibility that Czechoslovakia can give them assistance have no inhibition as to where the money comes from. So long as we get the money on our terms and without damaging our national honour whether it comes from Soviet Russia or from Czechoslovakia or from any other Western countries, we must go in for that without any inhibitions. After all, it is only those who have money that can give it all others can only give a lecture why we should not take the money. Since the whole world is busy developing itself, I do not think we can continue keeping quiet. Even China, contrary to all beliefs I know when it comes to sophisticated technology, is as anxious as anybody to get it from anywhere.

So far we have depended on loans and grants from others. We thought it was all free which is not true and we thought that self-reliance meant making even nuts and bolts in this country. Therefore in the name of self-reliance we had also uneconomic production in certain sectors. We have to get away from this. Self-reliance is the ability of the country to earn free foreign exchange and with that to buy any technology anywhere in the world. I think this country cannot afford to have outdated, rejected technology from anywhere. We have reached a stage when the best of technology will have to be sought.

So, I am not asking for foreign capital to come into this country in dribslets of Rs 10 or Rs 25 lakhs in the name of collaboration for any industry. I do not want the multi-nationals to come into this because, knowing the industrial structure of this country, I am not one of those

who believe that multi-nationals alone will help us. But in respect of these major industries, what alternative do you have except getting large funds as we have done in the case of Kudremukh and looking after their development as quickly as possible so that in future we may lay the foundations for utilising the resources for our own benefit?

A comment has been made that the hon. Minister has been uncharitable to the mini steel plants. I hope he did not predict their death, he was only saying that they were dying, which is a fact. I am not saying that it is his intention that they should die. When SAIL was created its Chairman was the Secretary of the Steel Ministry. He thought in terms of creating a situation where the interests of the steel industry were not paramount. He thought that SAIL was the steel industry, that nobody else should come in. When SAIL came into existence in 1974 20 per cent of the steel in this country was produced by the mini steel plants. Their production was 120 million tonnes, when the total production of integrated plants was very low. I would like to ask why even today we are not able to sell steel in this country. At one time it was so easy to sell steel. We find that if you create controls and have only a few approved dealers, you can create a tremendous demand. Once that disappears, the demand also disappears. This industry was responsible for creating black money at one time to the extent of Rs 400 to Rs 500 crores per year. Therefore, when these conditions disappear the steel industry will have to realise that it is not the master. Is the steel industry today oriented to the interests of the consumers in this country? Those days are gone when they told the other industries to take it or leave it. Now production will have to be reoriented, they will have to be more efficient than they have been before. I hope the hon. Minister will not leave them to their own fate, but give them challenges for meeting

the requirements of the country. Otherwise, we will continue to import at least Rs 100 to Rs 115 crores worth of steel every year. Even now we are importing special steel. If we export Rs 300 crores of ordinary steel and get other steel, this country must be interested in adding to the per-unit profit of the items that it manufactures and exports. Otherwise, it is a tragedy.

We have been told that the indication of a country's economic progress is its per capita consumption of steel. But now we find that steel is not saleable. I am glad that SAIL is making efforts to find out what kind of rural development it can bring about by the use of steel. I am glad you are looking for customers. I hope you will see to it that the industry is properly re-oriented.

Now I would like to draw his attention to the distribution system. We opposed the increase in the price of steel for very good reasons because I for one, believe that there is no point in controlling the price of end-products in this country. The prices of raw materials at least will have to be stabilised, they should be kept constant at least for a period. And, therefore, when the idea of SAIL was to increase the price in order to show profit, I was insisting that profits might be made on the production and not on the limited production that they have had. Now, afterwards, stockyards were arranged and rake-loads were arranged but how could the people make the payment and get the rake-loads. I am sure it is not unknown to the Minister that the price of steel went up by Rs 200 to 300 by this stock-yard arrangement and the profits had also increased. The stockyards made the consumers to pay a much higher price. I would like him to look into this because if he wants to make a straight forward increase in the price of steel, it is welcome but let us not try to create other sources of profit over an item by creating monopoly conditions and creating such

difficulties.

Again, four Ministers of Steel & Mines beginning with Mr Mohan Kumaramangalam, myself Shri Malaviya and Shri Yadav, had promised that the price of steel made available to the small scale industry would be equated with that of large scale industry but this has not been done. Please look into it.

SHRI BIJU PATNAIK It has been done.

SHRI T A PAI I am extremely happy if it has been done. This is something which was eluding us because the Finance Ministry had not made up its mind.

SHRI BIJU PATNAIK We did not ask them.

SHRI T A PAI When the mini-steel plants were established, what was their objective? Their objective was to use the scrap. After all, this industry even now, can specialise in making certain types of steel which may be uneconomic for large units to make. In fact, when I came into the Ministry I found that we were importing carbon steel and other specialised steel worth Rs 50 crores every year merely because we had said that these were reserved for the public sector without the public sector manufacturing them. So, this kind of limited specialisation should be made only by the smaller plants.

Again everybody knows that production of steel by the Arc-Furnaces is power intensive. It is not as if every Electricity Board has not given them in writing that they will give power and they had invited all the States and public financial institutions provided them Rs 250 crores for this industry. At that time, the price was high and the Government thought that they should mop up the surplus by excise. Now, they continue to collect even when the price is not there and they are not saleable. In this country, there is a strange argument of loss of revenue if excise is reduced.

[Shri T A Pai]

generally given by the Finance Department. They forget there is no tax on non-production. If a unit cannot produce, they cannot collect the tax. So, they cannot say that they are losing. So, it is better to keep them alive so that if not now, in future they will be able to pay the tax that is expected of them.

Of course in the Budget, the Finance Minister has said that he has transferred the excise from the rolling plants to the mini-steel plants for his administrative convenience. His administrative convenience will certainly kill all small plants because already they are in the financial distress. Now they have to find additional money for excise. Let them be in existence. Now you say that they can diversify. Who will give the money for diversification when their balance-sheets are showing losses? Unless the development concept is that this industry also requires modernisation finance on soft terms just like any other industry even their investment will go. I would request the Minister that this is taken up with the public financial institutions.

In the past steel got lot of importance but I am afraid non-ferrous metal did not.

This year for instance, the production of aluminium is going to be less merely because there is power shortage. Of course I saw in the newspapers that he has declared it as a policy that they can have their captive plants. But they do not have the money. The money also will have to be provided for captive plants.

SHRI BIJU PATNAIK You should have done it five years ago.

SHRI T A PAI We now expect you to do what we did not do. Otherwise, what is the use of an alternative Government? An alternative Government promises to do what we did not do. To say that we did not do is not a compliment. You

have a wonderful chance to do it. Please do what we did not do. I am sure you are capable of it. Otherwise, the people will think that you and we are the same.

I would like that the importance of the steel industry is appreciated and that we think from a larger perspective. Take for instance, countries like Kuwait and Middle-East countries. The moment they had money everybody thought that they should have a steel plant because steel became a symbol of progress. But there are still countries like Kuwait where they do not have the man-power. They have to import all the man-power, even including raw material. I think we should have a dialogue with them that we are able to manufacture the steel that they require with their capital also coming in.

On this side we have been always the strongest advocates of a strong steel industry in this country. I for one always believe that gigantism is not the only answer that this country should follow. There is no point in saying that we will manufacture 7 million or 10 million tonnes of steel when our capacity to manage a smaller plant has proved to be better than to manage a bigger plant. When there is a break-down in a bigger plant we are completely ruined. The concept of gigantism will have to go. Then many countries of East Europe which are poor in these resources have been trying to re-cycle the minerals and the waste. The fullest encouragement should be given for re-cycling the waste and, in that way, that will also become a very important industry.

In my coastal area, there is a poor quality bauxite available for the manufacture of aluminium. Soviet Russia uses poor quality bauxite for manufacturing aluminium. In this country, when God has given us both rich quality and poor quality bauxite, we do not know what to use. We go on

arguing which should be used without using it I think the days of arguments are over and the days of action are now I wish the new Minister all success in his endeavour to give the country one of the best industries possible

श्री बाबुल सुम्बर्ई (सिंहपुर) : माननीय सभापति महोदय, आज मुझे प्रथम बार पार्लियामेंट के सदन में बोलने का अवसर मिला है। यह मेरे लिए बड़े सौभाग्य की बात है कि मैं इस्पात तथा खान मंत्रालय की मांगों पर बोल रहा हूँ। इस विभाग के जो मिनिस्टर बने हैं, वे भी उड़ीसा क्षेत्र से आते हैं, जा खानों से भरा प्रदेश है।

मैं अपने भाषण में इस विभाग की आग्रह और व्यय के सम्बन्ध में नहीं बोलना चाहता हूँ, इस विषय पर तो अनेक माननीय सदस्यों ने प्रकाश डाला है, मैं इस विषय में सम्बन्धित विभागीय प्रशासन में जो नुतिया है, जो कमिया है उनको और आप का ध्यान दिलाना चाहता हूँ। मेरा क्षेत्र सिंहभूम जिल्ला का छोटा नागपुर भी खानों से भरा हुआ प्रदेश है, जहाँ मैं मैं चुन कर इस सदन में आया हूँ।

मैं आप का ध्यान "क्लिटज" अखबार के 18-6-1977 का अंक तथा "न्यू-वेव" के 5-6-1977 के अंक की ओर आकर्षित करना चाहता हूँ जिसमें "कोम", "कोमाइट" माइन्ज से सम्बन्धित 200 करोड़ रुपये के बांटाले पर प्रकाश डाला गया है।

16 hrs.

इस पत्रिका को मैं आपके सामने रखना चाहूँगा। यह जो कोमाइट माइन्ज हमारे बिहार एवं उड़ीसा प्रान्त में है, जोकि सिंहभूम डिस्ट्रिक्ट एवं केयोचर डिस्ट्रिक्ट में है, इससे श्री मिसरी लाल जैन सम्बन्धित हैं और उनके सुपुत्र राज्य सभा के सदस्य हैं और उनका नाम श्री धर्मचन्द्र जैन है। सिराजुद्दीन कम्पनी भी इससे सम्बन्धित है और हो सकता है कि और भी कई माइन खोलने इससे सम्बन्धित हों। यह भी क्लिटज में जोड़े जायेंगे में 200 करोड़ रुपये के पुटले की बात करी है, इसकी

पढ़ने से मालूम होगा कि यह रायस्टी से सम्बन्धित है सैल्स टैक्स से संबंधित 'ट्रन्कम टैक' से संबंधित है, बिदेशों में माल भेजने से संबंधित है और म दूरो को बॉन्स देने से संबंधित है और इस में अनेक प्रकार की नुतिया हैं। इसलिए आप के माध्यम से मैं माननीय मंत्री महोदय से कहना चाहूँगा कि यह जो श्री जी० डी० गांधी के नाम से दिल्ली से प्रकाशित हुआ है, इस की सरकार जाच कराए। श्री मिसरी लाल जैन प्रो० श्री धर्मचन्द्र जैन से इस का संबंध है और पायबासा के निवासी भी है जो हमारी कास्टीटुमेंसी से सम्बन्धित है। हो सकता है कि इसमें से जो लिखा हो वह गलत लिखा हो। इसलिए इसकी जाच होनी चाहिए और अगर ग त ७५१६ ना कड़ी से कड़ी कार्यवाही लिखने वाले के खिलाफ करनी चाहिए। यह कोई थोड़े से रुपये का मामला नहीं है। यह 200 करोड़ रुपये का मामला है और अगर इतने सारे रुपये हमारे आनिनामी भेव में ख निग जाए, तो उनका ठेर बहुत उच्च तक पहुँच जाएगा। इतने सारे रुपये के दुरुपयोग से सम्बन्धित यह मामला है और अगर सचमुच में कम्पनी द्वारा इतने सारे रुपये का दुरुपयोग किया गया है, तो सरकार को उसके खिलाफ कड़ी से कड़ी कार्यवाही करनी चाहिए। इसलिए मैं माग करता हूँ कि मंत्री महोदय इस मामले की जाच कराए।

इसके साथ साथ मैं एक बात और कहना चाहता हूँ और यह यह है कि हमारे यहाँ एच० एम० टी०सी० की किरी बूरी, बलॉटोमी एच मेघाटाबुख प्रोजेक्ट है। अभी 18 दिसम्बर 1976 को आपने अखबारों में पढ़ा होगा कि माइन्ज के निकट करीब 20 किलोमीटर दूर हमारी कास्टीटुमेंसी के हाटनामरिया में श्री संजय गांधी का धागमन हुआ था। जब से वहाँ पर आए तो 7 सरकारी हवाई जहाजों और बिहार राज्य परिवहन निगम की 200 से ऊपर बसें और टुकों का व्यवहार किया तथा वा उच्च गत मेघाटाबुख और किन्जुख कोयला

[श्री बागुन मुखर्जी]

के जो प्रबन्धक थे, जनरल मैनेजर या मैनेजमेंट के जो लोग थे, उन्होंने दो दिन तक खदान के काम तथा प्रोडक्शन को बन्द करके वहाँ के काम करने वाले लोगों को टुकों और बर्मा में उस जगह मित्रवाय या जहा भी सजय गाँवों को भ्राना था। इस तरह से वहाँ पर बहुत से लोगों की भोडभाड की गई थी। हम यह समझते हैं कि उनको इस कार्यवाही से प्रोजेक्ट का उत्पादन को दृष्टि में रखते हुए उसमें नुकसान हुआ है यह देगहित में नहीं था। दो दिन जो वहाँ प्रोजेक्ट पर काम नहीं हुआ है, उनके बारे में मैं श्राप के माध्यम से सरकार से कहना चाहूँगा कि उनकी जाच कराई जाए कि उनमें लाम हुआ है या नुकसान हुआ है। मेरा विश्वास है कि नुकसान जरूर हुआ है। इस नुकसान के लिए कौन जिम्मेदार है? इनके लिए भूतपूर्व सरकार, पुरानी सरकार जिम्मेदार है या वहाँ का मैनेजमेंट जिम्मेदार है। इस की जाच कराई जाए और जिन्होंने नुकसान किया है, उन पर कड़ो से कड़ी कार्यवाही होनी चाहिए।

इनके साथ मैं यह भी कहना चाहूँगा कि हमारे वहाँ जो यूनिट्स भी खदानें हैं, कोमाइट, कायनाइट, बाक्साइट की खदानें हैं, लाइम-स्टोन की खदानें हैं, आइरन और और चाइना क्ले श्रापि की माईंस हैं, वे जितनी भी माईंस हैं और साथ साथ जो वहाँ पर बोकोरो स्टील प्लांट है या हातिया रांची में दूसरा स्टील प्लांट है, उन के कारण बहुत से लोगों की खेती की जमीनें बर्बाद हो गई हैं। उन को देग हित में बनाया गया है। इसलिए मैं मंत्री महोदय, यह कहूँगा कि ऐसे श्रापिवासी लोगों को जो जमीनों से हटाया गया है, उन के लिए भी कुछ किया जाए। उन लोगों को, "डिस्प्लेस परसंस" को संबंधित प्रोजेक्टों में नौकरी दी जाएगी लेकिन इस पर भी दो हजार श्रापि बंकर भूम रहे हैं। वे लोग डिस्प्लेस हो गए हैं, उनकी खेत

से बंचित कर दिया गया है। अब नौकरी के धलावा उनके पास और कोई साधन नहीं है। हमने अपने स्तर से सरकार से जमीन के बदले जमीन की माग की। केन्द्रीय सरकार एच बिहार सरकार से दोनों ने जमीन देने से इन्कार कर दिया और कहा कि श्राप लोगों को कंपेंसेशन मिल गया है। श्राखिर इसका रास्ता क्या है? हम लोग कम पड़े-लिखे लोग हैं, हम लोगों के पास रोजगार का और कोई साधन नहीं है। हमारी माग है कि जहाँ खदान के नाम पर, कारखाने के नाम पर हमारी जमीन ली जाए, वहाँ हम लोगों को निश्चित रूप से, गारन्टी के साथ नौकरी मिलनी चाहिए। चाहे एच०ई०सी० हो, बोकारो स्टील प्लांट हो, चाहे चिडिया माइंस हो, मालन टोनी स्टील प्लांट हो, एन०सी डी०सी०, हजारीबाग, किरीच एच मेवाहातुंग, गुवा, जमदा, एच नोवा मण्डी माइंस हो, जहाँ पर भी हमारी खेती योग्य जमीन ली गई है वहाँ पर लोगों को काम मिलना चाहिए।

अध्यक्ष महोदय, जो यह मेवा हातू प्रोजेक्ट किरीबुन, मलाटोली चिडिया प्रोजेक्ट इसका हैड श्राफिस हैदराबाद में है। प्रोजेक्टों के निकट क्षेत्र में, उनके हैड श्राफिस भी सिंहभूम डिस्ट्रिक्ट में होने चाहिए। इससे वहाँ के लोगों की सभी प्रकार का लाभ होगा। हमारी माग है कि वहाँ हैड श्राफिस बनाया जाए और किसी भी श्रापि को डायरेक्टर या एडीशनल डायरेक्टर के रूप में वहाँ भेजा जाए या किसी और परशाधिकारी को वहाँ पदस्थापन किया जाए। इससे वहाँ के लोगों के साथ साथ सरकारी प्रशासन को भी सहूलियत होगी। वे जो भी मांग करेंगे, चाहे नौकरी की मांग हो या कोई और मांग हो उसके लिए उन्हें बिट्टी पत्नी हैदराबाद नहीं करनी पड़ेगी। हैदराबाद जाने में वहाँ के लोगों को बड़ी कठिनाइयों का सामना करना पड़ेगा। हरिजन और श्रापिवासियों के हित में यह है कि हैड श्राफिस वहाँ सिंहभूम जिले में

हो। इससे वहाँ के डिप्लोमेट परसंस को घासानी से नौकरी भी मिलेगी।

इसके साथ साथ हमको बताते हैं कि हमारे यहाँ "किस्को" कम्पनी और "इस्को" कम्पनी प्राइवेट सेक्टर में है। इन दोनों कम्पनियों के लिए हमारी जमीनें गई हैं ये "डिस्को" और "इस्को" कम्पनियां गुवा, जयदा, नोवामुन्डी, माईस जो सिंहभूम जिले से है, से सम्बन्धित हैं। माईनिंग एरिया डेवलप करने के लिए जो जमीनें की गई उसके साथ साथ नया एरिया एक्सप्लोरेशन के लिए भी लिया जा रहा है। इन कम्पनियों में एम्प्लोयमेंट के बारे में भी यह पुराने नियम हैं कि नौकरी करने वालों के लडके, लडकी या उसके दामाद को मिलेगी। अगर कोई और लोग नौकरी मांगता है तो उसको कह दिया जाता है कि तुम कम्पनी के इम्प्लॉई के लडके नहीं हो या दामाद नहीं हो। कम्पनी के ये नियम बहुत पुराने हैं और उन्हीं पर आज भी ये कम्पनियों चल रही हैं। जो हमारे मा-बाप, दादे तीन-तीस, चालीस-चालीस वर्ष से इन कम्पनियों में काम कर रहे हैं उन लोगों को भी यह जवाब मिलता है कि आपका लडका नहीं है, दामाद नहीं है। अगर इस प्रकार से हमें जवाब मिलेगा, अन्याय एवं पक्षपात होगा, चाहे वह सरकार की ओर से हो चाहे प्राइवेट कम्पनी की ओर से हो तो हमारे पास कोई और रास्ता नहीं रहेगा सिवाय इसके कि हमें अपने हक के लिए तीर और तलवार का प्रयोग करना पड़े। वहाँ पर शान्ति भंग भी हो सकती है। मंत्री महोदय उड़ीसा के हैं। सिंहभूम वहाँ से कोई दूर नहीं है। वहाँ वह जाकर स्थिति को सम्भालें। मेबाहुरमुद माईनिंग प्रोजेक्ट में भी यही हाल है। वहाँ भी शान्ति भंग का खतरा है। स्थिति को सुधारने के लिए उनको प्त उठाने चाहिए। हम लोगों से वह जो व्यवहार किया जा रहा है इसका अन्त कचवाने

एवं न्याय के लिए उनको कदम उठाने चाहिए.

श्री बीजू पटनायक : मैं तो आपका दोस्त हूँ।

श्री बागुन मुन्धर्वी : यह ठीक बात है। लेकिन अगर आपने हाँ स्थिति में सुधार लाया तो आपकी और हमारी दोस्ती और भी पक्की हो जाएगी। प्रत्यक्ष या अप्रत्यक्ष रूप से हमारे मंत्री महोदय को कई खदानों एवं कारखानों का मालिक कहा जाता है और प्रत्यक्ष या अप्रत्यक्ष रूप से उनका इनके साथ सम्बन्ध भी है। सौभाग्य से यह इस्पात एवं खनन पोर्ट-फोलियो उनको मिला है। हम उन से अच्छे काम की आशा करते हैं। उनको इस काम का तजुर्बा है। उन पर हमारे देशवासियों को पूरा विश्वास है। जिस तरह से पहले इन पदों पर प्रासीनव्यक्तियों ने अपने पदों का दुरु-पयोग किया है और आर्थिक फायदा उन्हीं उठाया है ऐसा अब नहीं होगा। वह देश के हित को सर्वोपरि रखेंगे और इस प्रकार का कोई कार्य नहीं करेंगे जिससे देश को नुकसान हो इसका मुझे पूरा भरोसा है।

चाहना मेला ज़ भी केन्द्र से सम्बन्धित है। सिंहभूम डिप्टिमेंट में और उड़ीसा में पंद्रह बरस के करीब से हमारे राज्य सभा के जो सदस्य हैं श्री धर्मचन्द जैन के साथ साथ वहाँ अठारह खदानों के मालिक हैं। हम लोग एड्रियां रगडते रहे गये हैं कि हमारे मजदूरों को मिनिमम वेज मिलनी चाहिए लेकिन नहीं दी गई। वहाँ पर दिसम्बर महीने तक उनको दो रुपये चार आने मजदूरी मिलती रही है। हम इस ओर प्रधान मंत्री, होम मिनिस्टर और खान मंत्री तथा सेनर मिनिस्टर का भी ध्यान आकर्षित करते रहे हैं लेकिन इस पर कोई ध्यान नहीं दिया गया। अब करबरी, 1977 में जा कर दो रुपये चार आने से बढ़ा कर पांच रुपये बरसी वैसे की गई है। प्राय

। श्री बागुन सुम्बर्हई।

वेछे कि खेत मजदूर को वहा पर क्या मिलता है। उनको छ रुपए पचास पैसे सिहभूम जिले मे बिहार सरकार के आदेश से दिए जाते है। इसके मुकाबले मे माऽज के मालिको ने पाच रुपए ग्रस्ती पैसे देने शुरू किए है। यह सरकार के लिए बहुत लज्जा की बात है। मे माग करता हू कि अन्य खदानो मे और कारखानो मे जो मजदूरो को मजदूरी दी जाती है वही इनको भी दो जानी चाहिए। बहुत ही कम मजदूरी उनको दस पंद्रह बन्म से मिलती आ रही ह। इसका बढ़ाया जाना चाहिए।

कांग्रेस हकूमत ने एक वर्ष पहले उनके बोनस को भी घटा दिया था। पहले उनको 8 33 प्रतिशत बोनस दिया जाता था। एजीपतियों के साथ साठगाठ करके कांग्रेस सरकार ने और शायद उनके साथ दोस्ती करके चुनाव मे लाभ उठान के लिए बोनस चार प्रतिशत कर दिया। अब जब नई सरकार बनी है, जनता सरकार बनी है, तो मे माग करता हू कि इस बोनस को बड़ा कर 8 33 फिर से कर दिया जाए।

हमारे यहा लेबर को बहुत कम मजदूरी मिलती है। दैनिक मजदूरी भी ठीक से नहीं मिलती। उनका बोनस भी छीन लिया गया है। उनको क्वार्टर की सुविधा नहीं मिलती, मैडिकल फॅसिलिटी, बिजली, पानी आदि सुविधाएं नहीं दी जाती है। ऐसी स्थिति मे कम से कम उनका बोनस तो ७ 33 प्रतिशत दिया जाए। इतना बोनस उनका मिलेगा तो वह गरीब मजदूर अपने बाल बच्चो की भलाई के लिए उसको खर्च कर सकेगा, उनके कल्याण एवं विकास पर खर्च कर सकेगा।

बिहार के सिहभूम जिले मे लाइम स्टोन माइन्स और लाइम स्टोन माइन्स आदि कई माइन्स हैं जो बन्द पड़ी हैं। बिना नोटिस के उनको बन्द कर दिया गया है। जैसे जै०डी०

भारडा एंड कम्पनी की चाईबासा मे माइन्स है। दो तीन लीज जो उन्होंने ली हुई है उनको उन्होंने चार महीने हुए बन्द कर दिया। बिना नोटिस के उन्होंने उन खदानो को बन्द कर दिया। वहा पर आज मजदूर राटी के बगैर है, रोजी के बगैर है, वे बेरोजगार हो गए है। हम लोगों ने जत्र असिस्टेंट मेबर कमिश्नर, सिहभूम चायबामा को इसके बारे मे निश्चा और बताया कि बिना नोटिस इन खदानो को बन्द कर दिया गया है तो उन्होंने उनको बुलाया क्योंकि यह एक गैर कानूनी काम था। ऐसा मान्य होता है कि उनके साथ उनकी साठ गाठ थी या दांती थी कोई कार्यवाही अभी तक नहीं की गई है। मैं चाहता हू कि इस प्रकार को जो बन्द माइंस है इनको जाच की जाए और इनको खुलवाया जाए। अगर वे लोग इन पर कुर्य कर्ना नहीं चाहते है तो दूसरो को ग्राप इनको लीज पर दें और वे लोग इन पर काम करे। सरकार खद चलाये या कोई और प्रबन्ध करे ताकि मजदूरो को काम मिले।

इसी तरह से हमारे यहा ए०सी०सी० सीमेट फैक्ट्री चायबामा, चिकरानी मे है, हालाकि उसका सम्बन्ध माननीय पटनायक से नहीं है, लेकिन चूकि खदान मे सम्बन्धित है, इसलिए चाइबासा मे जो यह फैक्ट्री है, उसके बारे मे हमारा कहना है कि इसका जो बुआ और डस्ट 6 मील के रेडियस मे गिरता है उससे छ. मील के क्षेत्र मे फसल भी नष्ट होती है और मनुष्यों के स्वास्थ्य को भी हानि होती है। इसलिए ऐसा इतजाम किया जाए कि उसकी डस्ट सीधे फसल पर न पड़े, बल्कि पानी पर छवारी जाय ताकि फसल और आर्षमियो को नुकसान न हो।

1968 में चाइबासा में एक सी०पी० डब्लू० डी० माइनिंग आफिस बनने की बात थी, जिसके लिए अभी तक एक्वायर की गई

रस था, हम लोग याच कर रहे थे कि इसके बीच में जो देवस्थान खाने जाने का रास्ता था गया है उसके लिए 15, 20 फीट चौड़ा रास्ता छोड़ दिया जाए और फिर आफिस बने जब हमने आफिस बनाने वाले एसिस्टेंट इंजीनियर से बात की इस बारे में, उसी दिन पकड़ा धक्की शुरू हुआ। इसी बात को लेकर झगड़ा हुआ और उसी दिन हमारे ऊपर पुलिस ब्रेस चला जा अभी तक चालू है और महीने में चार बार हमारी पेशी हाती है। हम चाहते हैं कि कैसे चल, लेकिन गवाह कम्लेनेट के होने चाहिए और जो फैसला होगा हम मान्य होगा। हम चाहते हैं कि आफिस बने उस से हमारा फायदा होगा, लेकिन देवस्थान जाने के लिए 20 फीट चौड़ा रास्ता छोड़कर बन। जिस तरह से हमका परेशान किया जा रहा है वह ठीक नहीं है। जब हम बिहार में मंत्री थे ता एक दिन कार्ट में हम 5 मिनट लेट पहुंचे ता मुस्लिफ न कहा कि आप लेट क्यों आये, कार्ट दूज कार्ट बन्न कर वारन्ट का आदेश दिया। इस प्रकार से जो अनियमित प्रशासन चल रहा है उन का जनता सरकार ठीक करे। हम इस कैसे से बचना नहीं चाहते लेकिन फैसला जल्दी होना चाहिए।

अन्त में मैं पुन निवेदन करूंगा कि सिद्दुभूमि में जो अनियमितताये हैं, लुटिया है उन को दूर करें। और जा हमने निर्णय लिया है कि अगर प्रोजेक्टों के एपा टर्म में स्थानीय लोगों के साथ बड़बड़ी होगी ता हम लोग हथियार उठावगे जिससे शांति भंग होने की सम्भावना है। इसमें आप इंटरफीयर करे ताकि हम शांति से रह सके।

SHRI GOVINDA MUNDA (Keonjhar) I thank you for the opportunity given to me to speak on the Demands for Grants of the Ministry of Steel and Mines, which is under the worthy control of Shri Biju Patnaik

We the Adivasi people had heard very very baseless and tall talk from the previous Congress Government. But all of you might have heard of the cost that we had to pay or suffer. We are happy that Janata Government has come to power. We hope that this Government will do something for us.

We are Scheduled Tribes. We live in jungles. The jungles are full of mines. The tribal people, who are economically weak are engaged in the mining area on low wages. There are no facilities—housing or others—for them. The previous Government has been exploiting us. This Janata Government has not declared its policy as yet. I want to know what is the policy of this Government so far as the development of mineral resources in those areas is concerned.

For a couple of years, there has been a loss in mineral production, I know this. A few years ago, our previous Government introduced mechanised system. There are two kinds of operations in mineral areas. One is under the Private Sector and another is under the Public Sector. I know it and it is known to all of you. Keonjhar has plenty of resources. There are huge deposits of iron ore, manganese ore, chromite, bauxite and so on. You also know that there is the Paradeep port nearby which is based on Daitari and Gandhamardan mines. You might have heard that there is an agreement with the Japanese Government. But the Japanese Government is not willing to take all the ore from Daitari as it has low percentage of iron whereas the Gandhamardan mine has got 68 per cent iron content. The difficulty is that there is no facility of railway communication. How is this to be exported? We have to find out how we can increase the production from the mines so that our poor adivasi people will be benefited by getting suitable employment.

Of course, some of my friends brought it to the notice of the Gov-

[Shri Govinda Munda]

enment of India, that there is need to establish a second steel plant at Nayagarh in the district of Keonjhar. For the last 10 years our people of Keonjhar district and the people of Orissa in general have demanded for this thing. How this has been neglected I do not know. I earnestly request the Government, the popular Government the Janata Government to please look into it and do it immediately otherwise we will be very much ungrateful to the Government. I hope that the Central Government would not disappoint the people of Keonjhar of Orissa.

16 27 hrs

[SHRI M SATYANARAYAN RAO in the Chair]

Let me speak in Oriya

*Keonjhar district is well-known for its mineral wealth. A large number of Iron Ore and Manganese Mines are situated around Barbil and Banspani Railway Stations and are feeding the Steel Plants as well as export.

Though a lot of prospecting efforts have been made in this area there are also very good prospective areas further inside the District. In this connection I would like to mention the recent discovery of bauxite of good quality near village Kuanr in the Bhuyanpirh area. Such deposits has not come to lime-light earlier because they were too far from rail head and there was no possibility of economically working such minerals. However I am very glad to know that the Jakhapura-Banspani Railway line has been taken up. For a proper development of the natural resources of this District this rail line is very essential. I would only request that the construction of this line should very much be speeded up and completed in the shortest possible time. We find that mining is one

industry which is generally taken up in the economically backward tribal regions of the State and is also substantially labour-intensive. Very often when the agriculture production is affected by a bad monsoon, it is the mining industry which is providing alternative employment for the rural people. In this background, once the Jakhapura-Banspani railway line is completed there will be immense benefit for the tribal areas of this district by way of vastly improved employment opportunities.

About 2 million tonnes of iron ore are now being despatched from the Badbil-Banspani railway line for export via Paradip. This is being taken by a roundabout route via Rajkansa and Kharagpur. There is the fore an additional cost of Rs 15 p tonne incurred by the Mineral and Metal Trading Corporation. Once the direct link is established the iron ore can move through the short-cut from Banspani via Jakhapura and Cuttack to Paradip, saving Rs 3 crores of freight per year. The diversion of the traffic will not necessarily result in any loss to the Railways because they can utilise the same traffic capacity to move additional iron ore from Badbil-Banspani sector to Haldia. This will result in the increase of the total mineral production in this area and thereby lead to a great improvement in the employment of the tribal people of this area.

We have been anxiously looking forward to the establishment of a Steel Plant near about Nayagarh of Keonjhar district. This was proposed over 10 years ago and we had been often informed that this Steel Plant would be taken up in the next round of new Plants. The people of Keonjhar district sincerely hope that Government would give serious consideration to the proposal now.

SHRI SAUGATA ROY (Barrack-pore) Sir, while speaking on the Demands of the Ministry of Steel and Mines, I take the opportunity of

*The original speech was delivered in Oriya.

congratulating Shri Biju Patnaik for taking over this new Ministry. Though he is not here his counterpart is his colleague, the Industries Minister, is here and I hope he will convey my views to Shri Patnaik.

We remember Shri Patnaik as a prodigy of Shri Jawaharlal Nehru, who was a dreamer and exponent of the public sector in this country. The steel mills in India which he calls 'as the new temples of new India, were built up in his time. Before Independence we had only two small steel plants in the private sector. But in thirty years after Independence the steel industry in India has gone a long way. Particularly last year was a good year for the steel industry where we produced ten million tonnes of steel. Though it was very small as compared to the advanced countries a small country like Japan had produced 120 million tonnes of steel, the USA had produced 130 million tonnes of steel, a big country like us producing 10 million tonnes of steel is of course no mean achievement. Compared to what we had in 1947 this is definitely a marked advancement. But in spite of this production last year there was demand recession as a result of which we could not sell all the steel we produced in the domestic market. The SAIL had to go out for export and last year we managed to export about 14 lakh tonnes of steel. Just because steel did not sell last year there seems to be a new theory floating in this country, namely when we produced such a small quantity and the people of this country do not have the purchasing power then what is the point in having the steel plants. Let us export all the steel and let the country go back to agriculture. This is a dangerous theory to which I hope, Mr Patnaik does not subscribe. I hope he will bring his dynamism to the new Ministry and not only put the steel industry on better footing but also change the structure of the Indian economy so that such a small production does not go unutilised.

993 LS—9.

Mr Chairman, Sir, an injustice has been done to my State in the grants of the Steel Ministry for this year. Sir, Eastern India is the heart and head of the steel industry in India. Both the public sector and private sector steel plants—excepting Mysore Iron and Steel Works—are in eastern India, namely in the three States of Bengal, Bihar and Orissa.

Now we have this Durgapur Steel Plant which for a long time is supposed to be the sick baby among the steel mills. Whenever in the past any demand had been made from Bengal for expansion of Durgapur it was said that due to bad industrial relations the capacity of Durgapur could not be expanded. Sir, last year was a year of unprecedented peace in Durgapur where the capacity utilisation went up to 68 per cent. In spite of that in this year's grant, there has been no provision for any expansion in the Durgapur Steel Plant. What is more dangerous in the case of our State is that there is an allotment of rupees one crore and odd only for the Alloy Steel Plant. Together with this small provision for the alloy steel plant the Steel Ministry has taken a decision to reduce the duty on imported stainless steel. I have written a letter to Mr Patnaik this morning on this aspect. Up till now the imported and indigenous steel were available at par. They were being sold at the same price. With the reduction in the import duty the imported steel will become much cheaper as a result of which the Alloy Steel Plant will have to be closed down. So I request Mr Patnaik to consider this matter in the interest of our State and give protection to this public sector steel plant which utilised 93 per cent of its capacity last year. I also bring to the attention of the Steel Minister the condition of the Indian Iron and Steel Company. In 1972 the Government of India had taken a decision to take over the Indian Iron & Steel Company to safeguard the interests of the nation and also that of the workers from the hands of a very incompetent manage-

[Shri Sangata Roy]

ment I would like to submit that in the last five years, very little has been done to modernise it and to complete the modernisation work, it is taking a very long time I understand the work is still going on. The production of one million tonnes should be achieved at the earliest so that the money invested in this unit may not go waste.

16 40 hrs

[MR SPEAKER in the Chair]

I have got another point to bring to the notice of the hon. Minister that is with regard to the Bokaro Steel which has got rolling mills. Formerly the design for this unit was based on Soviet Design. The Soviet Union had promised a credit of Rs. 2500 crores for the project. But recently the Steel Ministry has taken a decision for changing the design of the plant and give this design work to MECON which is a subsidiary of SAIL. The MECON has developed a high expertise and it is setting up a steel plant in Nigeria. But I would have been very glad if MECON did work out its own design for this plant. For this purpose MECON is going to tie up with the V-United and Davy Ashmore Company of the United States of America as a result of which not only will it not be able to utilise the Soviet credit of Rs. 100 crores but also the amount that has already gone into civil engineering works will be wasted. I would therefore request Mr. Patnaik to look into this and give us a satisfactory answer. A number of Members have pointed out the flaws in the export policy of raw materials from this country. It is true that in a country like ours where capital is short, where foreign exchange reserves are not adequate, it may sometimes be necessary to export raw materials, but my submission is that a country has to look forward to the next hundred years or so. In such a case, we can-

not go on exporting our precious raw materials.

Not only that I would also submit that the terms of export trade which MMTC has entered with Japan formerly are still continuing and it is not at all favourable to us. It is less than the world market price. I think the hon. Minister will take a decision to change the terms of trade.

I would also bring to the notice of the hon. Minister about the condition of the private iron ore mines in this country. Our Adviser friend has already pointed out some of the flaws. But he has not suggested the ultimate solution. The solution does not lie in the leasing it out to somebody else. Though this material is being canalised through the MMTC, it is necessary to take over these mines from the private owners. This will also put an end to the sufferings of the workers. Not only that, there is a nefarious thing going on in this country yet in the small Union territory of Goa, there are companies which have monopolised this trade. They are Chougules, Salgunkers and Darpos. They are not only owning the mines but they are exporting the ore to the foreign countries through their own ships. Chougules have got their own barges and ships to carry the ore. They almost own the port of Mormugao. I appeal to you that you should consider taking over at least the export of iron ore from Goa so that a great loss to the national exchequer can be saved.

Lastly, I would request the hon. Minister to consider opening of steel plants in the Southern States. I would like to remind him that an assurance to this effect has already been given to the people of Tamil Nadu, Andhra Pradesh and Karnataka. And also a small one in Kerala. I hope before giving in to the pressures from his own, native people which is only natural because he has become a Minister, he should fulfil the commitment of the previous government.

Steel Industry has come a long way in this country and with 1400 crores of money investment in the public sector in this industry, it is a sector in which the public sector has achieved commanding heights. I hope Mr. Patnaik will not only continue to keep up the commanding heights of the economy but will take it up to greater heights.

SHRI RAMACHANDRA MALLICK (Jaipur): Mr. Speaker, I am thankful to you for the opportunity you have given me to speak on the demands of grants of the Ministry of Steel and Mines. At the same time I must congratulate the hon. Minister Mr. Biju Patnaik who is of a socialist mind, he is very active and dynamic person in nature. I hope that under the leadership of Mr. Patnaik the Ministry of Steel and Mines and the related industries will progress satisfactorily. I also hope that this ministry will make rapid progress towards self-sufficiency and will also do more exports earning valuable foreign exchange for our country. This ministry can change the economic conditions of the country. It is needless for me to say that the Ministry of Steel and Mines has to play a vital role in building up our national economy and the total development of our country.

I want to make an important point about my state of Orissa. The population of Orissa according to the census report of 1971 is 2,19,44,615 out of which the population of Scheduled Castes and Tribes comes to 83,82,791. I request that proper attention may be paid to the employment of SC/ST candidates in steel factories. The people of Orissa are fortunate that so far as the mineral resources are concerned, there are many good mines in Sukindh, Barabil, Keonjhar and other places. The mines are rich in high grade iron ore, coal, manganese, limestone and dolomite which form the most important ingredients for steel. According to the Geological Survey of India enough raw material is available in our state as well as in our country. There is no reason why we could not

produce steel cheaply in our country and compete successfully in international market, making good profits. I therefore suggest for the kind and sympathetic consideration of the hon. Minister the establishment of a second steel plant at Sukindh in the district of Cuttack or at Nayagarh in Keonjhar. I can say that there will be no problem of land, water, electric power, labour or raw materials. Sukindh is centrally situated and is surrounded by Keonjhar, Dhenkanal, Mayurbhanj, Balasore and Cuttack. This place is nearer to Jajpur-Keonjhar Road Railway station. There are vast areas in Sukindh which are vacant and which can be utilised for this purpose. Further I want to say about water supply. The rivers Baitarani and Brahmani are there and they will serve the purpose easily.

The Paradeep port is there nearer to Sukindh which can help in export. I want to draw the attention of the Minister and the hon. Members of Parliament to the quantity and value of iron and chrome ores exported through Paradeep Port during the year 1972-73. The figures are as per Government report submitted by the Bureau of Statistics and Economics, Orissa. The total quantity of iron ores exported during 1972-73 to Japan, Rumania, Poland and Czechoslovakia was 18,70,742,345 M.T. and the foreign exchange earned was Rs. 11,83,24,227.59 and chrome ores exported to Japan in that year was 1,12,071,458 M.T. and the foreign exchange earned was Rs. 2,30,79,457.50.

The Express Highway connecting Dairari mine with Paradeep port is a short cut way and therefore the cost of transportation of goods will be less. I further want to say that the Railway line from Jakhapura to Barapani is under construction. There will be no problem for manpower and labour. The labour charges are very cheap in Orissa in comparison to other places. This can solve the unemployment problem, from which Orissa has been suffering for many years.

[Shri Rama Chandra Malik]

Another point I want to say is regarding electric power. I can say that there will be no problem in this respect also because Hirakud and Talcher Thermal Power Stations are there in Orissa, nearer to mines and so the expenses for that purpose will also be less.

Considering all these points, I request and strongly suggest to the hon. Minister that the second steel plant may please be established at Nayagarh in Keonjhar or at Sukinda. Its establishment will also give a tremendous impetus to the economic development of the State and besides being a source of great internal and external profits, it will earn huge foreign exchange for the country.

I, therefore, say that it is high time for us, for the Janata Government to do the needful in the matter. The people of Orissa believe in this Janata Government and this was proved in the last Lok Sabha and Assembly elections in Orissa. I, therefore, request the hon. Minister that the second steel plant for Orissa may please be sanctioned. I thank you once again.

श्री मोहन जैन (दुर्ग) : अध्यक्ष महोदय, मैं केवल भिलाई कारखाने के बारे में कहना चाहता हूँ जहाँ से मैं चुना गया हूँ। इस इस्पात कारखाने के निकट दल्ली राजेहरा खदानों के निर्दोष श्रमिकों पर 2 तारीख की रात को एवं 3 तारीख करीब 10 बजे गोली चली जिस में 10 आदमी घटना स्थल पर ही मारे गये और एक आदमी अस्पताल में मर गया। जनता पार्टी की सरकार की स्थापना के बाद यह दुर्भाग्यपूर्ण दुर्घटना हुई है, मैं आशा करता था कि मंत्री महोदय समय निकाल कर वहाँ आयेंगे और इस दुर्घटना के पीछे क्या कारण हैं उनको दूर करने का प्रयास करेंगे।

वहाँ के श्रमिकों की समस्या के बारे में कुछ निवेदन करना चाहता हूँ। राजेहरा में ठेकेदारों के श्रमिकों की संख्या बहुत अधिक है, करीब 8,000 से अधिक मजदूर ठेकेदारों

के अन्तर्गत काम कर रहे हैं। लेकिन जो ठेकेदारों से समझौता हुआ है उसकी शर्तों के अनुसार जो सुविधायें मजदूरों को मिलनी चाहिए वह आज तक नहीं दी गई। जिस के कारण श्रमिकों में निरन्तर असंतोष बढ़ता गया और यह स्थिति पहुंची कि अपने न्यायोचित अधिकारों की मांग करने पर मजदूरों पर गोली चली।

ठेकेदारों को निविदा की धारा 13, 14 और 15 का पालन करना चाहिए जो इस प्रकार है :

धारा 13 : ठेकेदार नीचे शाई सुविधायें अपने कर्मचारियों को देंगे।

(अ) कर्मचारियों को कार्यस्थल के पास आवास की सुविधा देना।

(ब) साफ सफाई की व्यवस्था करना।

(स) ठेकेदार अपने कर्मचारियों के बारे में कानून के तहत आने वाले सभी रिकार्ड और रजिस्टर रखेंगे और प्रत्येक कर्मचारी को वेतन और हाजिरी कार्ड देंगे।

(ड) लेबर कैंम्पों में और कार्यस्थल पर शीतल पेय जल की व्यवस्था करेंगे।

(ई) खदानों की भीतरी सड़कों की मरम्मत ठेकेदार की जिम्मेदारी होगी।

धारा 14 : कम्पनी ठेकेदारों को नीचे दर्शाई हुई सुविधाएं देगी :

(अ) चिकित्सा सुविधा कम्पनी दरों पर ठेकेदारों द्वारा भुगतान किये जाने पर दी जाएगी।

(ब) जहाँ तक सम्भव है, कम्पनी द्वारा पीने के पानी की व्यवस्था निर्धारित स्थानों पर, ठेकेदारों की बस्ती में की जाएगी। ठेकेदार वितरण की व्यवस्था अपने खर्च पर करेगा।

(स) माल के ऊपर देन रायल्टी कम्पनी द्वारा दी जाएगी ।

धारा 15 :

(अ) ठेकेदार कांट्रैक्ट लेवर एक्ट, 1970 और अधिनियम 1971 के प्रावधानों का पालन करेगा ।

(ब) ठेकेदार का यह कर्तव्य है परोक्ष अथवा अपरोक्ष रूप से कार्य कर रखे गये श्रमिकों के लिए बनाये गये, केन्द्रीय राजकीय या स्थानीय शासन द्वारा श्रम प्रावधानों का, जैसे कि नौकरी की शर्तें, स्वास्थ्य सुविधाओं, साफ सफाई की व्यवस्था, वेतन भुगतान, भविष्य निधि, ग्रेच्युटी, कल्याण एवं सुरक्षा व्यवस्था आदि की दृढ़ता से पालन करें । इन कानूनी प्रावधानों को ठेके की शर्तें मानी जायेगी । इसके अतिरिक्त कम्पनी द्वारा, समय समय पर इन विषयों पर दिये गये आदेशों को ठेकेदारों पर लागू माना जाएगा, और वे इनका दृढ़ता से पालन करेंगे ।

परन्तु जहाँ तक मुझे जानकारी है ठेकेदारों द्वारा इन शर्तों का बिल्कुल पालन नहीं किया गया । मजदूरों के आवास का कोई प्रबन्ध नहीं किया गया, पीने के पानी का प्रबन्ध नहीं किया गया । 4 जून को मैं वहाँ था और मैंने देखा उन के लिए न आवास का प्रबन्ध है, न पीने के पानी का प्रबन्ध है, न उनके बच्चों के लिए शिक्षा का भी कोई प्रबन्ध है, न किटसा की कोई सुविधा है । यह सारी अव्यवस्थाएँ वहाँ पर हैं जिस की वजह से यह भीषण स्थिति पैदा हुई । मंत्री जी इन सारी अव्यवस्थाओं को अविलम्ब दूर करें ।

भिलाई इस्पात कारखाने के अन्तर्गत जितने लेवर आफिसर काम कर रहे हैं वह अपने कर्तव्य का भली प्रकार पालन नहीं करते हैं । राजेहरा गोली काण्ड की चर्चा अन्य कुछ माननीय सदस्यों ने भी की है ऐसी स्थिति

क्यों बनी वह मैं बताता हूँ । ठेकेदारों के मजदूरों को भी 100 रु० बोनस दिया जाए इस प्रकार का शासन की तरफ से एक आदेश था कि जिन ठेकेदारों को कुछ लाभ हुआ है वह बोनस दें । जिसका ठेकेदारों द्वारा पालन नहीं किया गया, परिणाम स्वरूप श्रमिक हड़ताल पर चले गये ।

2-3-77 एवं 3-3-77 को भिलाई होटल के अन्दर मीटिंग हुई जिसमें ए० आई० टी० यू० सी० और आई०-एन० टी० यू० सी०, दोनों ट्रेड यूनियन्स की उपस्थिति में यह समझौता हुआ कि मजदूरों को 70 रु० ऐडहाक पेमेंट के रूप में दिया जाए और जेष राशि का भुगतान ठेकेदारों के कागजातों की जांच के बाद किया जाएगा । लेकिन किस प्रकार वहाँ पर धांधली होती है, यह देखिये । 23-3-77 को ठेकेदारों ने मजदूरों की अज्ञानता का लाभ उठा कर के एक नया समझौता किया और उसके अनुसार 25 तारीख को 25 रु० और 28 तारीख को 25 रु० यानी टोटल 50 रु० दिया गया और जेष 20 रु० नहीं दिया गया । यह भी उनके असंतोष का एक बहुत बड़ा कारण था ।

12-5-77 को वहाँ के मुख्य खदान अभियन्ता श्री वी० मुखर्जी, उप-कार्मिक प्रबन्धक श्री एस० दालकृष्णन और अधीक्षक (दिल्ली) श्री सी० एस० ब्रह्मा की उपस्थिति में एक समझौता हुआ कि फाल बैंक वेज दिया जाएगा यानी आयरन वेज बोर्ड के अन्तर्गत न्यूनतम वेतन दिया जाएगा । जिस दिन मालिक की गलती से काम नहीं मिलेगा तो फालवेज दिया जाएगा । परन्तु उम समझौते का पालन नहीं किया गया । यह भी मजदूरों के असंतोष का मुख्य कारण था ।

17 hrs.

31-5-77 तक जब इस समझौते का पालन नहीं हुआ तो फिर से श्रमिकों में असंतोष

[श्रीमोहन जैन]

हुआ और 8,000 मजदूर हड़ताल पर चले गये।

31-5-77 को छत्तीसगढ़ माइन्स श्रमिक संघ के साथ पुनः समझौता हुआ जिसमें यह तय किया गया कि फ़ौल बैंक वेंज दिया जाएगा और 100 रुपया उनके आवास और झौपड़ी बनाने के लिए दिया जाएगा। लेकिन ठेकेदारों ने रिपोर्ट की कि यह समझौता दवाव के कारण हुआ है। श्रम मंत्री का आदेश उसी समय प्रसारित हुआ कि दवाव के कारण कोई समझौता होता है तो उसका पालन नहीं होगा। इस प्रकार उसका भी पालन नहीं किया गया।

इससे श्रमिकों का असंतोष बढ़ा और 2 तारीख की रात को ठेकेदारों ने पुलिस के साथ मिलकर, पुलिस की जेब में उनके पैसे थे, शराब पीकर रात के 2 बजे श्री नियोगी, जो कि मेरे साथ मीसा में जेल में बन्द थे, को पकड़ने के लिए पुलिस को भेजा गया। वहाँ पर रात के अन्धेरे में, किसी प्रकार की बिजली का प्रबन्ध नहीं था, रात को गोलियां चलाई गई जिसमें 7 लोगों की वहाँ पर मृत्यु हो गई। उसमें एक महिला जो कि गर्भवती थी, उसे भी गोली लगी और एक 12 साल के लड़के को भी गोली लगी। दूसरे दिन फिर 11 बजे बर्बतापूर्ण गोली चली और 3 लोग और मारे गये। इस प्रकार 10 लोगों की वहाँ मृत्यु हुई। 20 लोग गोलियों से जख्मी हुए जो कि अस्पताल में एडमिट थे, उनमें से भी एक व्यक्ति मर गया। इस प्रकार एक दुखद और दुर्भाग्यपूर्ण घटना घटी।

इसी प्रकार दिल्ली राजैहरा क्षेत्र में जो आदिवासी हैं, उनकी जमीन भी खदान के लिए ली गई। उनको भी मुआवजा अभी तक नहीं दिया गया। 8 हजार मजदूर ठेकेदारों के अन्तर्गत काम कर रहे हैं, जिनका शोषण किया जा रहा है और किसी प्रकार के कायदे-कानून का वहाँ पालन नहीं किया जा रहा है।

मैं इस्पात और खान मंत्री से अनुरोध करूंगा कि वह कन्ट्रोलर के अधीन जो लेबर काम कर रही है, उनकी असुविधाओं की ओर ध्यान दें, नहीं तो यह इस्पात कारखानों कभी भी खतरे में पड़ सकता है। वहाँ की स्थिति दिन-प्रतिदिन बिगड़ती जा रही है और मजदूरों के खिलाफ धोखाधड़ी होती है।

भिलाई कारखाने में आपातकाल के दौरान 90 से अधिक श्रमिकों को, जो अच्छी पोस्टों पर काम कर वाले हैं, टर्मिनेट किया गया। यदि कोई मंडर करता है और अदालत से छूट जाता है तो उसको भी सारां वेतन मिल जाता है लेकिन आपातकाल हटने के बाद इन 90 से अधिक कर्मचारियों को काम पर तो ले लिया गया है लेकिन उस पीरियड का वेतन उनको नहीं दिया गया है। मैं मंत्री महोदय से निवेदन करूंगा कि वह स्पष्ट घोषणा करें कि उन्हें कारावास के इन 20,22 महीनों का पूरा वेतन दिया जायेगा।

भिलाई कारखाने में भी जब मैं चुनाव के 5,7 दिन पहले गया तो वहाँ आपरेशन और कंस्ट्रक्शन में काम करने वाले लगभग 5 हजार लोगों ने प्रदर्शन किया। उनकी मांग थी कि जो आपरेशन के कर्मचारियों को सुविधाएं मिलती हैं, वह सब को मिलें। मैंने जनरल मैनेजर से कहा, तो उन्होंने कहा कि आमदनी इतनी नहीं है, इतना देने से गड़बड़ी हो जाएगी। मेरा इस्पात मंत्री से निवेदन है कि वह पर जो अघ्टाचार व्याप्त है, यदि उसे रोक दिया जाए तो उसी से वहाँ के कर्मचारियों की सारी मांगें आसानी से पूरी की जा सकती हैं।

कांग्रेस के शासन में वहाँ एक मगडम्प कांड हुआ जिसमें 600 रुपए टन का माल 60 रुपए टन में उठाया गया। लाखों करोड़ों का घपला हुआ। वहाँ के ठेकेदार पर मुकदमा

चला, उसने कहा कि हमने 20 लाख रुपए चुनाव फंड में दिये हैं, हमारा कोई कुछ नहीं बिगाड़ सकता।

मेरा मंत्री महोदय से निवेदन है कि वहाँ जो कर्मचारी अपना खून-पसीना बहाकर उत्पादन कर रहे हैं, सारे देश की दुनिया की निगाहें उनकी ओर हैं। परन्तु वहाँ के श्रमिकों की भलाई का कोई विचार नहीं करता। यह उमी प्रकार है जैसे कि हलवाई की दुकान पर जो मिठाई रहती है, वह सब का अच्छी लगती है, लेकिन उम मिठाई बनाने वाले हलवाई की तरफ किसी का ध्यान नहीं जाता कि उसकी हालत क्या है। मैं निवेदन करूंगा कि उन श्रमिकों की ओर ध्यान दिया जाए, अगर कर्मचारियों की उपेक्षा की गई तो भलाई कारखाना खतरे में पड़ सकता है। मैं मंत्री महोदय से निवेदन करना चाहता हूँ कि बैलाडीला में भी एक स्टील प्लांट बनाया जाये। प्रदेश की भलाई एवं वहाँ रोजगार के अवसर प्रदान करने के लिए मैं मंत्री महोदय से निवेदन करना चाहता हूँ कि बैलाडीला में भी इस्पात कारखाना खोला जाय।

अन्त में मैं यह कहना चाहता हूँ कि जिन 90 कर्मचारियों की सार्विसिज को टर्मिनेट किया गया था, उन को पूरा वेतन दिया जाये। जो श्रमिक दिल्ली राजेहरा और भिलाई कारखाने में ठेकेदारों के अन्तर्गत 15 साल से काम कर रहे हैं, उन को कोई सुविधा नहीं दी जा रही है। भिलाई कारखाने में काम करने वाले मजदूरों को 15 रुपये प्रति-दिन मिलते हैं, जब कि ठेकेदारों के अन्तर्गत काम करने वाले मजदूरों को 6 रुपये प्रति-दिन भी नहीं मिलते हैं। जिससे उन को दो समय का भोजन भी नहीं मिलता है। न उन के पास रहने के लिए मकान हैं, न तन ढकने के लिए कपड़े और न ही उन के लिए

प्रकाश, पानी या शिक्षा की व्यवस्था है। मंत्री महोदय से मेरा निवेदन है कि वह मजदूरों की सुख-सुविधाओं की ओर ध्यान दें ?

श्री किरंगी प्रसाद (वांशगांव) : अध्यक्ष महोदय, मैं आप का आभारी हूँ कि आप ने मुझे बोलने का अवसर दिया।

देश के औद्योगिक विकास के लिए खान और इस्पात का बहुत महत्व है। जनता पार्टी ने अपने घोषणापत्र में कहा है कि छोटे उद्योग-धंधों का विकास किया जायेगा। उधर के कुछ माननीय सदस्यों ने इम का अर्थ यह लगाया कि जनता पार्टी बड़े उद्योग-धंधों का विरोध करती है। लेकिन जनता पार्टी और उस की सरकार की विचारधारा यह नहीं है। हमारा मत यह है कि जिन चीजों का उत्पादन छोटे पैमाने पर नहीं हो सकता है, उन के लिए बड़े पैमाने पर उद्योग-धंधे चलाने पड़ेंगे, लेकिन जिन चीजों को छोटे पैमाने पर बनाया जा सकता है, उन के लिए गांवों में छोटी छोटी इकाइयां स्थापित करनी चाहिए, ताकि काफ़ी लोगों की रोज़ी रोटी की समस्या हल हो सके। जहाँ तक स्टील का सम्बन्ध है, हमें उस का उत्पादन बड़े पैमाने पर करना है और उस की खपत को बढ़ाना है।

विदेशी कम्पनियों के माध्यम से जो उद्योग-धंधे लगाये गये हैं, वे घाटे में चल रहे हैं। आज उन की स्थिति क्या है, इस के आंकड़े मेरे पास नहीं हैं।

स्टील का उत्पादन काफ़ी बढ़ा है, लेकिन उस की खपत बहुत कम हो पा रही है। इस का कारण यह है कि विदेशी मार्केट में कम्पीटीशन में हमारा माल नहीं टिक पाता है, जिस से वह लागत से कम मूल्य पर बिकता है और हमें कम विदेशी

[श्री किरमी रनाद]

मुद्रा मिलती है। मैं उम्मीद करता हूँ कि मंत्री महोदय ऐसी व्यवस्था करेंगे कि हमारे देश में बने हुए माल को विदेशों में अच्छी कीमत मिल सके।

इस बात की भी आवश्यकता है कि प्रबन्ध में मजदूरों की भागीदारी की व्यवस्था अधिक अच्छे ढंग से की जाय और कर्मचारियों का पूरा बोनस दिया जाय ताकि वे पूरे मन से काम कर सकें।

इस रिपोर्ट को देखने से ऐसा लगता है कि कुद्रेमुख आयरन और कंपनी लिमिटेड में अनुसूचित जातियों और अनुसूचित जनजातियों के प्रति बड़ी उपेक्षा की जाती है। जनता पार्टी न अपने घोषणापत्र में कहा है कि अनुसूचित जातियों और अन्य पिछड़े वर्गों का हर क्षेत्र में उचित प्रतिनिधित्व दिया जायेगा। मंत्री महोदय का इस ओर विशेष ध्यान देना चाहिए, ताकि जो वर्ग निराशा और सदेह की दृष्टि में जनता पार्टी का देख रहा है, वह अपने भविष्य के सम्बन्ध में आशा की किरण का देख सके।

साथ ही साथ खानों में काम करने वाले जो लोग हैं उन की ओर भी मैं ध्यान दिलाऊंगा। खानों में कुछ ऐसे असभावित समय पर दुर्घटनाएँ हो जाया करती हैं जिस में लोगों की जान चली जाती है। उन के लिए उचित मुआवजों की रकम होनी चाहिए ताकि उन के पीछे जो परिवार पलता था उस परिवार को सही मुआवजा मिले और उस में उन का पालन पोषण हो सके।

कम समय में मैं यही निवेदन करते हुए मंत्री जी से कहूंगा कि इस उद्योग की ओर विशेष ध्यान दें और खास कर छोटे पैमाने पर जो इस का काम करते हैं खुरपी, कुदाल और ककड़ी बर्तन बनाने का उनकी ओर

वह ध्यान दें ताकि काफी लोगों की जो पीछ बेकारों की है वह उस में लग सके। इन शब्दों के साथ मैं अपनी बात समाप्त करता हूँ और इस भाग का समर्थन करता हूँ।

MR SPEAKER SHRI JYOTIRMOY BOSU

SHRI BIJU PATNAIK He should come here instead of speaking from there

SHRI JYOTIRMOY BOSU (Diamond Harbour) Sir with your good wishes I will continue sitting here

I have to support these demands. But I would like the Minister to assure this House that within six months he will come before this House and give us a report as to what he has done to get the Ministry out of the terrible condition in which it is at present.

Today you have Rs 400 crores worth of unsold steel. It is a fact 1.5 million tonnes is the quantity unsold for 1976-77. The foreigners always like your natural resources and cheap labour a combination of the two. They have been freely co-operating. What is the solution they have found? It is playing to the gallery, because the export is at a cost which is much below the cost of production. And the publicity they are giving in India becomes self-reliant and it has also become an exporter. This is what Mrs. Gandhi's Government did and they did a lot of drum beating about it. But the severe recession that has overtaken the country is not known to many. It is known only to one in a thousand in this country. And that has resulted in what? In lesser investment in development and plan programmes. That is one of the reasons why there is a depression in domestic consumption, and you have become a victim of that today. You are a victim of the evil of the disease created by the previous Government. You have to get out of it.

Compared to the advanced countries our production is little USSR with a population of 220 million is producing 100 million tonnes of steel USA with a population of 200 million is producing 141 million tonnes, Japan with 100 million is producing 110 million tonnes India with a population of 650 million which as I understand is the population is producing 4.8 million tonnes of steel

The cost of production here as I understand it ranges between Rs 1500 to 1800 per tonne and export price is in the range of Rs 1254 to Rs 1356 I hope Shri Patnaik will corroborate me when I say this therefore you are subsidising the rich advanced nations from the coffers of the poor Indian nation The Indian price is about double Sir if you want to make an additional room in your place in Andhra Pradesh

MR SPEAKER No I do not want it

SHRI JYOTIRMOY BOSU In two years we have increased the price of steel for domestic consumption three times I would like to know why billets are being exported Is it not a conspiracy of the foreign consumers? Now they have brought down the built-in capacity for pellets at least in three countries namely USA Japan and West Germany by 30 to 40 per cent Why? Because they can get billets from you at a much lower price Therefore they have shut down their plants and they are now exploiting Indra Gandhi's socialist India which has a public sector What is the position in wagon building? It has come to the lowest step The expected requirement of the Calcutta Metropolitan Transport was 150,000 tonnes but the actual was 15,000 Hooghly Bridge anticipated a requirement of 60,000 tonnes and the Bhatinda project 50,000 but in actual practice they have come to a virtual stop Our steel plant in Durgapur is facing difficulties Why is it? Because the previous Government has given a fantastically

large licence for the import of stainless steel from Japan for a consideration as in the case of oil which Mr Dharja was elaborating Everything for a consideration The elections are coming MLAs and MPs have to be bought So let us bring stainless steel from Japan for a consideration and destroy our own public sector That is the socialism which Mrs Gandhi understood but we do not

What happened to their Industrial Policy Resolution that steel production should be in the public sector? When IISCO was taken over why is it that the Tata Iron & Steel Co was not nationalised? Is it because there is a powerful lobby here?

I request the hon Minister to look into the matter of the Kailta Mines in Orissa owned by Hindustan Steel The management said that they agreed to the demands of the workers but on 28 June they sent policemen and magistrate This is not good thing The workers and management should come together

There is another dangerous thing I am not being parochial, because a communist is never parochial The national retention price of steel should be reviewed because it has reversed the economic process of the country I will give an example What has happened to the economy of eastern India? The built-in capacity of the engineering industry is remaining idle but they are creating new capacity in other areas Black sheets are being taken from the mills in Bihar, Orissa and West Bengal to Bombay and Gujarat Steel almirahs are being built there and again transported to Calcutta That sort of economics is this? I do not understand this So this national retention price of steel must be reviewed dispassionately, and it should be put right because it is reversing the growth of economy. You should not be guided by these phoney vote-catching slogans

[Shri Jyotirmoy Bosu]

Coming to aluminium, this is one of the vital metals today. The difficulty with the transport system is its teeth-tail ratio. I said it ten years ago, but I have not been able to get it into the skulls of the Ministers. They are digging their own graves. Aluminium is most necessary for the transport industry, but all the four plants are in the private sector, and they go on blackmailing the Government.

SHRI T A PAI One is in the public sector.

SHRI JYOTIRMOY BOSU Yes, I am sorry.

They are now manufacturing luxury goods, dabbling in blackmarketing of aluminium sheets. Why is not the aluminium industry being nationalised? It is very important. It is the lightest metal which can be used for transport.

The Kudremukh project with Iranian finance is expected to earn billions of dollars in foreign exchange and they have received the first instalment of 100 million dollars as advance. The iron ore is to be transported through a pipeline. They say it is very modern, but I know that it is out-dated since 1970. The Bechtel Corporation which was indicated by the Tarku Commission have been inducted. The Commission have said that their actions were *mala fide* and that favouritism was shown to Bechtel by people who were in power. Non-justifiable payments not sanctioned by Government of India were paid and they also received the same. The Commission made very adverse comments about this company—Bechtel. But influential interests within the then Government and from outside and persons like Dadachanj, a great friend of foreign enterprises brought back Bechtel, again for this slurry pipeline which has been installed at Kudremukh. The former

head of the Engineers India Limited and Member, Planning Commission was greatly interested in Bechtel. Since the end of 1975, he has been employed with Bechtel Corporation of USA first in Canada later in San Francisco and lately as Management Trainee. You can either confirm or deny the fact. The brother of previous Steel Ministry Secretary and Chairman of SAIL works for Bechtel in San Francisco. Whether it is a fact or not, I want to know. The cost of this pipeline in Kudremukh is hundred per cent more as compared with the price quoted by William Bros Engineering Company. This means six million dollar extra is being paid to the Bechtels. The decision about this tender was taken within two hours. How prompt they are! If we write a letter we won't get a reply even in six months but in this case they were very prompt. The main contractors were ordered that Bechtels should be accommodated. With the joint efforts of Birla and Maruti Bechtels were brought back in order to help Sanjay. The then Petroleum Minister who was a Member of this House directed the Goa Chief Minister to go slow with the anti-pollution move against the Birla Zuary Agro-chemicals. This Kudremukh project is a huge drain of US dollar. I demand a probe should be instituted into it. I certainly expect the Minister to come before the House within six months to say that these are the improvements that he has been able to effect in it.

SHRI S KUNDU (Balasore) I want to start with an old story. Sir, you are aware that in 1965 when you were the Steel Minister a memorandum was given to you from Orissa saying that there should be a steel plant in Bowla-Nayagarh. The Dastur Committee reported to the Government in 1965 that all the three eastern region ore-based locations at Nayagarh, Barakot and Boviagarh are considered suitable for large integrated steel plants. But you would be sorry to know that till now this has not been done. In 1971, when

there was strike and all that, we were assured about locating a steel plant in Orissa. But later on, these three steel plants were announced at different places and purely on political considerations.

SHRI K LAKKAPPA (Tumkur)
That will affect the interest of Karnataka

SHRI S KUNDU I want in the best interest of India that wherever it is feasible it should be located. If a steel plant is feasible even at the top of Himalayas it should be located there. Are you satisfied Mr Lakkappa?

With all anguish I want to appeal to the new Minister that he should not be pressurised by other groups of persons who have not taken country's interest but have taken political interest in deciding where the location of steel plants should be. Even when Mr Bhagat was there he said in the Rajya Sabha that the location studies were being conducted and that it will be located in Bonaigarh. I would request the hon Minister to follow it up.

I do not want to detail the whole story. There is so much justification that there will be cheap raw material, there will be cheap ingots, the carrying charges will be cheaper and all that. Even in 1967-68, when the Orissa Government had wanted it, the Congress Government did not give us the report which Dastur had submitted to them, certifying the reports about the steel plants which were to be located in Goa, Salem and other places. I want that justice should be done.

Secondly about the technology involved in manufacturing steel, I want the hon Minister to go very far in improving the technology. I have got reports that in spite of the very cheap things available here, the raw materials, the labour, land, building and other things and perhaps, our ore being 1/8th cheaper as compared to Western countries and Japan, our steel price is

high. I do not know how other countries sell steel cheaper than us. We use ore containing 55 per cent iron content whereas Japan and Western countries use ore containing 34 to 35 per cent iron content. Then, we use 800 Kg of coke per tonne while the Western countries and Japan use 500 to 600 Kg coke per tonne. Again, refractory consumption of steel per tonne is 15 Kg compared to 3 to 4 Kg per tonne in other countries. If we can save 1 Kg consumption of refractory, we can save about Rs 7 lakhs per million tonne of steel. Our young engineers must answer these questions. There must be some sort of a real war on technology. Otherwise our poor country will not be able to spend so much of money on these capital intensive projects, like, steel plants and other things.

Coming to SAIL and HSL, the SAIL was formed with very good ideas. The SAIL was formed in 1972-73. At that time, it was said that the SAIL will coordinate and bring about uniformity. The intention was that it will concern itself more with policy and planning and that it will not concern itself with actual operation or production or any such other things. There was some apprehension that the holding company may perhaps have a tight hold on administration and other things. In this connection, I would like to refer to an article written by Mr Bagaram Tulpule who was one of the managers of the Durgapur Steel Plant and who, through his labour brought out the Durgapur Steel Plant from its sick condition and, when it came to full stream he was kicked out and he left it. In his article published in the Economic and Political Weekly dated January 8 1977, he states

"The board of directors of SAIL was reconstituted at least thrice within the first three years of its existence. Apart from the full-time directors, there was little continuity to the tenure of other direc-

[Shri S Kundu]

tors For a brief spell of a few months in 1974, I was also nominated to the board From what I saw of its working during those few months, and from what I saw of the working of SAIL as a whole, it was clear that its culture was entirely different from that of HSL There seemed to be much less openness, too many things depended upon the verdict of the chairman who was, it was said, not easily accessible even to his own full-time directors Nobody was left in any doubt about who the boss was Indeed a highly centralised, authoritarian organisation had clearly come into being in sharp contrast to the open, participative, friendly culture of HSL'

I think, the Chairman is not there now It is high time that the hon Minister also made a policy pronouncement as to how he is going to lay down the future policy about it and what is the clear distinction between the work of SAIL and HSL

I would like to know from the hon Minister one thing more During the Emergency period when we were in jail, the radio used to blurt out that the production had gone up, the production had gone up and so on

The Report is there It is true that the production has gone up The production during the last three-four consecutive years has been going up My friend should bear in mind that the production had gone up not only during the emergency period but even otherwise it has been going up You can see the Report which has been published by SAIL for the financial year ending 31st March, 1976 It says, "The company earned a net profit of Rs 4660 crores in 1975-76 against the profit of Rs 4842 crores in 1974-75 and so on" The profit for the year would have been more, but due to a number of factors,

it would not be so The profit would have been more by about Rs 39 crore This profit has not been there Perhaps less subsidy has been given for export If we export with this sort of subsidy, perhaps this country would not have been able to sustain such a financial burden

There are areas of corruption, there are areas of losses I would like to identify the areas of corruption, losses sale and purchase It is said that the fabricated items which are used in Rourkela are brought at Rs 23 000 but if you manufacture them it can be done at a cost of Rs 5 000 This matter may also be enquired into There are other areas of corruption like disposal of spare-parts, jobs, labour contract system sale of waste products like steel scrap and so on These are causing a lot of hardship to all of us here

Then we want that the steel must be healthy because steel and electricity are indicators of the real growth of the country But in a developing country like ours, it is not only necessary that our industry should be production-oriented but it should be profit-oriented also We had seen the hollowness during the emergency period Nobody could buy You can see the conditions of the people and the level of their poverty Do not mistake us We are not opposed to heavy industry, but we do not certainly want heavy industry In 1967, I went to Ranchi I remember that heavy industry was there With scarce money, they were having heavy industry and they were producing only 70 per cent of the total production Can a country like this with such a fashionable big industry afford to have such a big industry Even in Europe, they do not have big industries The point is that we are going to fix the priority, but the priority must be fixed in agriculture and small industry.

In that way, the strategy of new development must be drawn up and the Janata Government is drawing up the strategy in that way. To conclude, I take the big empire, the steel empire. Many workers have been troubled and dismissed from the service. Some days ago, about 50 people came to see me and they told that during the emergency period, they had been troubled. I request the hon. Minister to see that this sort of fear should not be there.

Crores and crores of rupees have been piled up as profit by these four magnets, but the minimum wages are not paid to the workers. Even the minimum wage of Rs 8, whenever it is fixed, has not been paid. In Orissa, the Labour Officer had recommended Rs 18 as the minimum wage. In Coal industry it is there. After taking a lot of trouble, the minimum wage of Rs 18 was sanctioned by the Government.

During the emergency, my union was completely thrown out of office. My union office was demolished and my union workers were troubled. Even the minimum wages were not paid. I request you to see that the minimum wages are also paid and that these wages should be increased to Rs 18.

THE MINISTER OF STEEL AND MINES (SHRI BIJU PATNAIK) Mr Speaker, Sir, I must, at the outset, thank all my hon. colleagues in this House for giving me the types and varieties of information which would make almost an encyclopaedia of knowledge. I expect that most of them are true or near the truth.

Before I proceed with the heavies as they are like the steel plants, aluminium plants, the big mining operations and things like those, I would like to dispose of some smaller but more vexatious matters which have been agitating my colleagues in this House.

On the question of dying mini steel plants, I can assure the House that I

shall ensure that they are not quite dead, we shall take necessary fiscal measures, in consultation with my colleague, the Finance Minister, and other measures which we can think of through the Steel Authority of India for obtaining the raw materials like scrap and so on. The industry which was born out of an euphoria of delusion of grandeur, of a great deal of surplus money has suddenly found itself like a plucked hen. Even so since it happens to be on the soil of India we will ensure that it does survive. I have no sympathy for these people but I can assure you that I will see that they survive because the House desires it. The other day I was pleading with Mr Subramaniam when I made an intervention. I asked him, 'What kind of planning is this? When you are short of power, you put up mini steel plants which consume a great deal of power, what sort of planning is this?' When your integrated steel plants produce four million tonnes you create capacity for another four million tonnes. It is a totally wrong planning. It was not planning at all. It was allowed to grow like a mushroom because there was a great shortage of steel. Merchants became the owners. And the House demands that I save these merchants. Only because you demand so I shall save them. I have no sympathy for them, but they will be saved.

I have a great deal of sympathy for that little man who is making little plates, katories and things like that from stainless steel, he buys stainless steel rods from the government factory at Durgapur, he has introduced his own engineering, he employs his whole family for making steel, for polishing it and for making little pots and pans. I have and my Minister have, after considerable deliberation with all these little indigenous manufacturer, come to the conclusion that the policy of substantial reduction of import duty on stainless steel has, perhaps, been a little hasty. Therefore

[Shri Biju Patnaik]

I and my colleagues, the Finance Minister and the Commerce Minister, are trying to put our heads together to ensure that this small indigenous industry not only survives but also flourishes. That will also, incidentally, save the Durgapur Alloy Steel Plant because, I have learnt that, the moment this policy of reduction of duty was announced all the sales orders on government stainless steel plants have been cancelled. Therefore, a certain amount of rethinking is required, and we shall ensure that the correctives are applied very soon.

There are two or three small items which I wish to dispose of. There was—I think Mr Saugata Roy was not here—a cut motion on wolfram mine in favour of Gauripur Industries. Perhaps Shri Saugata Roy thinks that it is a very big mine dealing with big metals. It is not true. Although it has got 2000 and odd acres prospecting licence or lease licence, the total availability of a very low grade wolfram occurs in only 545 acres and Shri Saugata Roy wants me to nationalise it. It is a very small matter and Government does not propose to take it over and Government proposes to renew the lease of this gentleman or whosoever he is, so that he can raise two tonnes or five tonnes of this material and that may go to the Durgapur plant etc.

Then, there is the question of small mine owners. I find, thousands of applications have been lying in this Ministry for years. What was the policy of the previous Government? I do not know. When we take up the public sector, we talk of large things, we talk of large investments, we talk of large control and we talk of commanding heights. You do not think of little little things. You pass a resolution that this ore must be in public sector without thinking whether this ore is available in an area of two acres, two hundred acres or 20 square miles. Therefore, this commitment to 'ism' is something which you

must move out of and the only 'ism' should be, what is good for the country and pragmatism should be the only 'ism' that we should adopt. I do not subscribe to the view of some of my friends that 'ism' pervades everything. I have therefore, decided as a matter of policy and I have instructed my Ministry to clear this cobweb of little fellows with ten acres, twenty acres and thirty acres. There is something called peoples sector or national sector, where they do not make a great deal of money. They are not capitalists; they are not monopolists and what is more important is that these thousands of little fellows can provide employment to ten twenty or thirty thousand people which is very important for the country today. I am telling to the House very clearly that as far as public sector is concerned large areas like manganese, chrome or whatever it is, and iron ore shall be reserved for the public sector, but little things must be released fully. There is such a thing called 'peoples' effort which must not be smothered in a policy which is not workable.

Some hon. Members referred to the ilmenite deposits near Ratnagiri. It is not a part of this Ministry, that belongs to the Department of Atomic Energy, because it is a rare earth. It is in Kerala. It is also very large and a very viable quantity in a place called Gopalpur on the shore between Andhra and Gopalpur belt. It is of excellent quality and very good deposits. All that needs to be taken care of.

I will now deal with certain other subjects like the incident at Dalli-Rajhara Iron ore mine near Bhilai. It is most unfortunate that firing should have been resorted to by the police. Ten persons were killed on the spot and one died in the hospital. Besides, some persons were wounded also. It is my view that this could have been avoided. I am rather surprised that even after the change of the Government, the police at places continues to be trigger-happy. This Government

does not appreciate continuance of this attitude of our police force in India. The Prime Minister has said time and again that the police must use the minimum force in situations like this. Even if a couple of policemen are locked up for a few hours, it does not make tremendous odds. That does not mean that you should shoot people. I have ordered my General Manager who had given Rs. one thousand to the families of each deceased to raise it to Rs. five thousands and also ensure that one dependent from each family is directly employed in the Bhilai Steel Plant. I have also instructed them to prepare a project by which the maximum number of workers now employed by the contractor can be taken over by the Steel Plant in its different mines. So, whatever is possible is going to be done and I have already taken steps in that direction.

Similarly, another unfortunate thing and, of course, of great misfortune is the Chasnala accident. It is nobody's case that a few engineers and a few men tried to drown themselves and their colleagues. It is nobody's case. In the report of the inquiry commission that has been placed before the House by my colleague, the Labour Minister, certain strictures have been made and one stricture is that there was some callousness on the part of the officers. But it is also a fact—one paragraph is there—that they had no knowledge that a cut had existed. I have gone into this case in great detail. I have also seen that particular cut was made in 1935 and that drawing got lost in the transfer of the erstwhile company and in this process those drawings were lost. It was neither with the company nor with the Inspectorate of Safety of Mines. These gentlemen who were digging down to find a ventilation went up and hit at the same place when water poured down like an avalanche. So, their

friends got killed, their colleagues got killed and right way down in the mines.

Therefore, I would like to say and in fact I would like to have my colleague, the Labour Minister agree in that, that we may consult a few senior Members of Parliament that, having had this accident which is born out of lack of knowledge—you may call it callousness—we do not take such action that would dampen the spirit of officers who work way down 4000 to 5000 ft. under the ground at great personal risks and we would like to be advised by senior Members of Parliament. Very soon I will request my colleague, the Labour Minister, to make a formal request to the Leader of the Opposition who, with his colleagues, can go into these things and advise us. We do not want our officers to get demoralised.

Now, having dealt with this, somebody raised the question of some Hockett, some American company which with the Tatas is trying to take the slag and convert it into cement. There was a proposal by the previous government that the Steel Authority of India should become a partner or a shareholder or some sort of take it over. The total project cost is a couple of crores of rupees. I countermanded that order and said that the Steel Authority of India is not interested in petty things. It must plan bigger things for the benefit of the nation

SHRI JYOTIRMOY BOSU: You have the Cement Corporation which can do that.

SHRI BIJU PATNAIK: We do not have any isms. We do not see ghosts everywhere. We are not interested in petty things.

SHRI JYOTIRMOY BOSU: We have got isms.

SHRI BIJU PATNAIK: Now coming down to Mr. Jyotirmoy Bosu, he talked about Bechtels which at

[Shri Biju Patnaik]

one time did some laying down of pipeline and robbed the country working in the Kudremukh project I would only say that if the country allows itself to be robbed by a foreigner then it is we who are to blame rather than the foreigners. If the fools give succour why blame them? They come here to make money

But they have the expertise and we are laying important pipeline of about 70 kilometres going through a tunnel of 18 kilometres I would like to advise my hon friend Shri Jyotirmoy Bosu that the tenders for laying the pipeline have not yet been floated much less taken by them I shall be very glad if he gives the details I shall verify and write him back officially

I was studying this morning how fast it was going because if we do not conclude the first supply by September 1980 there will be heavy penalty I am personally supervising it. Tender for a number of components have been floated but orders have not been placed

Having dealt with this I would like to come to non-ferrous metal
(Interruptions)

SHRI BIJU PATNAIK Mr Jyotirmoy Bosu what is past is for you to dig up I am interested only in the present and the future
(Interruptions)

SHRI BIJU PATNAIK One can ride them

It is a very distressing situation that the production of aluminium has fallen because of shortage of power I wonder what made the previous Government not to allow large aluminium projects to have their own captive power plants

Power must be in the public sector, and like that iron must be in public sector was their view

I do not understand what prevented them to allow these power intensive factories to have their own plants'

SHRI JYOTIRMOY BOSU They were wanting subsidised power

SHRI BIJU PATNAIK They could have power plants and no subsidy

I have allowed them I have asked them to work it out quickly They will give output in full The situation has been corrected as Mr Pai mentioned There was a weakness in the previous Government But Janata Government is quite strong and pragmatic

I would now come to vanadium nickel lead and copper which has been languishing and we have been importing material worth tens of crore Although we have ore yet we have not developed that This Government wants to take it up and in the first two years of the Plan ensure that the entire requirement of the country is fully met

(Interruptions)

SHRI BIJU PATNAIK I have read that

In the Budget debate I mentioned about chrome

SHRI O V ALAGESAN (Arkonam) Shri Jyotirmoy Bosu and the Minister are having a conversation session Please stop this running commentary

SHRI JYOTIRMOY BOSU I wanted information Mr Alagesan

SHRI BIJU PATNAIK I am addressing the speaker

In the Budget debate I also mentioned about chrome For the last three years

chrome was being exported. A great deal of money was being made by a handful of chrome mine owners. But this year we have decided to mop up that. In terms of export duty we have mopped up Rs. 3 crores out of a total export of about Rs. 25 crores. The House would be glad to know that out of chrome fine that is being exported now, we have decided to put up 50,000 tonnes ferro chrome plant for beneficiating this fine, converting them into billets and then making ferro chrome which will be of great use to this country. Similarly with nickel, with lead and with vanadium. We are dealing with all these things for which foundation-stones were laid by the previous government. I am merely trying to formulate those foundation-stones into actual production. Having done this on a smaller sphere, but a very critical area, of non-ferrous metals, I shall go into the heavier side of the steel plants. Foundation-stones were laid with great fanfare but no planning commission approval, no budgetary provision and so on were obtained. Apart from the State Ministers, many foundation-stones were laid by the ex-Prime Minister. There was one Rs. 240 crores fertilizer plant at Paradip. Lakhs of rupees were spent for the foundation-stone laying ceremony. The sea in its anguish has washed away the foundation-stones. If I may say so, I am sorry about the wanton behaviour of the people in power. They raised hopes in the minds of the people. I may say, great hopes, because a steel plant means great development in the area. If you have a steel plant of 2 million or 3 million capacity that means a great city is born out of it. Tens of thousands of people are involved directly and many more are indirectly involved. To play with the hopes and aspirations of the people in this cavalier fashion. I submit, is not a decent thing to do by any Government in power. But having raised these hopes, it has fallen to my lot to see and to ensure how this could be brought into action.

When we talk of shore-based plants, I would like this House to know two or three constraints which are critical constraints. When we talk of steel plants expansion, I would like to repeat one thing here because I have said this in the House earlier also. If we produce 20 to 25 million tonnes of crude steel ingots every year we have proved coking coal deposits which would last us not more than 30 to 40 years. This is our position. We have unlimited quantity of what is known as good coal but not coking coal.

So, experiments have been going on round the world by various firms like Lurgi of Germany, Allis Chalmers of USA and some others to find a method by which the non-coking coal can be used in making what is called sponge iron and then go over to steel. But it has not yet been a success story and there are many deficiencies in the working of the process. We are trying to put up one in Andhra Pradesh as an experimental measure with the help of UNDP and one little plant is going on in Jamshedpur with many varieties of coal. But the whole process is not yet fully satisfactory, but we are trying to find out the best way of doing it, because, that is the ultimate answer for India if we want to use our own resources.

18 hrs.

SHRI SAMAR GUHA (Contai):
What is the capacity of it?

SHRI BIJU PATNAIK. I will tell you. This is very small with a capacity of 100 tonnes a day.

If you look at it, not politically, but only by economic considerations, which this House must, to produce the cheapest steel, as everybody wants or both sides of the House want that the nation must have the cheap steel, the steel companies in both the private and public sectors must have adequate profits for their own expansion, for their own replacements and so on. And then,

[Shri Biju Patnaik]

we must also locate any future expansion at localities or at areas where the steel production would be the cheapest

The second consideration is that the gestation period should not, like the Bokaro, take us to ten years. It must be concluded within three years or at the maximum within three and a half years from the time the first rupee is invested till it starts its production. Unless you are able to do that this long interest charge goes on being capitalised and capitalised in the case of Bokaro from Rs 600 crores to Rs 700 crores and it goes upto Rs 1500 crores and then the cost of production will go up from Rs 2 000 to 20 000 and so on. Then that cannot meet the demand of the nation.

Therefore, if expansion has to take place the minimum capital cost expansion has got to be at the existing plant level. Obviously, it is so. The land is there, the infra-structure is there, some housing is there, power set-up is there, water is there. Mines are there and they are working already. So Bhilai can go up from 4 to 6 or 7 million tonnes. Bokaro can do the same, Durgapur can do that, Rourkela can do that. Tata can do that although they can not do it alone, the Private sector cannot do that. Obviously that involves big money investment. Neither Tata nor anybody can do that. This should be taken into calculation. This should take us to 20 million tonnes from the present figure of 10 million tonnes, by using our own coke. If, simultaneously or a little before or after establishment of the shorebased plant or land based plant, the Rourkela Plant can be expanded which is closeby, you have to tick off the shore based plant. In Paradeep 100 thousand tonnes ship can come in. Similarly, in Vizag outer harbour, 100 thousand tonnes ship can come in. In Mangalore, with the Kudremukh thing where we are blasting the rock

under the sea at the port, it can take 60,000 tonnes which may later go upto one lakh tonnes with the iron-ore closeby and so on. If you have to do that, then you have to think of better coal from outside India both because of the quantity and because of the very low ash content which gives us the lowest coke consumption. Australian coal has got 11 per cent ash-content. Sir, you had been the Steel Minister and you know well that our coal has got an ash-content of 24 per cent or 25 per cent or 27 per cent. We have to put up coal washeries, another expensive industry, to reduce the ash-content by 20 per cent whereas the Australian coal or some European coal or American coal does not need to be washed because the ash-content is low. So, the coal consumption in 3,000 tonnes blast furnace would be of the order of 450 to 500 k grammes which is less than half a kilo or less than half a ton for one ton of molten metal. Whereas we are consuming between 652 to 749 kg in our big furnaces at Bokaro we are consuming 1140 to 1160 kg in the small furnaces in IISCO. You see the difference there. The higher the production the comparative loss is higher. This is the position as compared to the bigger blast furnaces.

Therefore, if the steel industry of this country has to be streamlined, various corrective actions have to be taken. You must be surprised, that knowledgeable people like Shri Chavan, Shri Paf and Shri Subramam and all these gentlemen on the other side who were my erstwhile colleagues working with me for many years under the difficult situation, could not streamline the steel industry. This is one of the major sectors of public investment.

You have got one SAIL and four or five limited companies. How do you function? There is no management, no throw-back of information and no control with the result that if there is a good man at the plant

he does well and if there is an in-different man the plant suffers. It is a very sorry plight. I propose to bring very soon a Bill before this House so as to correct this situation. We are working on that. I am sure the House will have a debate on it and get satisfied that something correct is being done which will help the steel industry and the public sector to grow on its own rights and not be dependant on government. There should be no budgetary support from the government. Whenever there are losses, they come for budgetary support. This leads to a certain amount of inefficiency. They must become efficient. They must produce steel at the same cost as the world produces. They need not be subsidised by the tax-payers for all times both in terms of budgetary support and high prices to the consumers. All this I shall bring in the form of a Bill—perhaps not in this Session—in the next Session.

Sir, the main thing before us is Where do we go from here. There is no sale. I have to export. You say we are exporting at the cost of the nation. That is not correct. Parliament has not sanctioned any cash subsidy for export of steel.

However, Sir, the major question before us is that these major industries like steel, aluminium and power are at the cross-roads. Whether we should take a jump or should we wait till the Indian market picks up consumption. This is the cross-road on which you have to take a decision.

Mr. Speaker, Sir, there is no doubt that while we have been developing the engineering industries, the technology and everything, we have neglected the growing number of people below poverty line. The number of such persons stand at 40 crores today whereas it was 25 crores in 1967. Therefore, Sir, there is no alternative but to pump more and more money in that sector to give them neces-

sary minimum facilities like drinking water, cottage industries, etc. They have to be nursed. They have been neglected. You may call it lopsided planning or whatever else you may like to call it.

Mr. Speaker, Sir, the Janata Party has decided that maximum amount of funds must be made available to the agriculture sector, small scale sector and the cottage sector. Therefore, you know, what happens to these consuming units—steel, aluminium and power. They are at the cross-roads. My personal thinking would be that as long as we can protect the interests of our country, as long as we can find international market—till such time my own consuming market goes up—I have to find ways and means of utilising my enormous dormant natural resources and enormous dormant number of trained personnel and put them together. This is my problem. I do not wish to be reduced to the position of an exporter of the raw material. I do not want our people to be their hewers of wood and drawers of water. I reject the idea. I must have an added value whether you call it billets, pig iron or sections or whatever you may call, semi-finished or something else. I must have added value at different stages. If I have to put extra plant, I must have added value, it may be steel in the first stage, it may be section or ingots at the second stage and my third plant may be at the stage of billets. Whatever it is, depending on the world market, I should get the added value. But the world market of steel is a most depressing market for the last 40 years. Today Japan has 35 million tonnes of idle capacity. But the very fact that there is a depression in steel market shows that it is time for this nation to plan. Now, I can get credit. I can get the machinery cheaper. Now I can get services cheaper because there is unemployment in those countries, as against boom. If we have courage and if we plan now, probably we will lay

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the foundation for all the things that many of the Members have wanted the Government to do, whether in Kerala an aluminium plant or a steel plant is to be put up, whether in Hatnagiri an aluminium plant is to be put, whether in Orissa and Andhra Pradesh a large aluminium plant is to be put, whether shore-based steel plant is to be put up or whether an extension of the existing plants is necessary. I can lay the foundation of all those if the House supports me in his adventure. I can do it with the support of this House.

Sir, this is a departure from my friends here. I would not like Mr Jyotirmoy Bosu to talk on this side but talk straight. Has he another answer? Have my CPI friends another answer? I would have liked their answers and paraded them before this House, so that they can know whether their answer is practical or Government's answer is practical. We can have a dialogue on this, we can have a debate on this. I shall come to this House for a debate. I think an alternative must be found or our idea must be accepted both in the interest of the nation as well as the people. As I said dormant mountains on one side and dormant manpower on the other side are there and these two have to be married. I would like to give a better answer than what I can. I should have the answer very quickly from Mr Jyotirmoy Bosu and other friends because I have started negotiations with Russia, also with Tokyo, also with Washington and also with Europe. I am pushing tenders, may be roping in one or two in the interest of the country. (Interruptions)

SHRI JYOTIRMOY BOSU You may think of Chinese growth in steel.

SHRI BIJU PATNAIK If this country follows the Chinese system, then I am not prepared for that. I know how to deal with it.

SHRI T A PAI If he wants, he can have the Chinese method in West Bengal.

SHRI BIJU PATNAIK. I would like them to try it in West Bengal. Let us see their performance in West Bengal. I give one challenge to Mr Bosu. I transfer the sick Durgapur steel plant to West Bengal. You develop it you double its production and you get 105 per cent, run it efficiently and reduce the cost.

SHRI DINEN BHATTACHARYA (Serampore) You are making this statement because you know that the very planning of the Durgapur Steel Plant wrong. Now, you can give this challenge. (Interruptions)

SHRI BIJU PATNAIK He does not accept that on one excuse or the other. It is the policy of the government to accept it and change the product mix at Durgapur. A product mix which was in demand twenty years ago has no demand today. But it is difficult to change a major plant. As everybody knows we have to find ways and means to improve the productivity of that plant.

SHRI JYOTIRMOY BOSU Has it got in built weaknesses?

SHRI BIJU PATNAIK. I say the product mix there is not what the country needs today. Similarly in the Durgapur Alloy steel plant the major defect is the machinery, it would need crores, I have given Rs 8 or 9 crores to correct some of the machinery, it will need several crores before it could be set right to replace the import of stainless steel.

Similarly with alumina—that is one of the major things of the world. Just like there is heavy depression in steel, there is a steep uprise in the world market need for aluminium. Various things happen when the world economy changes. The price of oil went up and the American government contemplated bringing in legislation that the automobile

manufacturers—they product in millions and people use them in millions—should manufacture cars which would run at least 285 miles a gallon. That meant lighter cars, that also meant that in cars steel would have to be replaced by aluminium. This legislation alone will increase the demand for aluminium by 15 million tonnes. Even engines will have to be changed. Russia is today putting up a 600,000 tonne alumina plant at Balkal using French knowledge, they are building steel plants using the same American-German process which in the time of Kumarmangalam we acquired, by which we are proposing to build our own rolling mill. The world is moving in a different direction. It is pushing on, shall we stand still? Or shall we try to forge ahead? That is why I said that we are at the cross roads.

I am gratified and I am glad to know that the House has almost directed me to go ahead with two constraints not drawing from the meagre resources available to the poor, not causing inflation. My friend Charan Singh will not lose one penny which he can use in the village, to which I fully agree. I will not draw from that. At the same time I will not ask my friend the Finance Minister to print more currency to give me rupees. These are the two heavy constraints. Yet I have to build both steel and alumina. Today the world wants aluminium. The Arab countries, Iran and other countries where they have got cheap gas, can produce cheap power. For Alumina power is the largest raw material and one who could get raw material cheap, can also produce aluminium at a cheaper cost.

Sir, we are negotiating, as Mr Pai had said—where he has left behind, I pick it up—with Russia, with Rumania and with other countries. Mind you, there are several competitors. It is not that we only have alumina. The South African countries are also negotiating to get the installations

there. So, we are negotiating. I must say it is nearly 100 days since we have come in. I think I am 100 days late but not too late. I hope that I shall be able to give some information to this House within next three months, some hopeful news that a major aluminium installation would take place in this country apart from what we have got and here I would urge my colleagues in this House, belonging to Uttar Pradesh and Madhya Pradesh to please persuade the new Chief Ministers not to shut down power in the aluminium plants in Uttar Pradesh they have just cut back the power. Probably there is shortage of power. There is no doubt that there is shortage of power. But now that the rains have come and the cultivator is not in need of water perhaps, the power can be restored.

SHRI T A PAI I understand that they had cut down power under the Defence of India Rules. Perhaps after the external Emergency had gone they could not use this Act for this purpose.

SHRI BIJU PATNAIK Whatever it is I do not know. But we are checking on that. But I know that there is shortage of power. Everybody knows that there is shortage of power. I know there is shortage of power in Delhi also. The power shortage is there in Madhya Pradesh also where although the power was committed, though the BALCO plant, the aluminium plant is there, only 25000 tonnes production is going on now. Two more 25000 tonnes pot lines are ready but for one reason or other the power has been delayed. The House should think why I am telling this here. The House should perhaps think whether the time has come now for a national power grid so that the whole thing can be planned properly and not left to the whims and fancies of individual state power boards. We have not got the national power grid yet, a national power grid which can be

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controlled by Parliament. That is why I have brought this matter.

I have taken too much of your time and the House's time I am grateful to the hon. Members for all the support they have given and the directions they have given. I would request that the cut motions may be withdrawn and my demands be passed.

MR. SPEAKER: Shall I put all the cut motions together?

SHRI C. K. CHANDRAPAN: Yes, Sir.

MR. SPEAKER: I shall now put all the cut motions together to the vote of the House.

All the Cut Motions were put and negatived.

MR. SPEAKER: The question is:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1978 in respect of the heads of demands entered in the second column thereof against Demand Nos. 84 to 86 relating to the Ministry of Steel and Mines."

The motion was adopted.

18.25 hrs.

The Lok Sabha then adjourned till Eleven of the clock on Wednesday, June 29, 1977/Asadha 8, 1899 (Saka).