

LOK SABHA DEBATES

(Sixth Session)



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

LOK SABHA

Tuesday, November 26, 1968 | Agrahayana 5, 1890 (Saka).

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair].

ORAL ANSWERS TO QUESTIONS

Trade agreement with Iraq

- †
 *331. SHRI N. R. LASKAR:
 SHRI R. BARUA:
 SHRI B. K. DAS-
 CHOWDHURY:
 SHRI HARDAYAL DEVGUN:
 SHRI BISHWANATH ROY:
 SHRI N. K. SANGHI:
 SHRI R. R. SINGH DEO:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that India and Iraq have signed a trade agreement in New Delhi recently;

(b) if so, the extent to which the trade between the two countries is likely to increase as a result of this agreement; and

(c) the main features of the trade agreement?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) No, Sir.

(b) The increase as compared to the previous period of October 1967 to September 1968 is likely to be Rs. 2.34 crores.

(c) The main features of the arrangement are that during the period we shall export goods of the value of £4.5 million Sterling and import goods of the value of £2.2 million Sterling. Iraq's import will include tea, iron & steel, builder's hardware and electrical and engineering goods, while we shall import mainly dates from Iraq.

SHRI N. R. LASKAR: I would like to know whether during the course of the discussions with the delegation from Iraq any suggestion has been made for any private enterprise from our country to have some collaboration with parties in that country and, if so, with what result.

SHRI DINESH SINGH: It is not part of the trade agreement. Still, we would certainly welcome joint collaboration in Iraq.

SHRI N. R. LASKAR: May I know whether it is not a fact that some of our traditional exports like tea are falling in this market? If so, what efforts have been made to remedy the situation?

SHRI DINESH SINGH: The export of tea has not been falling; it has been going up.

SHRI BISHWANATH ROY: May I know whether the prices of articles in the country would be affected in any way by the export from India to Iraq of any commodity?

SHRI DINESH SINGH: The larger the exports we have, the economy of size comes into operation and there is every chance of the prices coming down.

SHRI MANUBHAI PATEL: It is our general experience that imports are more than exports and thereby an imbalance is created. What has been done in the case of Iraq to ensure that our exports will also be to the extent of our imports?

SHRI DINESH SINGH: I am sorry, the hon. Member did not listen to the answer I gave. The ratio between our imports and exports is 1:2.

इसरायल के साथ व्यापार

* 332. श्री कंबर लाल गुप्त :
श्री स्वतंत्र सिंह कोठारी :

क्या बाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इसरायल के साथ व्यापार पर कोई प्रतिबन्ध लागू है; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

बाणिज्य मंत्री (श्री विनेश सिंह) :

(क) जी, नहीं ।

(ख) प्रश्न नहीं उठता ।

श्री कंबर लाल गुप्त : अध्यक्ष महोदय, इसरायल एक ऐसा देश है जिस ने 20 साल में एक मिरैकिल किया है, एपीकलचर में भी किया है और स्मोल स्कोन इंडस्ट्रीज में भी किया है.....

क माननीय सदस्य : एप्रेशन में भी मिरैकिल किया है ।

श्री कंबर लाल गुप्त : आपने दोस्त ही ऐसे चिंसे पिंटे रखे हुए हैं । अध्यक्ष महोदय, एपीकलचर में भी आज इसरायल मिरैकिल कर रहा है और बड़े कार्गो एक्सपोर्ट कर रहा है और उसकी उस तकनीक की वजह से उनका बैलैस आफ ट्रेड कार्गो कबरेवल हो गया है और मैं समझता हूँ कि उनकी उस तकनीक

का अगर हम बहुत अच्छे तरीके से इस्तेमाल करें तो वह हमारे लिए भी बहुत लाभप्रद सिद्ध हो सकती है खास तौर से जब हमारी सरकार की नीति यह है कि हम मोनोपली को खत्म करना चाहते हैं तो इन सब बातों को दृष्टि में रखते हुए क्या मंत्री महोदय यह बतलायेंगे कि जैसे उन का ट्रेड कौंसलेट यहां पर है उसी तरीके से हम भी क्या अपना वहां इसरायल में ट्रेड कौंसलेट रकबेंगे ? मैं जानना चाहता हूँ कि क्या इस सम्बन्ध में इसरायल सरकार ने आप से कोई बातचीत की है, यदि की है तो क्या बातचीत की है और अगर आप वहां पर नहीं रखते तो क्यों नहीं रखते ?

श्री रणधीर सिंह : मैडम दयान से क्या आप ने बातचीत की है ?

श्री कंबर लाल गुप्त : आई ऐन प्राऊड श्रीक इट ।

श्री विनेश सिंह : अध्यक्ष महोदय, मुझे कोई ऐसा सौभाग्य प्राप्त नहीं हुआ जिसका कि जिक्र माननीय सदस्यों ने किया । मेरी इस सम्बन्ध में कोई बातचीत नहीं हुई है...

SHRI HEM BARUA: We are very sorry for you.

SHRI KANWAR LAL GUPTA: We feel pity for you.

SHRI DINESH SINGH: I am touched by the sympathy that is being expressed. But so far as the question of Israel's miracle is concerned, to which the hon. Member has referred, to my mind there is no miracle in Israel. What has happened there is that there has been tremendous per capita investment which has borne fruit. If we could have had that much money to invest per capita, maybe, we would have done better.

SHRI KANWAR LAL GUPTA: Sir, my question has not been replied to. You will agree with me there.

मेरा सवाल था कि आप वहां इजराइल में कोई अपना ट्रेड कौंसिलेट रखेंगे और अगर नहीं रखेंगे तो क्यों नहीं रखेंगे इस का जवाब मंत्री महोदय हैं ।

श्री विनेश सिंह : हम इस की आवश्यकता अनुभव नहीं करते हैं ।

श्री कंबर लाल गुप्त : यह गवर्नमेंट पोलिटिकल रीजंस पर यू० ए० आर० के साथ दोस्ती रखने की वजह से इजरायल के साथ दुश्मती कर रही है और यहां तक हुआ मैडम दयान जिनका कि जिक्र श्री रणधीर सिंह ने किया उन्हें जब वह नई दिल्ली के ऐयरोड्रोम पर आई तब ऐयरोड्रोम पर उन्हें विसा दिया गया और इस के लिए हम बहुत प्रोटेस्ट करना चाहते हैं ।

मैं माननीय मंत्री से पूछना चाहता हूँ कि पिछले दो साल में उन्होंने इजरायल के साथ कितनी ट्रेड की है और उस के आंकड़े दिये जायं । यह ट्रेड और ज्यादा भागे बढ़े, रूस तौर से कोलेबोरेशन जब आप अमरीका रूस, ईरान या दूसरे देशों के साथ करते हैं तो क्या आप इजराइल के साथ भी यह कोलेबोरेशन करेंगे और इजराइल के साथ ज्यादा ट्रेड बढ़ाने के लिए वह क्या कदम उठा रहे हैं ?

श्री विनेश सिंह : माननीय सदस्य ने राजनीतिक बात कही तो मैं उन्हें बतलाऊँ कि मैं वाणिज्य मंत्री जरूर हूँ लेकिन सरकार तो राजनीतिक है और इस बारे में हम राजनीति से कैसे अपने को अलग रख सकते हैं . .

श्री कंबर लाल गुप्त : पोलिटिकल प्रेशर फ्रीम यू० ए० आर० ।

श्री विनेश सिंह : अब जहां तक माननीय सदस्य वह व्यापार सम्बन्धी आंकड़े चाहते थे तो मैं उन्हें आयात व निर्यात के आंकड़े सन् बार दिये देता हूँ । सन् 1962-63 में

जहां आयात 567 हजार रुपये का था वहां निर्यात 435 हजार रुपये का था और . . .

SHRI RANGA: How many lakhs of rupees?

SHRI DINESH SINGH: Rs. 5 lakhs.

SHRI RANGA: Why not make it so very clear?

SHRI DINESH SINGH: I did not realise that the hon. Professor would have difficulty in understanding hundreds of thousands. Anyway, in 1963-64 the imports were Rs. 9.45 lakhs and the exports Rs. 3.29 lakhs; in 1964-65 imports Rs. 44.70 lakhs and exports Rs. 11.12 lakhs; in 1965-66 imports Rs. 11.16 lakhs and exports Rs. 6.96 lakhs, in 1966-67 imports Rs. 20.18 lakhs and exports Rs. 6.81 lakhs.

श्री कंबर लाल गुप्त : मैंने पूछा था कि ज्यादा बढ़ाने के लिये क्या कदम उठा रहे हैं । मेरे सवाल का प्राधा जवाब ही दिया है मंत्री महोदय ने ।

श्री विनेश सिंह : यह तो यहां के व्यापारियों के ऊपर है । कुछ खरीदना चाहते हों या बेचना चाहते हों तो कर सकते हैं । मैंने कहा था कि कोई एकावट नहीं है ।

SHRI S. S. KOTHARI: I should have thought that the Minister would have felt shy of reading such petty figures when he deals in crores of rupees, even in S.T.C. Is it a fact that Israel, from time to time, has offered to the Government of India fertilisers and technical know-how, etc. in the fields of agriculture, irrigation, dairy and poultry farming and whether they have also made a beneficent offer that they will try to convert the Rajasthan arid desert into a prosperous area and, if so, what has been the Government's reaction to all these offers? Has it just spurned them because of political cowardice and servility to Arab countries?

SHRI DINESH SINGH: How can I give one answer to a large number of propositions which the hon. Member has mentioned? If he would like to have information from Government about any one of them, I am sure, the Government would give.

MR. SPEAKER: He wants to know whether any offer has been made by Israel Government to assist India in the development of trade.

SHRI DINESH SINGH: I am not aware of any offer in the trade field.

श्री शशि भूषण : साम्प्रदायवादियों ने एशिया की घरनी पर एशियन्स को बांटने के लिये इजरायल को एक आर्टिफिशियल स्टेट बना कर खड़ा किया। (व्यवधान) मैं मंत्री महोदय से जानना चाहता हूँ कि क्या यह सत्य है कि कुछ इजरायली फाइनेन्शियल इंग्लैंड और योरोप तथा दूसरे देशों में बैठ कर जो दूसरी विदेशी कम्पनियाँ माल सप्लाई करती हैं उन को फाइनेन्स करती हैं और बहुत सा इजरायली सामान दूसरी विदेशी कम्पनियों के द्वारा इनडाइरेक्टली भारत में आता है? अगर मंत्री महोदय को मालूम हो तो बतलायें, और अगर नहीं मालूम तो क्या वह इस के बारे में कोई जांच कराने के लिये तैयार हैं ?

श्री दिनेश सिंह : मेरे पास ऐसी कोई खबर नहीं है, जिस से मैं कुछ बतला सकूँ।

SHRI SWELL: From the figures given by the Minister, it would appear that we have an adverse balance of trade even with a tiny country like Israel. I am curious to know what other things we import from Israel and what other things we export to that country.

SHRI DINESH SINGH: It is a long list. If you wish, I will read out some items. We export to Israel small amounts of fruits and vegetables; we exported sugar once, not any more;

we exported coffee once, not any more; we exported oil cakes once, not any more; we export spices, tobacco and tobacco manufacture; mica we exported once, not any more; jute we exported once, not any more; we export cinematograph films and precious and semi-precious stones. The imports from Israel are bromine, some essential vegetable oils, orange oil, aluminium, organic compounds, textile yarn, art silk yarn and some parts of motor vehicles and motor-cycles.

SHRI ANANTRAO PATIL: As far as the diplomatic relations with any country are concerned, it is a question of foreign policy. But about having trade relations, we should not have any allergy for any country. When we can have trade relations with G.D.R., what is the harm in having closer trade relations with Israel when that country has made progress in agriculture and other fields. May I know the reaction of the Government thereto?

SHRI DINESH SINGH: I am unable to understand what the hon. Member would wish me to say beyond what I have already said. There is no restriction; he is free to encourage exports to, and imports from, Israel.

SHRI R. K. AMIN: From whatever way the Minister is replying it seems that we are not taking any positive steps in order to increase the trade between these two countries. Only in a negative way he says that he would not mind the trade being developed. In view of the fact that we took positive steps to develop trade even with Russia and formed a rupee area, will he try to form a rupee area between Israel and India because Israeli people are very keen to develop trade with our country? They have opened a Consulate here; the wife of Israel's Defence Minister came in order to encourage ours as well as theirs handicrafts. Would he, therefore, take steps to negotiate with Israel to form a rupee area? Or, if

such a suggestion is made by Israel, would he accept it?

SHRI DINESH SINGH: I cannot offhand reply to hypothesis. We shall have to examine whatever propositions there may be. So far as the hon. Member is concerned, he is free to export and import in free exchange according to regulations. There is no need for a rupee area.

SHRI RANGA: In regard to rupee exchange, you can take the initiative.

श्री यशवंत सिंह कुशवाह : क्या मंत्री महोदय यह बतलाने की कृपा करेंगे कि जिस तरह से भारत सरकार रूस और अमरीका से युद्ध महत्व की सामग्री हासिल करने की कोशिश करती है उसी तरह से क्या भारत सरकार द्वारा ऐसा कोई प्रयास किया गया कि इजरायल से युद्ध सम्बन्धी महत्व की कोई सामग्री हासिल की जाये ?

श्री विनेश सिंह : मैं तो इसके बारे में कोई उत्तर नहीं दे सकता, लेकिन जहाँ तक मुझे मालूम है इजरायल खुद युद्ध की सामग्री दुनिया में खरीद रहा है, वह हमें क्या देगा ?

SHRI HEM BARUA: In view of the fact that the hon. Minister has just now said that there are no restrictions on trade between Israel and India, may I know whether any trade delegation has been sent to Israel so far in order to explore the market there as we have done in the case of other countries.

SHRI DINESH SINGH: No, Sir; we have not felt the necessity.

SHRI R. K. SINHA: In view of the fact that the question of self-interest and politics is brought in the discussion, may I ask the Minister whether it is more in our interest to trade with Arabs or with Israelis if a choice is forced?

SHRI DINESH SINGH: Our trade with Arab countries is over Rs. 100 crores. There is no comparison between these two.

SHRI BAL RAJ MADHOK: At an earlier time the hon. Minister has answered to a question that where trade is concerned, we do not allow ideology or politics to come in. May I know whether it is not a fact that India was one of the earliest countries to recognise Israel when it was brought into existence by the UNO, that Israelis are one of the most ancient people like ours and that in so many fields Israel has made progress and Israeli goods are now selling all over the world, particularly in the field of fertilisers, in the field of agriculture and in the field of small arms. The Israeli small arms are considered to be the best in Western Europe and even the world. In view of the fact that we are very much in need of fertilisers, will the Government of India take active steps to see that we get the assistance of Israel in developing our fertiliser industry and in getting fertilisers therefrom and also in getting small arms, particularly automatic rifles which are considered to be the best in the world and which can go a long way in helping us, particularly in view of the shift in the Russian policy. Because there is a shift in the Russian policy towards Pakistan, there is bound to be a shift in the Arabs' policy towards India. In view of the new situation that is developing, may I know whether the Government of India will reconsider its attitude towards Israel and try to have closer relations with them?

SHRI DINESH SINGH: The hon. Member has given me at the very beginning the advice not to mix politics with economics, but he has himself brought in only political factors in support of his argument and, I think, he will appreciate the difficulty in which we have to function then.

So far as the import of fertilisers is concerned, if the hon. Member says that they have exportable surplus which they can supply to us at more competitive prices than others, I shall be glad to bring it to the notice of my colleague, the Food and Agriculture Minister.

So far as small arms are concerned, the hon. Member knows that we are

making rifles and other things ourselves.

SHRI HEM BARUA: It is we who have to explore the possibilities... (Interruptions).

MR. SPEAKER: Next Question.

बाढ़ों के कारण रेल सेवाओं में गड़बड़ी

* 334. श्री श्रीकार लाल बेरवा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जून तथा अक्टूबर, 1968 के बीच राजस्थान और गुजरात में बाढ़ के कारण रेल सेवाओं में गड़बड़ी हुई थी; और

(ख) यदि हाँ, तो इसके फलस्वरूप रेलवे सम्पत्ति को कितनी हानि हुई ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): (a) Yes, Sir.

(b) Rs. 132 lakhs approximately.

श्री श्रीकार लाल बेरवा : गुजरात और राजस्थान का मैंने पूछा था । आपने दोनों का बताया है न ? यह जो 132 लाख रुपया आपने बताया है कि नुकसान हुआ, यह ट्रेनिंग के कारण हुआ या टूटफूट के कारण हुआ ?

SHRI PARIMAL GHOSH: Sir, the loss that we have incurred because of the dislocation of the service has not been properly estimated as yet but the figure that I am giving here is the loss to Railway property that has been caused due to the breaches.

श्री श्रीकार लाल बेरवा : साइन चापकी रुक गई थी । गाड़ियां चापकी सीधी न पाकर लम्बे ब्रैक से आईं । जैसे कड़ीक से पैसेंजर मोपाल होते हुए दिल्ली आईं । यह नुकसान परमात्मा की

तरफ से नहीं हुआ था । लेकिन आपने उनसे इन्क कि भया किया-4 क्या यह भी उसी में शामिल कर लिया गया है, या यह अलग है और इन्क किराया लेने का क्या कारण था ?

SHRI PARIMAL GHOSH: Sir, it is not a question of charging double rate. Because of the breaches we had to divert passengers in circuitous route. That is the facility given to the passengers and naturally for that extra mileage, we have to charge on mileage basis.

श्री सीता राम केसरी : बिहार में बहुत भारी बाढ़ आई और उस बाढ़ के कारण विशेषकर पूर्णिया जिले में और.....

MR. SPEAKER: It is only about Gujarat and Rajasthan, not Bihar. Otherwise the whole of India will be covered. This is about Gujarat and Rajasthan.

SHRI MANUBHAI PATEL: In south Gujarat great dislocation has been caused during the last flood. But it was not only due to the flood alone. Every year it is a general scene that so many dislocations are taking place. I want to know whether it is due to wrong planning. May I know from the Minister whether Government will investigate into the matter and try to deviate the whole line if necessary in order to avoid this break in the railway lines every year?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): Sir, in Gujarat particularly the intensity of the flood damage has been very much this year. For the last 30 years perhaps we did not suffer such a havoc due to floods. Actually the entire tributaries of the Narmada and the other rivers confluenced and the whole area became a sheet of water. It was an unprecedented flood. As a matter of fact, in the normal conditions the water drainage system is adequate. But in an abnormal situation one can-

not plan. This matter is being kept in view when we are going to redo some of these bridges and culverts. We are now thinking of adding additional spans so that the waterway provided will be better laid and the flood conditions may be better controlled.

SHRI SRADHAKAR SUPAKAR: Sir, regarding the unusual nature of floods in almost all parts of India, will the Government take any measure to readjust the alignment of the railway tracks, bridges and culverts and even in normal lines where there are breaches, so that diversion of the trains and other difficulties do not recur in future?

SHRI PARIMAL GHOSH: The normal waterways that have been provided in each of the railway embankments are adequate enough for the normal floods.

SHRI RANGA: Not adequate enough.

SHRI PARIMAL GHOSH: But because of the unprecedented floods that have come this year, we have to review some of the portions to find out whether the waterways are really adequate or not. In view of the examination that is now being carried out if we find that there are places where improvements are necessary, necessary measures will be taken in that regard in those places.

श्री श्रीठालाल मीना : गत बरसात में कोटा डिवीजन के सवाई माधोपुर क्षेत्र में भारी बाढ़ के कारण कुल रेलवे को किलना नुकसान उठाना पड़ा है ? वहाँ पर प्रायः अधिक वर्षा होती रहती है । वहाँ पर पुलों को तथा लाइन को दुबारा नुकसान न हो, इसका कोई स्थायी हल सरकार सोच रही है ? यदि हाँ, तो उसका व्यय क्या है ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): I think it was about Rs. 13 to 20 lakhs in that

particular sector including one other branch line in that area. These floods were most unexpected. The Ghaggar river for some reasons is now flooding up. That matter is now being studied by the Irrigation Ministry separately. The Ghaggar which was practically a dry river is now having increased floods. This matter is under study by the Irrigation Ministry, and on their advice whatever needs to be done for the railway track will be done.

श्री श्रीठालाल मीना : मंत्री महोदय को बालूम ही नहीं है कि बरबर नदी वहाँ नहीं है । वहाँ पर घाम तीर पर भारी बरसात होती है और नुकसान भी वहाँ भारी होता है । उसका कोई स्थायी हल प्राय निकालने जा रहे हैं, यह मैंने पूछा था ।

श्री जे० मु० पुनाचा : प्रायने राजस्थान के बारे में पूछा था ।

श्री श्रीठालाल मीना : कोटा डिवीजन का मैंने नाम लिया था ।

SHRI RANGA: I think the railways have got a research section to look into these things constantly in the light of experience. But from what my hon. friends from Gujarat, Orissa as well as Rajasthan, have said, it is clear that these floods are happening every year; and they are not a new thing. The destruction of railway property is also not a new thing. The inadequacy of the culverts and bridges has been noticed several times. Would the hon. Minister see to it that the research section in the railways will be co-ordinated with the research section of the Irrigation Ministry so as to see that in regard to all railway lines whatever changes have got to be made are made in order to avoid the dislocation that we are obliged from year to year?

SHRI C. M. POONACHA: This suggestion will be kept in view and we shall take necessary action in that regard.

Railway Catering Department

*335. SHRI YAJNA DAFT SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the deterioration in the quality of food served by the various units of the Railway Catering Department; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): (a) Complaints in regard to the quality of food served by units of the Railway Catering Department are sometimes made, but there are no indications that the quality has deteriorated recently, or during the past few years.

(b) Railway administrations have been striving, and continue to strive, to improve the quality of food served to the public. Some of the steps taken are: maintaining effective supervision to ensure purchase and supply of good quality of materials, laying down of proper recipes, employment of competent cooks, training of catering staff in the Institute of Catering Technology and Applied Nutrition, Bombay, at departmentally run hotels at Aurangabad, Ranchi and Puri, and at other selected departmental catering units and surprise inspections of catering units by officers and inspectors.

श्री यज्ञवल्स शर्मा : मंत्री महोदय इस बात को जानते हैं कि जब से सरकार ने केटरिंग के काम को अपने हाथ में लिया है तब से सवारियों को जो भोजन का स्तर है, वह बढ़िया मिल रहा है और उसके साथ साथ सेवा में भी बहुत बड़ी गैर जिम्मेदारी और भ्रसावधानी बरती जा रही है । लोग आर्डर बुक कराते हैं लेकिन उन के ऊपर उनको खाना नहीं मिलता है । कितनी ही बार मैंने भी शिकायत की है । खाने

का स्तर अत्यन्त बढ़िया है । यहाँ तक कि पानी भी कितने ही स्थानों पर नहीं दिया जाता है । जब यह शिकायत बारबार हो रही है तो इस स्थिति के अन्दर मैं जानना चाहता हूँ कि यह जो खानपान विभाग रेलवे का है यह कितने घाटे में जा रहा है ? प्राइवेट कंटेनर इसके अन्दर मुनाफा भी लेते थे और अच्छी सर्विस भी देते थे । मैं जानना चाहता हूँ कि सरकार इस स्थिति के अन्दर कुछ बदल लाने का प्रयत्न करेगी ?

SHRI PARIMAL GHOSH: The origin of the departmental catering was mainly the complaints that we were receiving about the private contractors. Though this was not a line of activity connected with railway working, yet the railways had undertaken the work of departmental catering with the object of giving better service to the public. As regards the complaint which the hon. Member has made, I would submit that after all we are catering to different sorts of people and to a number of people, and the taste differs from individual to individual. Normally it is expected that we do receive some complaints, but they are mainly in regard to the quality of the cereal supplied. But the railways do not have any direct control on that, because we have to receive the supplies of rice, wheat etc. from the civil authorities. The complaints are mostly based on the quality of rice and chapattis. In spite of that, we are trying our best to improve the quality of the food. It will be our endeavour to see that the service that we render is improved a great deal.

SHRI S. M. BANERJEE: You must taste it, Sir. It should be laid on the Table of the House.

श्री यज्ञवल्स शर्मा : मंत्री महोदय ने बताया है कि केवल वहाँ पर परीसे जाने वाले भ्रमों, सीरियल्स, के बारे में शिकायत, है हालाँकि मैंने पानी के बारे में भी कहा है कि

वह गदला प्रीर मिट्टी मिला हुआ दिया जाता है। पीछे संसद्-सदस्यों की एक कमेटी बनाई गई थी, ताकि वह खान-पान विभाग की जाँच करे प्रीर उस के सुधार के निमित्त कुछ सुझाव दें। मैं यह जानना चाहता हूँ कि उस कमेटी ने जो सुझाव दिये, क्या रेलवे विभाग ने उन को लागू करने की चेष्टा की; यदि हाँ, तो क्या उस के कुछ अच्छे परिणाम निकले हैं।

SHRI PARIMAL GHOSH: Recently, a committee of Four Members of Parliament was formed. They have gone into the details of departmental catering as well as catering by contractors, and they had suggested some remedies, and certain remedial measures have been adopted by the Railway Board and they are being implemented gradually.

As far as the earnings from departmental catering are concerned, it is a fact that departmental catering was losing to a very great extent for a long time. But now we have turned the corner and last year we had earned a little profit, and this year we expect a much bigger profit from departmental catering.

MR. SPEAKER: At the cost of the quality.

श्री मृत्यंजय प्रसाद : मंत्री महोदय ने कहा है कि रेलवे विभाग दूसरों से भन्न खरीदता है। मैं समझता हूँ कि वह कागज भी दूसरों से खरीदता है। यह देखा गया है कि रेलवे विभाग द्वारा कागज के डिब्बों में गोला खाना भी दिया जाता है। मैं यह जानना चाहता हूँ कि क्या रेलवे विभाग ने हमेशा के लिये कुछ ट्रेनों में चाली का प्रयोग बन्द कर दिया है, अथवा थोड़े दिनों के लिए ही पैकेट्स में खाना देने की व्यवस्था की है। भाज दास, रसेदार, मोरबदार तरकारी और दही आदि गोला खाना पैकेट्स में खाना पड़ता है। मैं स्पष्ट रूप से यह जानना चाहता हूँ कि क्या मंत्री महोदय ने कभी एक पैकेट

ले कर खुद खाकर देखा है कि वह खाना खा सकना है या नहीं।

SHRI PARIMAL GHOSH: As an experimental measure, we have tried in some of the zones to serve food in packets. Particularly on the Southern Railway, we are now serving *sambhar bhath* and *dhahi bhath* in packets and it has become very popular there.

I am very sorry to hear that the hon. Member had the occasion to get a packet which was cold. But I can assure him that we are trying our best to see that these things do not happen.

श्री मृत्यंजय प्रसाद : मध्यम महोदय, मेरे प्रश्न का उत्तर नहीं दिया गया है। क्या मंत्री महोदय ने सेंट्रल रेलवे में एक बार भी पैकेट का खाना खाया है ?

MR. SPEAKER: He has promised to give the hon. Member good food. Now, Shri K. Lakkappa.

SHRI K. LAKKAPPA: The complaint about the deteriorating situation in regard to catering on the railways, is not a thing which is made only now, but it has been there ever since the inception of the railways in India under the Congress rule. Since there are a number of complaints in this behalf, and the food that has been supplied has even contained cockroaches, which are injurious to health . . .

MR. SPEAKER: Non-vegetarian.

SHRI K. LAKKAPPA: . . . of the travelling people, and in view of the fact that the hon. Minister has said that a committee has been constituted, may I know whether the committee has already submitted its report, and if so, whether that has been implemented either in part or in full?

SHRI PARIMAL GHOSH: The Committee has already submitted its report which has been laid on the Table.

SHRIMATI SAVITRI SHYAM: To check the deterioration in the quality of the foodstuff, do Government propose to raise the prices of the dishes served in railway canteens? (*Interruptions*).

SHRI PARIMAL GHOSH: I am very glad the hon. lady Member has made a very correct suggestion. We would like to examine it.

SHRI S. M. BANERJEE: Is the hon. Minister aware that the food, both vegetarian and non-vegetarian, supplied in the Parliament House canteen which is run by the Railway department is better than that supplied to passengers in trains and this is the general feeling of those who travel and those of us who have to take their meals here? Will he try to improve the quality of food served on railways and make it equal to that served to MPs here?

SHRI PARIMAL GHOSH: To serve food in a running train as opposed to a static station, there are certain difficulties. The hon. Member has mentioned about the food served in Parliament House

SHRI S. M. BANERJEE: Discrimination.

SHRI PARIMAL GHOSH: There is no discrimination. The food we serve in Parliament House is expensive and the difference is being subsidised by the Parliamentary Affairs Department. Then again we are also very keen to see that we supply mouthfuls to the MPs.

SHRI PILOO MODY: Why don't they lower the quality over here? Then there will be no problem.

SHRI THIRUMALA RAO: In view of the fact that sambar and rasam are symbols of Dravidian culture, why is it that they have eliminated rasam from the South Indian lines?

SHRI PARIMAL GHOSH: It has already been reintroduced.

श्री श्रीमत् प्रकाश त्यागी : रेलवे में पहले जो प्राइवेट कन्ट्रैक्टर्स खाना सप्लाई करते थे, उन्होंने लाखों करोड़ों रुपये कमाए लेकिन अब गवर्नमेंट का कैंटरिंग विभाग लास पर जा रहा है—हाल ही में बड़ा मुनाफा जरूर हुआ है—, जब कि खाना बही है। मैं यह जानना चाहता हूँ कि गवर्नमेंट को लास होने का क्या कारण है।

SHRI PARIMAL GHOSH: Firstly, departmental catering is not run at a loss now.

श्री श्रीमत् प्रकाश त्यागी : अब तक तो लास हो रहा है।

SHRI PARIMAL GHOSH: There is a difference in the cost of departmental catering in a dining car and in a static room. The cost of dining car service is definitely much more. Most of the dining cars are run by departmental catering and not by contractors. Another thing is that the food and staff cost and other things in departmental catering are definitely higher compared to that of the contractors.

SHRI NARENDRA SINGH MAHIDA: I do not agree with the hon. Minister when he says that there is difficulty in serving food in moving trains. I will cite the case of the air services. In the air service they supply very nice food.

SOME HON. MEMBERS: No, no.

SHRI A. SREEDHARAN: IAC is the worst.

AN HON. MEMBER: It is hopeless.

MR. SPEAKER: We will amend his question accordingly.

SHRI NARENDRA SINGH MAHIDA: They have not tasted Air India food. I would request them to taste Air India food which is one of the best in the world.

SOME HON. MEMBERS: No, no.

MR. SPEAKER: We are on railway catering now.

SHRI NARENDRA SINGH MAHIDA: I want the railways to come up to the standard of Air India. Is it a fact that MPs expect wonderful food for one rupee . . .

SHRI K. LAKKAPPA: What wonderful food?

SHRI NARENDRA SINGH MAHIDA: For one rupee, they expect 10 dishes. It is not possible. Let us have two categories, those who want cheap meals and those who can afford to pay more. May I know whether the Minister will think in terms of cheap and expensive meals to be served to Members of Parliament and also other passengers in the trains?

SHRI PARIMAL GHOSH: We have two systems of food, the regular meal in the thali, and we have also a la carte where the hon. Member can get specific items for specific charges.

SHRI GADILINGANA GOWD: The hon. Minister does not believe what we say here. He only relies upon the reports of his officers. On the 23rd when I travelled from Adoni to Madras a railway officer was also travelling with me. He told me that he found a cockroach in the tea pot. Therefore, I would like to know from the Minister whether he would pay surprise visits to these canteens in cognito.

SHRI PARIMAL GHOSH: I will do that.

Circular Railway in Calcutta

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*336. SHRI SAMAR GUHA:
SHRI BENI SHANKER
SHARMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the report on Circular Railway in Calcutta has been completed; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): (a) Not yet.

(b) Does not arise.

श्री बेनी शंकर शर्मा : अध्यक्ष महोदय, जिन लोगों को सौभाग्य से या दुर्भाग्य से कलकत्ते की सर्वश्रेष्ठ रेलों में सफर करने का मौका पड़ा है वे जानते हैं कि वहाँ के लोगों की अपनी आँखों तक पहुँचना एक पुनर्वन्ध का भाँसा है। लोग स्टिब में बैठ घौर बकरियों की तरह ही भरे नहीं रहते बल्कि फुट बोर्ड और इंजन में ट्राइबर के पास तक भरे रहते हैं। यह समस्या 1947 से ही हमारे सामने है। 1947 में सर पदमजी गीनवाल की अध्यक्षता में एक कमेटी बँठी थी। उस ने कुछ सिफारिशों की थीं। उसके बाद कुछ और भी कमेटियाँ बँठीं। प्लानिंग कमीशन ने भी एक कमेटी बनाई थी जिस की रिपोर्ट अभी तक नहीं आई है। हमें कहा गया था कि सितम्बर तक उसकी रिपोर्ट आ जायेगी। तो कलकत्ते में जो यातायात व्यवस्था की कठिनाइयाँ हैं उसको मद्दे नजर रखते हुए क्या मंत्री महोदय सरकार के लोह लाइन कलकत्ते में शीघ्रातिशीघ्र बनाने के लिए बचन देंगे ?

SHRI PARIMAL GHOSH: The Metropolitan Transport Team under the Planning Commission have undertaken a study not only for Calcutta but also for other metropolitan cities like Bombay, Madras and Delhi. This M.T.T. worked in coordination with the Railways and we have given them all the necessary assistance by way of staff, and also according to the suggestion of the MTT a preliminary engineering survey has been conducted and an interim report has been received. We have not yet received the final report to make out the economic viability of the proposition. The scheme that we have received now has indicated a certain line of action, wherefrom the suburban line can start and where it can terminate and

the necessary places where it can also stop. This report we have already got with us and we are awaiting the final report in this matter.

श्री बेनी शंकर शर्मा : क्या मंत्री महोदय यह बताने की कृपा करेंगे कि यों तो हम लोग 1947 से 1968 तक कमेटियां बनाते रहे हैं और उनकी रेकमेन्डेशन भी मिली रही है किन्तु इस विचार को कार्य रूप में परिणित करने के लिए क्या बाधायें थीं ? प्राथिक बाधायें थीं या टेक्नीकल ? अगर प्राथिक बाधायें थीं तो मैं क्या उनसे यह कहने की छुट्टता करूँ कि अगर हमारे पास बड़ बड़े होटल बनाने के लिए पैसे हैं तथा बड़ बड़े प्लेन जिसमें दो सौ ब्रादमियों को ही फायदा होता है करोड़ों रुपये की जागत पर लेने के लिए पैसा है तो जहाँ जाबों लोगों का सवाल है उस के लिए उन के पास पैसा नहीं है, यह समझ में नहीं आता ।

दूसरी बात—मैं यह जानना चाहता हूँ कि स्वर्गीय श्री बी० सी० राय जिस समय चीफ मिनिस्टर थे उस समय कलकत्ते में एक ब्रंडर-ग्राउन्ड रेलवे बनाने की बात भी चली थी। तो क्या रेलवे विभाग ने कलकत्ते में ब्रंडर-ग्राउन्ड रेलवे बनाने के बारे में भी कुछ सोचा है और उस के लिए एक्सपर्ट्स की सलाह ली है; यदि ली है तो उनका क्या उत्तर है ?

SHRI PARIMAL GHOSH: Regarding the circular railway, I have already indicated the position and I have also stated that we are awaiting the final report and after that the necessary action in the matter will be taken. Regarding the underground railway, this is also part of the study now being undertaken by the Planning Commission, and they have also requested whether the Railways could undertake a survey like that and we have indicated that we will be too glad to undertake that survey and they have also allocated—not yet finally sanctioned—and we have been

given an indication that certain amount will be allocated for the necessary survey for the underground railway not only for Calcutta but also other metropolitan cities. Very soon the matter will be taken up.

SHRI INDRAJIT GUPTA: In view of the fact that this proposal for circular railway is under consideration even since 1947 and multifarious committees and authorities from time to time have been entrusted with the responsibility and so on, it is no wonder that the people of Calcutta generally have now come to believe that this is just a sort of rubbish and bluff and it is never going to be executed. I would like to know from the non-Minister whether he could tell us—3 or 4 of his predecessors have also told us the same thing that it is being studied and a report is being prepared, etc.—whether there is the ghost of a chance of this matter being finalised and taken up for consideration at least in the Fourth Plan period or in our life time.

SHRI PARIMAL GHOSH: It is a fact that the problem of transport in the metropolitan cities has reached such a stage that even our suburban sections are running at a choking point. So some sort of a thing of this nature is definitely bound to come. The hon. Member stated that there had been discussions and committees and reports. Because of that I do not want to give him an unnecessary bluff in this matter.

MR. SPEAKER: It is a necessary bluff. (Interruptions)

SHRI PARIMAL GHOSH: I can assure him that we are quite alive to the situation and we are contacting the Planning Commission. I am sure that something positive will definitely come.

SHRI INDRAJIT GUPTA: Can he tell us whether it will come during the Fourth Plan period?

SHRI PARIMAL GHOSH: The matter is under consideration and there is a possibility for it. After all, it is with the Planning Commission.

SHRI HEM BARUA: Is it not a fact that the hon. Minister made a statement outside this House to the effect that the circular railway in Calcutta is a fact and is coming. If he made that statement, what are the reasons for making that statement? If he had not made that statement, is he trying to bluff this House by saying all sorts of things?

SHRI PARIMAL GHOSH: I do not know. At least so far as I am concerned, I have not made any specific commitment like that. A question was put to me and I have already stated what I have stated now. The matter is under the active consideration of the Planning Commission and the Railways.

SHRI INDRAJIT GUPTA: He has given an assurance that the Circular railway is coming.

श्री राम गोपाल शालबाबे : इस बात को देखते हुए कि कलकत्ते, बम्बई और दिल्ली में रेल दुर्घटनाएं अधिक होनी हैं, मैं जानना चाहता हूं कि क्या रेल विभाग कलकत्ते, बम्बई और दिल्ली में लन्दन की तरह से भूमिगत रेलवे लाइन बनाने का प्रयत्न करेगा ?

Railway Wagon Manufacturing capacity

*337. **SHRI GEORGE FERNANDES:** Will the Minister of RAILWAYS be pleased to state:

(a) the railway wagon manufacturing capacity of India at present with the maximum utilisation of plant and machinery;

(b) how much of the capacity is in actual use and how much of it is lying idle;

(c) whether it is proposed to create additional capacity in view of the Soviet orders for the Indian railway wagons; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): (a) At present the wagon manufacturing capacity of the country in terms of four wheelers based on maximum output ever achieved is 27,500 in the private sector and 3,500 in the Railway workshops.

(b) Endeavours are made to place orders every year commensurate with the capacity after taking into account actual output of the previous year and the outstanding orders.

(c) No.

(d) Does not arise.

श्री जार्ज फरनेन्डीस : अध्यक्ष महोदय रेलवे के बारे में यह तो कई वर्षों की शिकायत है कि जितने बैगन्स की आवश्यकता है उतने बैगन्स न रहने के कारण माल लाने या भेजने में काफी परेशानी होगी और इस वक्त कामर्स मिनिस्ट्री की ओर से रूस को कई हजार रेल बैगन्स हर साल बेचने की भी बातचीत चल रही है। मुझे नहीं मालूम कि वह बातचीत कब पूरी हो जायेगी और वह ऑर्डर हमें कब मिलेगा ? मैं यह जानना चाहता हूं कि जब रेलवे को इतने बैगन्स चाहिये जो हिन्दुस्तान में नहीं मिल रहे हैं तो क्यों यह कदम नहीं उठाया जा रहा है कि रेलवे वर्कशाप जिन की कैपैसिटी अभी 3500 बताई गई, इनकी कैपैसिटी बढ़ाई जाय और जो रेलवे वर्कशाप के अन्दर कई मशीनरी ऐसी पड़ी रहनी है जिसका इस्तेमाल नहीं होता है उसका इस्तेमाल किया जाय ?

SHRI PARIMAL GHOSH: There is no shortage of any particular wagon in general. I agree that there may be some shortage of a particular type of

wagon at a particular time of the season. That is also not because of the shortage of wagons but because of the situation that we sometimes land in :

Regarding the capacity in the workshop which the hon. Member is mentioning, our workshops in the railways are not primarily for the manufacture of wagons. These are mainly maintenance workshops, but, due to the various schemes of incentive and other things, the capacity has been increased, and in order to engage the surplus staff that has been declared because of the incentive scheme, we now undertake sometimes the manufacture of wagons to the extent it is available, but as soon as we get more work of maintenance, the capacity for wagon building will be tapering down as it is primarily for maintenance. We do not have a programme to increase the capacity of the manufacture of wagons there. Besides, in the private sector, there is enough capacity. And so, we do not consider that it is necessary to increase the capacity in the private sector.

श्री जार्ज करनेन्डीच : अध्यक्ष महोदय, मन्वी महोदय का उत्तर समाधानकारक नहीं है। हम रेलवे वर्कशाप में 3500 बैगन्ज बना रहे हैं, मैं यह नहीं समझ पाता हूँ कि कपेसिटी बढ़ाने का काम क्यों नहीं होता है, प्राइवेट सैक्टर से इस काम की हम अपने हाथ में क्यों नहीं लेते हैं ?

भाप प्राइवेट सैक्टर से जो बैगन्ज खरीदते हैं, उसके लिये कितनी कीमत देते हैं और जो बैगन्ज आपके यहां बनती है, उस पर कितना खर्च आता है। अब तक रूम को दो मास में और ज्यादा बैगन्ज बेचने की बात होगी, तब बैगन्ज की और ज्यादा जरूरत पड़ेगी। आज आपके पास बैगन्ज की कमी है, यह आपने कुबू न किया है, ऐसी स्थिति में किम कोल्ल में कपेसिटी बढ़ा कर रूस को बैगन्ज बेचने का काम आप करना चाहेंगे ?

SHRI PARIMAL GHOSH: Regarding the capacity in the workshop I have already given the reply. Regarding the future order that may materialise because of the Russian order, our programme for wagon purchase in the near future is going to be decreased. There is no possibility of our going in for more wagons. As such, sufficient capacity is available with the private sector. So, in case we get the Russian order, there will not be any difficulty for the existing capacity that is there in the private sector; they can take up this work without much difficulty.

श्री जार्ज करनेन्डीच : दाम बताइये ?

SHRI PARIMAL GHOSH: There is no material difference between the two prices.

श्री जार्ज करनेन्डीच : अध्यक्ष महोदय, दाम नहीं बताया, दाम क्या है ?

SHRI PARIMAL GHOSH: I cannot give the exact price of the wagons.

श्री जार्ज करनेन्डीच : तैयारी करके क्यों नहीं छोड़े ?

MR. SPEAKER: Order, order. He says he is not able to give it.

SHRI D. N. PATODIA: The replies given by the hon. Minister are completely confusing. He says that the private sector has a capacity of 27,500 and the public sector, 3,500, making a total of 31,000. At the same time, he says that in future, their anticipated demand would be less and from within the same capacity they will be able to meet the demand of the Russians also. May I, therefore, know what is the projected demand of the Railway Ministry in the course of the next five years, and if the present negotiations fructify, in that case, what would be the demand of the Russians for the supply of wagons

from India, and whether, in that case, it would be possible for the additional capacity to meet this demand?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): This depends on the volume of traffic that is likely to be generated during the five year plan programme and based on certain studies already made, the traffic development during this period is assessed to be somewhere near 260 million tonnes. This is just an estimate. We have already, so far as the wagon capacity is concerned, a capacity to the tune of 225 million tonnes; the balance of it will be progressively increased.

SHRI GEORGE FERNANDES: Re-placement?

SHRI C. M. POONACHA: I am coming to that. According to our study and the necessity for augmentation of wagon capacity, orders will be placed on the production units, both private as well as our own workshops. That is a thing which will have to be studied and each year we will have to determine what will be our wagon order placement. In the meantime, we ourselves are endeavouring our best to utilise the capacity for exporting wagons to other countries. We have already had an order from South Korea and we are almost completing that order. The other orders from Russia and from other countries are now under consideration. The capacity that exists in the country would be fairly utilised for purpose of export.

As regards our own capacity, as and when traffic requirements are generated, we will certainly place orders with the manufacturers and utilise the private sector capacity. As my colleague mentioned, our own capacity in the workshops is for repairing and maintenance and periodical overhauls. Wherever there is a certain excess capacity that also will be utilised for manufacturing wagons even to nerve against the Russian order

SHRI D. N. PATODIA: My question has not been answered. The Minister of State made a definite commitment on the floor of the House that the existing capacity will be able to meet not only India's requirements but also the Russian requirements. It is based on certain calculations. It is not made simply in the air. What is the basis of that calculation?

MR. SPEAKER: He has answered that question. He has given a long reply.

श्री राजश्रीर सिंह : अध्यक्ष महोदय, घर में नहीं जाने, घग्गा चली मुनाने । घर में तकलीफ है, गुड्स ट्रेन्ज के लिये बैगन्ज नहीं मिलती है, ट्रेब्स को मास भेजने के लिये बैगन्ज नहीं मिलती है, हमारों-सैकड़ों रपया खर्च करना पड़ता है, सारे देश में इतनी तकलीफ है, लेकिन हम बाहर रूस घोर बूसरे देशों से सौदा करने की सोच रहे हैं । लोगों की तकलीफों को मद्देनजर रखते हुए—पहले वहां की जरूरतों को पूरा करेंगे, एडमिनिस्ट्रेशन में एफिशियेन्सी लायेंगे और उसके बाद एक्सपोर्ट करने की बात सोचेंगे—क्या ऐसी कोई योजना है या नहीं ?

SHRI C. M. POONACHA: We have capacity to meet our local traffic. Over and above that, whatever is possible to be exported, we should do so in the interest of the country and for earning foreign exchange. We must attach more importance to that aspect also.

SHRI SHRI CHAND GOYAL: There is overcrowding of trains and the reason given is that there is paucity of wagons. Then we have suffered huge losses in goods traffic because wagons are not available. To make good that loss and to reduce overcrowding, is it not necessary to put into service more wagons? Is it not possible to produce more wagons so that we can export them and earn foreign exchange? What is the difficulty?

MR. SPEAKER: Shri Bibhuti Mishra.

श्री बिभूति मिश्र : क्या यह सही है कि देश की उन्नति के लिये, देश के उत्थान के लिये जरूरी है कि थोड़ी तकलीफ सह कर भी बाहर सामान भेजा जाय तथा देश के लिये फौरन एक्सचेंज पैदा किया जाय ?

SHRI C. M. POONACHA: This is what we have in view.

SHRI LOBO PRABHU: Two years ago, railways refused to place orders or placed only half the orders on the private sector on the ground that they had a big cushion of wagons. Then a recession set in and you had the problem of placing advance orders for wagons. I would like to know how the position has changed since then, because neither the goods traffic nor the passenger traffic has increased. How has the position changed that you are in a position to place an order for 27,000 wagons?

SHRI PARIMAL GHOSH: The hon. Member has almost given the answer to the question. Last year our requirement was to the extent of 10,000 wagons. We placed orders to the tune of about 16,000 wagons only to solve the difficulties that the private sector wagon-builders were facing. Then, although our normal requirement of wagons is about 10,000, we have got enough cushion in most of the wagon types. That is why I have said that even if the Russian order materialises the private sector will have enough capacity to take up that order.

SHRI INDERJIT GUPTA: As far as the Russian order is concerned, is it not a fact that the type of wagons they would like us to supply them requires some special fabrication procedures, using certain specified types of materials like high tensile steel and so on? The Minister has said that no additional capacity will be required. I want to know whether these

specific requirements can also be provided in the existing workshops without any addition?

SHRI PARIMAL GHOSH: There may be a request for putting up additional machineries to cope with this particular type of wagons.

SHORT NOTICE QUESTION

चेनपुर (जिला रांची) में आदिवासियों पर पुलिस द्वारा गोली चलाना

SNQ. 5. श्री स० मो० जोशी : क्या गृह-कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 27 अक्टूबर, 1968 को पुलिस ने रांची जिले के चेनपुर श्रेय में आदिवासियों पर गोली चलाई थी;

(ख) क्या गोली चलाने का आदेश वहाँ पर उपस्थित मजिस्ट्रेट द्वारा दिया गया था;

(ग) गोली चलाने के फलस्वरूप मारे गये तथा घायल हुए प्रत्येक व्यक्ति का नाम और आयु क्या थी;

(घ) क्या गोली चलाने से पूर्व लाठी-प्रहार किया गया था और प्र.सू.गैस के गोले छोड़े गये थे और यदि नहीं, तो इसके क्या कारण थे;

(ङ) क्या पुलिस ने मारे गये व्यक्तियों के शवों को उठाने तथा ज़रूमी लोगों को अस्पताल में ले जाने का कार्य किया था और यदि हाँ, तो ऐसा यह गोली चलाने के कितनी देर बाद किया गया था; और

(च) क्या सरकार का विचार उक्त गोली चलाने की घटना की न्यायिक जांच कराने का है; और यदि हाँ, तो कब ?

THE MINISTER OF HOME AFFAIRS (SHRI Y. B. CHAVAN): (a) to (f). A statement is laid on the Table of the House.

STATEMENT

According to information furnished by the State Government, police had

to resort to firing at Chainpur on October 27, 1968, at about 9.10 to 9.30 P.M. in order to disperse an unruly mob that was attacking the police station, Chainpur. On the same day, at about 11 A.M. three accused in a case under investigation were arrested at Chainpur. Followers of an organisation called the Birsa Sewa Dal objected to these arrests and there was an apprehension that the arrested persons might be rescued by force. As the situation was becoming tense, an order under section 144 Cr. P. C. was promulgated banning the assembly of five or more persons and taking out processions within a radius of five miles of Chainpur. Later in the evening, on the same day, some persons were found instigating a crowd of about a hundred villagers in the Chainpur Bazar area, some of whom were carrying lethal weapons. The unlawful assembly was ordered to disperse but the crowd became unruly and started pelting stones at the police party. Lathi charge had accordingly to be resorted to to disperse the crowd and seven persons were also taken into custody. At the same time, in another area of the village, near the local bus stand, a crowd of about six to seven hundred persons had formed themselves into an unlawful assembly. Persuasions and directions of the magistrate on duty to disperse proved of no avail and this crowd started pelting stones on the police party and formed itself into a procession to join another crowd which had meanwhile collected near the police station. As it became darker, the crowd near the police station started pelting stones on the station House. At about 9 P.M. The Magistrate and the police party heard two gun shots from the crowd. The Magistrate again declared the assembly unlawful and commended it to disperse. Warning that grave consequences would follow, also had no effect. Pelting of stones continued and the Magistrate and some members of the police party were injured. Another warning that firing would be

resorted to if the unlawful assembly did not disperse also proved to be of no avail. Apprehending serious and imminent danger to life and property and holding the view that lathi-charge or tear gassing in the prevailing darkness would be of no effect, the Magistrate ordered the police to open fire.

2. The names of those killed in firing are:

1. Samuel Kujur—17 years;
2. Milani Toppo—21 years;
3. Jama Toppo—20 years;

3. Names of the thirteen injured persons are as follows:

- (1) Kumari Angila Tirkey, (2) Kumari Helema Lakra, (3) Kumari Katherina Tigga, (4) Kumari Bibiana Tirkey, (5) Kumari Anaesthisia Bakhla, (6) Kumari Emunia Beck, (7) Kumari Manika Bakhla, (8) William Kujur, (9) Ramgopal Prasad, (10) Jainath Toppo, (11) William Tigga, (12) Kandru, and (13) Marshal Tigga.

There age is not available on record.

4. After the firing, the mob carried away bodies and injured persons. Three dead bodies and 11 injured persons were later on found in a local convent. *Post mortem* was performed on the three dead bodies at Gumla Hospital. One injured person was also admitted in the Hospital.

5. The Deputy Commissioner and S. P. Ranchi had already inquired into the course of the incident and are of the view that the use of force was justified and that only minimum force was used. Cases relating to the incident have also been instituted, and are *sub judice*. It is not proposed to hold any judicial inquiry into the matter.

बी एस० एम० बीजी : प्रध्यक्ष महोदय, यह मामला बड़ा गम्भीर है। मैं बयान हम लोगों के पास पहुँचा है, उसमें जो चीजें बताई गई हैं उनसे साफ पता चलता है कि हफ्तत को जो भी मासूमता या जानकारी मिलती है

हैं वह सही नहीं होती है। चूँकि वहाँ पर राष्ट्रपति का शासन चल रहा है इसलिए केन्द्रीय सरकार की जिम्मेवारी ज्यादा है। इसमें साफ लिखा हुआ है।

"... मिलने के लिए एक जलूस बनाया। अंधेरा होते ही थाने के पास खड़ी भीड़ ने स्टेशन हाउस पर पथराव शुरू कर दिया। रात के लगभग 9 बजे मजिस्ट्रेट तथा पुलिस दल ने भीड़ से बन्दूक की दो गोलियाँ चलने की आवाज सुनी। मजिस्ट्रेट ने जमाव को पुनः अवैध घोषित किया तथा उसे तितर-बितर होने का आदेश दिया। इस चेतावनी का भी कि इसके परिणाम गम्भीर होंगे, कोई प्रभाव न पड़ा। पथराव जारी रहा तथा मजिस्ट्रेट और पुलिस दल के कुछ व्यक्ति घायल हुए। दूसरी चेतावनी का भी कि यदि अवैध जमाव नहीं हटेगा तो गोली चलाई जायेगी, कोई लाभ नहीं हुआ। जीवन तथा सम्पत्ति को होने वाली गम्भीर खतरे को देखते हुए तथा यह विचार करते हुए कि अंधेरे में लाठी प्रहार वह अशुभ गैस का कोई प्रभाव नहीं होगा, मजिस्ट्रेट ने पुलिस को गोली चलाने का आदेश दिया।"

इसमें यह साफ पता चलता है कि इन लोगों ने पहले न तो लाठी चलाई और अशुभ गैस का ही इस्तेमाल किया, बल्कि इन्होंने सीधे गोली चलाने का हुक्म दे दिया। जब वहाँ के लोगों ने मजिस्ट्रेट से पूछा कि आपने अशुभ गैस का इस्तेमाल क्यों नहीं किया तो उन्होंने कहा कि पुलिस के पास अशुभ गैस भी ही नहीं थी और जब लोगों ने यह पूछा कि आपने लाठी क्यों नहीं चलाई तो कहने लगे कि मुझे नहीं लगा कि लाठी चलाने की जरूरत है। इस तरह से उन्होंने सीधे गोली चलाने का ही हुक्म दे दिया।

MR. SPEAKER: The point is: Why they did not use tear gas or lathis and

why they used guns. Allow him to answer it.

SHRI S. M. JOSHI: That is the point. There is one more thing.

इसमें जो लोग मारे गए हैं उनकी जो घायल बताई गई है वह भी गलत है। इसमें टीनएजेड सड़कियाँ हैं, एक सड़का है और घाठ स्त्रियों को घायल किया है। अगर इन लोगों ने पथराव किया तो मैं चाहूँगा कि मन्त्री जी यह भी बतायें कि पुलिस वाले कितने घायल हुए उस पथराव से। जो गोली चली और इसमें घायल कहा है कि हम को लगता है कि इसकी जरूरत नहीं थी तो उसका क्या कारण है?

SHRI Y. B. CHAVAN: I have given the facts as they came to me. It appears that this trouble was developing for quite some time. In the course of the day the whole thing was developing and many times they tried to persuade them to disperse and settle the whole matter throughout the day. It was not something that happened very suddenly; it was developing in different places. Ultimately they were trying to organise an attack on the police station. When it came to that, it was a matter of judgement of the person on the spot. Why he did not resort to tear gas or lathi charge at that time is certainly a matter which one can argue—I do not say that it cannot be argued—but it was a matter for his decision and he thought it better not to use them. As a matter of fact, in the course of the day the DSP and the DM had visited that place and they left there a magistrate to take a decision. They found that the situation was becoming rather difficult. It was the magistrate who took the decision at that time. I am very sorry that ultimately firing had to be resorted to. It is always a bad thing when firing has to be resorted to. I am sorry that some women were involved and injured. I would like to make my point clear that though we have said in the state-

ment that we do not propose to have a judicial inquiry. I am prepared to discuss this further with the Bihar administration as to what could be done about this.

श्री एस० एम० जोशी : मन्त्री यमहोदय ने यह बताया कि डिस्ट्रिक्ट मैजिस्ट्रेट तथा एस० पी० ने घटनाक्रम की जांच की थी और उनका मत है कि शक्ति का प्रयोग न्यायोचित था तो जो लोग भी गोली चलाते हैं वे यही कहते हैं कि यह न्यायोचित था। लेकिन मन्त्री महोदय ने जो कहा उससे मुझे सन्तोष हुआ कि वे इस पर विचार करेंगे लेकिन मैं समझता हूँ कि चूँकि यह आदिवासियों का मामला है, उनकी इतनी बड़ी भीड़ पर गोली चली, जिसमें पता नहीं क्या हुआ ऐसी हालत में क्या मन्त्री महोदय इस घटना की जुड़ीवाल इन्कवायरी करवाने के लिए सहमत हैं ?

SHRI Y. B. CHAVAN: I quite agree that Adivasis are involved in this matter and we will have to look into this matter further. I would request the hon. Member not to ask me to make any commitment. I assure him that I will personally go into this matter.

SHRI SWELL: We hear of reports of police or administrative atrocities on the Adivasis of Bihar without almost unvariable regularity. This statement of the Government would go to confirm that all these reports are not entirely baseless. The immediate cause for firing is reported to have been the hearing of gun shots from the crowd by the magistrate or the police at that particular police station. The statement says:—

"At about 9 P.M. the Magistrate and the police party heard two gun shots from the crowd. The Magistrate again declared the assembly unlawful and commended it to disperse. Warning that grave consequences would follow, also had no effect."

Then, it says:—

"Apprehending serious and imminent danger to life and property and holding the view that lathi charge or tear gassing in the prevailing darkness would be of no effect, the Magistrate ordered the police to open fire."

We all know that the immediate response to firing will be immediate firing but in this case the magistrate had the time to ask the crowd to disperse, give the crowd the warning and nothing had happened to anybody from that reported firing. Then immediately he decided that there was danger to life and property and firing was resorted to. The whole thing appears fishy and I personally, am not satisfied with this explanation. The Home Minister himself has said just now that he himself is not entirely satisfied and that he would like to discuss the matter again with the Bihar Government. In view of this I do not know what special objection he has to the constitution of a judicial inquiry. I want to know whether a judicial inquiry would not be a better means of bringing the facts of the situation to light and giving the people who are affected the opportunity of placing their side of the case before the judicial inquiry.

SHRI Y. B. CHAVAN: I did not say I was not satisfied. I said, in this matter, Adivasis are involved and we expect a little more of personal consideration which I will, certainly, show. As the hon. Member said about gunshots, etc., I do not want to go into argument and interpretation. The hearing of the shots only gives a scope for inference that the crowd had got fire-arms with them and that was a warning to the police. It proves nothing more than that. It gives, possibly an explanation why the Magistrate thought of resorting to fire-arms.

श्री नागपुराम बहिरवार : रेल के करीब करीब हर एक राज्य में आदिवासियों और हरियनों पर सबको द्वारा अत्याचार किये

जा रहे हैं और जो उन पर पुलिस द्वारा गोली चलायी गई है वह भी सबको पुलिस आफिसरों के द्वारा चलाई गई है तो मैं मंत्री महोदय से जानना चाहता हूँ कि यह जो आदिवासियों और हरिजनों पर गोली चलाई गई उस के लिए कौन से राजनीतिक दल जिम्मेदार हैं जिन्होंने कि इस के लिये भड़काया व उकसाया और जिसके कारण यह गोली चली है।

SHRI Y. B. CHAVAN: I do not know.

SHRI H. N. MUKHERJEE: In view of the fact that this is a very sensitive area and there is in this area a movement for even a separate State carved out from Bihar and adjoining territory, may I know whether Government is seriously applying its mind to this whole issue and trying to satisfy the basic demands of these Adivasis which must be behind this manifestation of discontent?

SHRI Y. B. CHAVAN: The hon. Member has raised a very important question. I would like to take this House into confidence that the discontent of the divasis in this particular area has been a problem to which our attention was invited even before the President's rule. I remember to have written to the then Chief Minister in October, 1967, if I remember aright, inviting his attention to the problems of this area. But I do not know exactly happened after that. After the President's rule, we again looked into the matter and asked the present administration to study the problems of this particular area. They have submitted a report. Particularly, the land problem is the more important problem in that area, the alienation of land, etc. Certainly, this should be gone into. The only solution that can be thought of is some sort of an enactment. We have asked the administration to prepare the necessary legislation for it, which they hope to send us by the end of this month. We propose to start taking action about it. I have invited the attention of the Planning Commission to some of the development problems of this area.

श्री विभूति मिश्र : मध्यम महोदय छोटा नागपुर के क्षेत्र में धर्म परिवर्तन की जो घटनायें हो रही हैं सोश और एकोनोमिक जो वहाँकी प्रबलम है और तीसरे जो वहाँ लोगों ने एक ग्रान्दोलन खड़ा किया है कि छोटा नागपुर का एक सूबा बनाया जाय इन सारी चीजों की जांच आदि करने के बाद क्या सरकार कोई कदम उठाने जा रही है कि वहाँ पर बराबर भ्रमन, चैन और शान्ति बनी रहे वरना ऐसी घटनायें होती हैं, गोली चलती है और उस के कारण सरकार बदनाम हो रही है तो क्या सरकार इस के लिए कोई सक्रिय कदम उठाने जा रही है जिस से कि वहाँ शान्ति कायम रहे।

SHRI Y. B. CHAVAN: Yes Sir. I think, we are acting in both the directions. The positive direction is to try to deal with the social and economic problems. The second direction is to be firm where the law and order is involved.

SHRI D. AMAT: Beginning from Chiri to Chainpur, during the last five months, two serious incidents of police firing took place in Chhotanagpur tribal belt of Ranchi district. Not only that, several incidents involving tribal students in Ranchi University have also taken place. Besides that, Tribal exploitation is rampant due to alienation of Adivasis lands by land-grabbers and money-lenders and there is dissatisfaction for inadequate employment of tribal people in private as well as public sector undertakings, like, H.E.C. in Ranchi and Bokaro steel plant, etc. Taking all these factors into consideration, may I know from the Government what specific and positive steps they are taking to solve all these problems,

SHRI Y. B. CHAVAN: I have indicated the line on which we are working.

SHRI A. SREEDHARAN: Adivasis are the most suppressed section of society. Once they were the owners of this country, but as civilization flew in, they were driven to the remotest out-

posts of this land, and through years of suppression and slavery their condition became unbearable. I wish they had revolted years back and thrown out the present social system. Here, what the Home Minister has placed on the Table of the House is a statement which is supplied by the Police and which is at best a tissue of lies, because it is clear from this that the police had foreseen the eventuality of trouble much earlier because people had gathered at various points and the police did not take steps to disperse them in time. There was a stage when people had gathered in large numbers and the number of police personnel was so small that they had to resort to firing. This has resulted from the criminal indifference and neglect of the police. In view of the fact that the police officers had not taken timely action to disperse the crowd when they had gathered at various points, I would like to ask the Home Minister what steps he would like to take against those police officers who did not take timely action and thereby committed a serious dereliction of duty.

SHRI Y. B. CHAVAN: The hon. Member is trying to give his own interpretation of the facts, and I do not agree with him.

श्री मुहम्मद इस्माइल : अध्यक्ष महोदय, दरअसल आदिवासियों की लीड की प्रबलम है और यह मूवमेंट आमनीर पर उसी को लेकर हो रहे थे। एच. ई. सी. में उनके इम्प्लायमेंट का सवाल था और वह आदिवासी इसके लिए मूवमेंट कर रहे थे और यह डिमांड कर रहे थे कि लोकल पीपुल को एच. ई. सी. में भरती किया जाय। उन का वह मूवमेंट पीसफुल हो रहा था और तमाम लोकल लोग उसे सपोर्ट कर रहे थे। क्या यह वाक्या नहीं है कि लोकल अफसरान में जो कास्ट हिन्दूज थे वह उन के खिलाफ थे और उन के साथ तरह तरह का हेरेसमेंट कर रहे थे और जब वह गरीब आदिवासी उस के खिलाफ प्रोटैस्ट करने के लिये मजिस्ट्रेट के

पास जाने में गये और यह मांग करने के लिये गये कि उन के ऊपर होने वाला जुल्म बन्द होना चाहिये और उन के साथ इन्साफ होना चाहिये तो मजिस्ट्रेट साहब ने उन की एक नहीं सुनी और उन्हें जैसे भी हो डिस्पर्स करने का पुलिस को आर्डर दे दिया और उस के बाद जाने में पुलिस की फायरिंग शुरू हो गयी। चूंकि वह पुलिस के अफसरान पहले से ही उन से चिढ़े हुए और गुस्ता थे इसलिये गोली चला कर जाने में बेकसूर लोगों को मारा तो मैं जानना चाहता हूँ कि इस बारे में मंत्री महोदय द्वारा कोई जुडिशिएल इन्क्वायरी करायी जायगी अथवा नहीं? और क्या वह वाक्या नहीं है कि वह वहाँ पर इन्साफ मांगने गये थे और ज. म. के खिलाफ प्रोटैस्ट करने गये थे वह थाना लूटने के लिये नहीं गये थे?

SHRI Y. B. CHAVAN: I have not denied the existence of problems of employment and of certain land problems. But I do not know how they can be linked with this particular incident. This particular incident has its own history and it has its own facts. Those facts and that history itself will have to be examined; in regard to this particular incident, whether the firing that took place was justifiable or not, has to be decided. But at the same time I do not want to deny the existence of the problems of employment and certain other land problems. Because of that there is some discontentment. I do not want to deny that.

श्री कोलाई बिष्णु : अध्यक्ष महोदय चूंकि मैं उस एरिया के करीब का हूँ इसलिये मुझे वहाँ की स्थिति के बारे में विस्तृत जानकारी है। दरअसल वहाँ के लोग इतने परेशान किये गये, इतना उन पर अत्याचार व सच्ची की गई कि कि वह बहुत असन्तुष्ट हो गये थे। मैं इस से इन्कार नहीं करता कि लोगों की कोई गलती ही नहीं थी, गलती दोनों तरफ से हुई है कि सरकार का एच ई सी का बचाव पत्थर से देने जैसा हुआ।

पहले वहाँ ठेकेदार द्वारा वह बाजार में टैक्स कलेक्शन होता था, बाद में उस ठेकेदार की सीज कैंसिल हो गई और सरकारी कर्मचारियों ने खुद वह टैक्स कलेक्शन करना शुरू कर दिया और चूंकि वह सरकारी भ्रादमी शीड्यूल रेट से ज्यादा टैक्स उन गरीबों से वसूल करना चाहते थे इसलिये वह भगड़ उठ खड़ा हुआ। पहले देहानों में और फिर कुछ नगरों में भी भगड़ा शुरू गया और उस में ऐसे लोगों को भी पकड़ लिया गया जो कि दोषी नहीं थे और जब इसके विरुद्ध शिकायत की गई तो कह दिया गया कि सिचुएशन को कंट्रोल करने के लिए जरूरी हो गया था। इसी तरह से एक मामला सुरेन्द्रनाथक का जिसकी कि जमीन करमपदा स्टेशन के सम्बन्ध में रेलवे लाइन बनाने के लिये ले ली गई, लेकिन उसे एक भी पैसा बनौर मुआबिजे का नहीं दिया गया। उस के बाद नोबामुंडी माइंस के लिये वह बेचारे भ्रादमी जो कि वहां मडहाउसेज में तीस, चालीव वर्ष से रहते प्राये थे उन लोगों को वहां से उठाने के सिलसिले में टाटाज के भ्रादमियों ने उन गरीब भ्रादमियों के भकानों को बुलडोजर्स से गिरा दिया और

अध्यक्ष महोदय : माननीय सदस्य यह सब लिख कर मिनिस्टर साहब को भेज दें।

After all you have got so many facts.

श्री कोलाई बिश्वा : मैं जानना चाहता हूँ कि सरकार इन समस्याओं को सुलझाने के लिये क्या कदम उठाने जा रही है ?

SHRI Y. B. CHAVAN: As far as the individual complaints are concerned I will have to look into them. If the hon. Member gives me facts, I will look into them. About the general problem I have explained the approach of Government and the steps that we are taking and we are about to take.

As far as some other particular incident is concerned, I want separate notice.

श्री शिव नारायण : देश भर में इस बक्त शिकायत आ रही है कि जो माइनारिटीज हैं या हरिजन और प्राविवासी लोग हैं उन को हर जगह पर तंग किया जा रहा है। मैं होम मिनिस्टर साहब से जानना चाहता हूँ कि क्या वह कोई स्पेशल प्रोजेक्ट इस चीज को खत्म करने के लिये करेंगे ?

श्री यशवन्तराव चव्हाण : जैसा मैंने पहले भ्रजं किया इस के बारे में बिहार गवर्नमेंट की तरफ से एक स्टडी टीम बिठायी गयी थी। उस स्टडी टीम की रिपोर्ट आ चुकी है और उस पर कार्यवाही हो रही है।

श्री भोगेन्द्र झा : एक जगह का जिक्र हो रहा है और भूमि के सवाल पर भी ध्यान दिया जा चुका है। अब स्थिति यह हो गई है कि जब से राष्ट्रपति शासन लागू है, कितनी ही बार गोलियां चल चुकीं। दत्तन के लिये एक बार गोली चली और खून हो गया। राहिली कचड़ और दूसरी महिलायें चायल हा गई और उन का सर फड़ा गया। दो बार और गोलियां चल। इस के बाद जो प्राविवासी नेता हैं उन में से कुछ को नजरबन्द कर के बिना मुकदमा चलाये हुए जेल में बन्द किया गया। जहां तक मेरी जानकारी है, वहां के अफसरों ने समझ लिया है कि प्राविवासीयों का बचाना, कुचलना, उन पर गोली चलावना मारन सरकार और गृह मंत्री परन्द करते हैं। यह मैं इसलिये कह रहा हूँ कि जो घटना पटी है उस को बढ़ा कर नहीं कहना चाहता। मैं जानना चाहता हूँ कि जो प्राविवासी नेता बिरसा सेवा दल के नजरबन्द हैं क्या उनका रिहा करने की बात सरकार सोच रही है ? उलाठी के लिये जो कुछ हुआ उसके बहा इन्कार किया गया, लेकिन गृह मंत्री की अध्यक्षता में पटना में प्राविवासी समिति की बैठक हुई उस में इसकी चर्चा किया गया है। अध्यक्ष महोदय, आप खाली हैं

कि वहाँ लिखित उत्तर में श्री मुख्तार खान ने कहा कि वह स्त्री पुलिस की लाठी से बचने में सफल रही और अस्पताल में दाखिल हुई। ऐसी स्थिति में मैं यह भी जानना चाहता हूँ कि गौली काण्ड और दूसरी बातों के लिये क्या मंत्री महोदय कोई न्यायिक जांच करायेंगे ताकि आदिवासी जनता में भ्रम न हो कि सरकार उनका भी कुछ ख्याल करती है और अक्सर भी समझें कि उन्हें पूरी तरह से कल करने की आजादी नहीं मिली है ?

SHRI Y. B. CHAVAN: The hon. Member has referred to certain other things and so far as the particular incident is concerned I have said it is not proposed to have judicial probe into that; but I have assured the hon. Member and the House that I will have another look at the facts.

श्री भोगेन्द्र झा : इतनी बार गोलियां चले चुकी हैं। प्राप के पास से लिखित जवाब मिला है।

श्री मोहन प्रसाद : न्यायिक जांच से सरकार को बहज्जी तो नहीं हो जायेगी।

SHRI HEM BARUA: Sir, the hon. Minister has just now said that there is a land problem there and that the Adivasis are alienated from the land. Now, there is a similar land problem in Barpeta, Assam, which is the constituency of Mr. Fakruddin Ali Ahmed who is sitting on your right. Now, both the harijans and the adivasis are deprived of their land rights. In the context of that, may I know whether Government proposed to hold a comprehensive enquiry into this entire problem so that the harijans and adivasis, who were the submerged sections of our community, of our Indian life, are not deprived of these rights.

In the statement it is said that in these incidents, out of 13 injured persons, seven were women. It is also said that the magistrate had ordered the police to open fire because he was convinced of the fact that in the prevailing darkness, lathis and tear-gas would not be of any avail. Does the hon. Minister think that in the pre-

ailing darkness, bullets are more powerful than lathis and tear-gas? At the same time, on the last page of the statement it has been said that a departmental inquiry was held into the incidents under the auspices of the Deputy Commissioner and the Superintendent of Police. Since the magistrate ordered the firing and the superintendent of police's own policemen carried out the order, what purpose does he think that the departmental inquiry would serve in this context. In the context of that, may I know why the hon. Minister should say that he would have a second look into it and why he should not order immediately a judicial inquiry into the incidents because the preliminary inquiry that was held by the department is of no avail. The report of the departmental inquiry says that they applied only minimum force, but the details given in the statement do not give any evidence of minimum force having been used.

SHRI Y. B. CHAVAN: I have taken note of it. I have already answered the question.

SHRI HEM BARUA: He has not replied to my question. The first part of my question was about a comprehensive inquiry into the land problem. The Harijans and Adivasis are being deprived of their land.

श्री जति मुख्तार : जहाँ एक-एक जमीन जंगलों में होते हुए आदिवासी एक-एक इंच जमीन के लिये तरसते हैं। वह मेहनत करके अपनी सब भिटाना चाहते हैं, लेकिन जोरेंद राइफिंग हुए उनमें जंगलों पर हमला कराने की कोशिश करते हैं अगर उन को जों बड़े बड़े जमींदार हैं उन की तरफ नहीं ले आते और हम पांच दिन की जेल होने के बाद हीरे बनते हैं वह कौन से राजनीतिक लोग हैं ? इन आदिवासियों को अगर पिछड़ा रखा गया तो फिर एक क्रांति को नहीं रोका जा सकता। मैं जानना चाहता हूँ कि मंत्री महोदय की इन बातों में क्या राह है ?

SHRI Y. B. CHAVAN: I do not think I can give opinions; on this occasion I can only give information.

श्री कंबर लाल गुप्त : यह दुःख की बात है कि जो फायरिंग हुई उस में कुछ लड़कियों की हत्या हुई, लेकिन यह बात केवल इतनी ही नहीं है, मैं स्वयं वहां गया था, बहू लोग भ्रमर राज्य भांगते हैं। विरसा सेवा दल और उन के साथ कुछ सैप्ट कम्युनिस्ट तथा कुछ कैबिनेट के लोग मिलकर वहां पर नागालैंड जैसी स्थिति पैदा करने की कोशिश कर रहे हैं। मैं मंत्री महोदय से जानना चाहना हूँ कि क्या याने पर जे अट्रैक हुआ वह प्री-प्लैन्ड था? मेरे पास "रांची एक्सप्रेस" की एक प्रति है, जिस में जिस स्कूल की लड़कियां हैं उस स्कूल की अध्यापिका से कारेस्पॉन्डेंट पूछ रहा है और कह रहा है कि :

'जब मैंने स्कूल की घटनाओं से यह पूछा कि उन्होंने अपनी स्कूल की लड़कियों को जलूस में शामिल होने से रोका क्यों है तो उन्होंने कहा कि हम निस्सहाय थे। स्कूल के गेट के पास घा कर विरसा सेवा दल वालों ने लगबी कतारों में खड़े हो कर रास्ता रोक दिया और लड़कियों को बहका कर जलूस के साथ ले गए। इस समय अंधेरा होने लगा था। हम चिन्तित थे, परन्तु कुछ न कर सकी।'

मेरा पहला सवाल यह है कि क्या यह सब प्री-प्लैन्ड था और विरसा सेवा दल वाले लड़कियों और आदिवासियों को बहका कर ले गये थे? दूसरे यह कि क्या यह लोग बायोलेट ऐक्टिविटीज और सबवॉसिब ऐक्टिविटीज में लगे हुए हैं? अगर उन की ऐक्टिविटीज इस तरह की हैं तो उन को रोकने के लिये सरकार क्या कार्यवाही कर रही है?

SHRI Y. B. CHAVAN: The hon. Member is asking me for my general opinions about different organisations, which I refuse to give, because this is not the occasion when I can give my assessment about individual organisations.

Here, we are dealing with a particular situation which ultimately resulted in firing, which is unfortunate. I have a feeling that what happened on that day did have some planning behind it. That is the impression that I have. There are certainly other elements involved in this; the religious conflicts also give a background to this problem. As to whether a particular mission did it or a particular party did it or what was done, I do not think this is the occasion for me to give my own assessment.

WRITTEN ANSWERS TO QUESTIONS

Subsidies given to States to reduce Power Rates

*333. SHRI NARAIN SWARUP SHARMA:
SHRI ATAL BIHARI VAJPAYEE:
SHRI JAGANNATH RAO JOSHI:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether subsidies are given by the Central and State Governments to reduce the power rates to be supplied to small scale industries; and

(b) if so, the main feature thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):
(a) Yes, Sir.

(b) Subsidy on power rates is being given to Small Industrial units in various States under an approved pat-

tern. Following are the main features of the scheme:—

- (i) Subsidy is given to all small industrial units, the maximum connected load of which does not exceed 20 H. P.;
- (ii) Places where the existing tariff exceeds 9 paise per unit, the excess is met as subsidy provided the extent of such subsidy does not exceed 9 paise per unit;
- (iii) No subsidy is allowed in State where the existing average rate is 9 paise per unit or less; and
- (iv) Subsidy on power is shared by the Central and State Governments in equal proportions.

हैबी इंजीनियरिंग कारपोरेशन, रांची

* 338. श्री रञ्जित सिंह शास्त्री :
श्री नरेन्द्र कुमार साल्के :

क्या औद्योगिक विकास तथा समन्वय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हैबी इंजीनियरिंग कारपोरेशन, रांची की विभिन्न परियोजनाओं में कुछ वस्तुओं की उत्पादन लागत उन के बिक्री मूल्य से दुगुनी है ;

(ख) क्या यह सच है कि वहां लाखों रुपये का कोयला के माल बर्जों से अप्रयुक्त पड़ है और एस निगम के प्रशासन में बहुत गड़बड़ी है ;

(ग) यदि हां, तो इसके क्या कारण हैं ; और

(घ) सरकार का इस बारे में क्या कार्यवाही करने का विचार है ताकि निगम की विभिन्न परियोजनाओं को वाणिज्यिक आधार पर चलाया जा सके ?

औद्योगिक विकास तथा समन्वय-कार्य मंत्री (श्री फखरुद्दीन खान) : (क) खे (घ) निश्चित की गई कई वस्तुओं और

विशेषकर विभिन्न तथा जटिल प्रकार की मशीनों तथा उपकरणों की उत्पादन लागत वर्तमान उत्पादन स्तर की अपेक्षा अधिक है । कुछ निर्माण कार्य में प्रयुक्त की जाने वाली वस्तुएं, मीज़ार तथा पदार्थ जैसे विभिन्न इत्याद इत्यादि कुछ समय से स्टोर में ही पड़े हैं । इन वस्तुओं को प्रयोग में लाने के प्रश्न पर निरन्तर समीक्षा की जाती है और ऐसी वस्तुओं को जिन का निकट भविष्य में कोई प्रयोग नहीं होता उन्हें फालतू घोषित कर दिया जाता है उन्हें जब भी कोई उपयुक्त मांग होनी है बेच दिया जाता है । अधिक समन्वय, उच्छुष्ट उत्पादन और निगम की गतिविधियों को अधिक व्यावसायिक रूप देने के हेतु उच्च प्रबन्धकीय पदों को बढ़ाना तथा पुनर्गठित करना आवश्यक समझा गया है । इसी भूमिका में निगम के मीन संयंत्रों और विशेष कर एक और फाउन्ड्री फोर्ज प्लांट और दूसरी ओर हैबी मशीन बिल्डिंग प्लांट तथा हैबी मशीन टूल्स में निकट सम्पर्क तथा समन्वय को सुनिश्चित करने के लिए एक समन्वय निदेशक की नियुक्ति की गई है । सभी टर्न की प्रोजेक्ट्स जैसे बिलाडिला डिपार्जिट नम्बर 5 और हैबी इंजीनियरिंग कारपोरेशन द्वारा चलाई गई अन्य परियोजनाओं के सम्बन्ध प्रभार के लिए प्रतिरिक्त महा-प्रबन्धक पद बनाया गया है । उत्पादन कार्यक्रम पर बड़ी निगरानी रखने तथा निर्मित वस्तुओं की प्रभावी तथा सामयिक सुपुर्दगी को सुनिश्चित करने के लिए उत्पादन प्रायोजन विभाग को और सुदृढ़ बनाया जा रहा है । स्टॉक की समस्याओं की ओर विशेष ध्यान दिया गया है और मुख्य परसोनल अधिकारी के पद को उच्चतर किया जा रहा है । ताकि निगम को स्टॉक की कठिन समस्याओं से निपटने के लिए उपयुक्त स्तर के वास्तव में अनुभवों तथा सुयोग्य अधिकारी प्राप्त हो सके । वित्तीय तथा व्यावसायिक धन में जो वित्तीय सलाहकार तथा मुख्य वैज्ञानिकी के

पद का भी उच्चस्तर कर निदेशक (वित्त) का पद बनाया गया है जो कि विभिन्न कर्म-शालाओं में बनी वस्तुओं की लागत को सविस्तार आंकने और वित्तीय तथा वस्तु सूची सम्बन्धी नियन्त्रण के लिए उत्तरदायी होगा। उत्पादन तथा व्यवसाय शाखाओं में निकट समन्वय स्थापित करने के लिए तथा वर्तमान क्रयादेशों के भुगतान को सुनिश्चित करने के लिए एक मुख्य व्याव-सायिक प्रबन्धक का पद भी बनाया गया है। पुनर्गठन के इन पगों से और कर्मशालाओं, व्यवसाय तथा वित्त विभागों में उठाए गए पगों के फलस्वरूप भारी इन्जीनियरी निगम में उत्पादन के कार्य-क्रमों के बारे में और अधिक समन्वय-होगा और भविष्य में व्यावसायिक दृष्टि-कोण पर और अधिक महत्व दिया जायेगा यह प्रत्याशित है।

Closure of N. G. and Uneconomic Railway Lines

*339. SHRI R. K. AMIN;
SHRI P. K. DEO;
SHRI P. N. SOLANKI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that States are against the closure of narrow-gauge and uneconomic Railway lines;

(b) which States have agreed to close down uneconomic lines and to provide road transport;

(c) whether the promise made to the Government of Gujarat about not closing such lines without the prior approval of the State Government will be kept; and

(d) if not, the reasons therefore?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) We wrote to eight State Governments in

connection with fourteen unremunerative branch lines. Seven State Governments expressed themselves against the proposed closure of the line in their respective States.

(b) The Madhya Pradesh Government requested that the Ministry of Railways should provide funds for necessary improvement in Gwalior-Shivpuri section of National Highway No. 3 so as to enable it to cope with the additional traffic that would come to it if the Gwalior-Shivpuri line were to be closed.

(c) No such promise was given to the Govt. of Gujarat. As explained in this House on a number of occasions, the State Governments concerned will be consulted and all aspects given careful consideration before final decisions are taken.

(d) In view of the answer to part (c), the question does not arise.

राजनैतिक दलों को दान पर रोक लगाने के लिये विधान बनाना

*340. श्री प्रकाशबीर शास्त्री :
श्री शिव कुमार शास्त्री :

क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) कम्पनियों द्वारा राजनैतिक दलों को दान देने पर प्रतिबन्ध लगाने वाले विधेयक को पारित करने में क्या कठिनाइयाँ उत्पन्न हुई हैं ; और

(ख) इस विधेयक के कब तक पारित होने की संभावना है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कलचौदन शर्मा महन्त) :

(क) तथा (ख) कम्पनी (संशोधन) विधेयक, 1968, जिसमें दूधगी बलों के साथ-साथ कम्पनियों को राजनैतिक प्रदान देने से निषेध करना भी सम्मिलित है, बतान में,

10 मई, 1968 को पुरःस्थापित किया गया था। कर्मिता विधेयक को सचन के वर्तमान अधिवेशन में विचार में प्रस्तुत करने तथा पारित करने के आशय की सूचना पहले ही दी जा चुकी है।

राज्य व्यापार निगम के अधिकारियों के विरुद्ध
लिकामयें

- * 341. श्री शारदा नन्द :
श्री शंकार सिंह :
श्री जि० ब० सिंह :

क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) राज्य व्यापार निगम के कुछ उच्च अधिकारियों के विरुद्ध किस प्रकार की लिकामयें मिली हैं तथा उनका पूरा व्यौरा क्या-क्या है ;

(ख) जिन अधिकारियों के विरुद्ध जांच की गई थी उन के नाम क्या हैं और उसका निष्कर्ष क्या निकला है ;

(ग) क्या सरकार ने भूतपूर्व अध्यक्ष श्री पटेल के विरुद्ध भी जांच की है ; और

(घ) यदि हां, तो उसका निष्कर्ष क्या निकला और सरकार ने उनके विरुद्ध क्या कार्यवाही की है ?

वाणिज्य मंत्रालय में उपमंत्री (श्री मोहम्मद शफी कुरैशी) : (क) से (घ). राज्य व्यापार निगम के भूतपूर्व अध्यक्ष तथा कुछ अन्य अधिकारियों के विरुद्ध कतिपय वाणिज्यिक कार्यों के विषय में जिन पर उन्होंने कार्यवाही की थी प्राप्त लिकामयों की जांच की जा रही है।

Working of Balladila Iron Ore Mines

* 342. SHRI KAMESHWAR SINGH: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that the Balladila Iron Ore mines are working at half the rated capacity; and

(b) if so, the rate of mining and despatch per day from 21st April, 1968 to 15th May, 1968 and from 16th May 1968, onwards?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) In the case of large mechanised iron ore mines, attainment of rated capacity is a gradual process, which can only be achieved over a period of time and involves (i) complete integration of different sections of the total complex such as the mine, crushing and screening plants, loading section etc.; (ii) adjustments and modifications of the plant during initial stages of functioning to overcome teething troubles and (iii) introduction of second shift of operations after the essential adjustments have been made. Hence the mine is not working at its rated capacity at present. It is expected that the rated capacity of 4 million tonnes per annum will be achieved by 1969-70.

(b) During the period 21st April to 30th April, 1968, the daily production and despatches average 3,772 and 3,519 tonnes respectively; the corresponding figures for the period 1st to 15th May 1968, are 7,303 and 2,553 tonnes; and that for the period 16th May, 1968 to 31st May, 1968 are 6,154 and 3,947 tonnes respectively. From June to October, 1968, the monthly figures of total production ranged from 1.06 lakh tonnes to 1.31 lakh tonnes and those of monthly despatches from 0.87 lakh tonnes to 1.38 lakh tonnes.

Hindustan Steel Ltd.

* 343. SHRI HIMATSINGKA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether some steel experts have opined that a proper technical reappraisal of the three plants of the Hindustan Steel Ltd., could suggest ways of reducing operational costs to a point where the impending steel price rise could be avoided at least for the time being;

(b) if so, the major guidelines indicated by these experts for such re-appraisal; and

(c) whether Government have undertaken the proposed reappraisal and if so, with what results?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) Government are not aware of an opinion having been expressed by some steel experts that a proper technical reappraisal of the three Steel Plants under Hindustan Steel Limited could reduce operational costs to a point where further steel price rise could be avoided.

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

Heavy Engineering Corporation Limited, Ranchi

*344. **SHRI KARTIK ORAON:** Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the production of Heavy Engineering Corporation Limited, Ranchi, has been far from satisfactory in view of its commitments to Bokaro Steel Plant;

(b) if so, what was its production programme for 1967-68 for each of the three projects and what was the actual production in each project; and

(c) what special steps are likely to be taken to step up production to catch up with the schedule?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) and (b). The Heavy Engineering Corporation, Ranchi had undertaken to supply 98,852 tonnes of mechanical equipment, technological structures

and machine tools to the Bokaro Steel Plant. Equipment and structures are to be supplied commencing from the second quarter of 1968. The supplies are to be progressively completed by the third quarter of 1971. The supplies of machine tools are to be made from the later half of 1968 upto the third quarter of 1969. The delivery schedule for machinery and equipment, many of which are extremely sophisticated equipment which should be manufactured in the country for the first time, is naturally dependent on a large number of factors, particularly the supply of design documentation, availability of steel and other raw materials and the supply of imported components and balancing equipment from the U.S.S.R. in accordance with the time schedule required by the H.E.C. On the basis of the latest assessment, it may be necessary to make certain adjustments in the delivery schedules for particular items of equipment on account of the above factors and also because of certain production problems and difficulties which have been faced by the HEC during the last year. Nevertheless, every effort is being made to ensure that supply of equipment and structures for the Bokaro Plant is completed as expeditiously as possible. A detailed production plan has been drawn up for each of these items on the basis of the latest position in respect of design documentation etc. and will be finalised with the Bokaro authorities by early December, 68. So far, over 2,000 tons of mechanical equipment and 5,000 tons of structural besides 19.0 tonnes of machine tools, totalling to 7,054 tonnes, have been completed out of which about 5,000 tonnes have been despatched to Bokaro. The production targets and the actual production during 1967-68 was as follows:—

Project	Revised Programme 1967-68 (Tonnes)	Actual (Tonnes)
1. Foundry Forge Plant	15803.00	9003.13
2. Heavy Machine Building Plant	12605.20	14611.00
3. Heavy Machine Tools Plant	20 Nos.	15 Nos.
	(Machine Tools)	Machine Tools)

There was considerable dislocation of work during year owing to the communal disturbances at Ranchi and various other problems which faced the plant during that difficult period.

(c) A number of steps have been taken to improve the productivity and to increase the rate of production build-up. A Director of Coordination has recently been appointed to ensure close liaison between the functioning of the Foundry Forge Plant and the Heavy Machine Building Plant and Heavy Machine Tool Plant units in the H.E.C. The production planning unit has been strengthened and is expected to give much better results in the future. Steps are being taken to make the training programmes more effective and particularly to emphasise training on the job and on the sophisticated heavy machine units. Inventive schemes are also being progressively introduced and have already been started in some of the manufacturing shops. Particular emphasis has been given to early completion of the Foundry Forge Plant and there has been considerable improvement in the supply of castings from this unit during recent months. A 90-day production drive was launched recently which produced very good results. During this period, production in the Foundry Forge Unit was 180 per cent higher than during previous quarter, while the performance in the Heavy Machine Building Plant also registered a substantial improvement. As a result of these efforts, which will be continued and intensified in the coming months it is expected that the Heavy Engineering Corporation's production build-up would improve substantially by the end of this year and that next year's programme would make up most of the leeway that has occurred, owing to various causes, in respect of the schedule for supplies to Bokaro.

रेलवे कर्मचारियों के मान्यता प्राप्त कामिक संघ

* 345. श्री रामस्वरूप बिछाड़ी :
श्री भारत सिंह चौहान :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय रेलवे कर्मचारियों के मान्यता प्राप्त कामिक संघों की संख्या कितनी है ;

(ख) ऐसे कामिक संघों की संख्या कितनी है जिनको रेलवे बोर्ड द्वारा मान्यता प्रदान नहीं की गई है ; और

(ग) इस के क्या कारण हैं तथा उन को कब तक मान्यता दिये जाने की संभावना है ?

रेलवे मंत्री (श्री जे० ए० पुनाचर) :

(क) तेरह । इनमें वे छः यूनियनों शामिल नहीं हैं जिनकी मान्यता अभी हाल में वापस ले ली गयी है ।

(ख) वर्तमान कार्यविधि के अनुसार यूनियनों को मान्यता क्षेत्रीय रेलों के प्रबन्धक देते हैं न कि रेलवे बोर्ड ।

(ग) सवाल नहीं उठता ।

Manubhai Shah Textile Reorganisation Committee

*346. SHRI S. K. TAPURIAH: Will the Minister of COMMERCE be pleased to state:

(a) whether Government have received a copy of the report of the "Textile Reorganisation Committee" which was headed by Shri Manubhai Shah;

(b) if so, the salient features thereof;

(c) whether the report has suggested abolition of partial control on cloth production and reduction of excise duty; and

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

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

(b) A statement showing the salient features is laid on the Table of the House.

(c) and (d). Yes, Sir. These and other points mentioned in the report have been under consideration of the Governments even before the publication of the report and action has been taken as and when feasible. For the present Government do not contemplate abolition of partial control on cloth or reduction in excise duty.

STATEMENT

Salient features of the Report of the Textile Reorganisation Committee appointed by the Government of Gujarat under the Chairmanship of Shri Manubhai Shah

(1) To enable weak and marginal mills to obtain additional advances for working finance, the Committee recommended that the Banks may be persuaded to reduce the margins on stocks, Cotton and sores and State Government may give guarantee for additional advances that may be given by the Banks.

(2) if the "Book-debts" of the mills are substantial and mills concerned are in real difficulty, Government may consider, as a special case, giving guarantee to the loans against book debts.

(3) With the decontrol of cotton, the prices of cotton are on the rise and the cotton textile mills particularly weaker units and the mills producing coarse and medium cloth are unable to earn any profit under the existing partial controls on production and prices of 25 per cent of production. The Committee has therefore recommended the removal of present partial controls on prices and production.

(4) The industries like engineering, machine tools, chemicals etc. are classified as "priority" industries. The Cotton Textile Industry, on which so much of employment, national income, production and supply, of essential Commodities like cloth depend should be declared as "priority industry" under Section-23A of the Indian Income Tax Act.

(5) Whenever Central Government or the State Government render long term financial assistance to mills for modernisation and renovation programmes, the Committee has recommended appointment of a Modernisation Commissioner in the Textile Commissioner's office or the Ministry of Commerce so that for future operations as well as for current problems, technical and economic advice and guidance are made available to those units. Like-wise in the principal states where a large number of textile mills are working, State Modernisation Commissioners should be appointed.

(6) The textile units which are not having large proportion of old machinery may be encouraged to undertake phased and gradual programme of modernisation by giving financial assistance as indicated below:—

(a) the bills should purchase all indigenous and foreign machinery (permissible for import) on the deferred payment arrangement from the indigenous and foreign manufacturers and for this, arrangements should be worked out by the Central Government and the Reserve Bank of India with the Scheduled Banks.

(b) the repayment of scheduled banks should be spread over a period of 10 years from the date of drawal of the deferred payment loans and the first payment beginning from the third year of the drawal and

subsequent payments in seven equal annual instalments.

(7) With regard to large scale crash modernisation programmes for mills which are in a position to undertake it, the Committee has recommended following assistance;

(i) loan arrangements can be made with IFC, IDBI and scheduled banks forming consortiums for different regions for financing approved applicants with the guarantees of State Governments;

(ii) as the written down value of old blocks, land and other properties is much less than their present market value of the assets or replacement value of assets, the loans advanced for modernisation should not be restricted to 50 per cent of assets as at present, but should be given upto 80 per cent of the value of new assets with first charge or a *pari passu* charge with any existing loans and the total should not exceed 75 per cent of the total value of old and new assets (including the written down value of old assets and the value of new assets);

(iii) the repayment schedule should be spread over a period of 15 or 20 years with first payment beginning after 3 years of drawal of the loan and repayment being spread in 22 to 32 half yearly equal instalments.

(8) To encourage modernisation and also to lighten the burden of the otherwise expensive modernisation due to high cost of indigenous machinery, the mills will require some help to meet the capital cost of modernisation. The Committee has recommended that the Central Government should give a refund of 10 per cent of the total value of the amounts actually paid out by the mill in any year for

the purchase of indigenous (and imported) machinery out of the excise duty amount payable by the Company during that year. The concession should continue to the textile industry for sufficiently long period so that modernisation on a national level is satisfactorily implemented and completed.

Bokaro Steel Plant

*347. SHRI BHOGENDRA JHA:
SHRI Y. A. PRASAD:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the time by which the Bokaro Steel Plant is going to achieve its fullest rated capacity of production viz., 5.4 million tonnes annually;

(b) whether there is any effort to slow down its development in the prescribed three stages; and

(c) the time-limit for the fulfilment of the three stages of production and expansion and whether the schedule is going to be fully adhered to?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) to (c). The rated capacity of Bokaro Steel Plant as it is now being constructed is 1.7 million ingot tonnes. On completion of this stage the plant will have in-built capacity for quick expansion to the level of 4 million ingot tonnes. It will also be possible thereafter to take the plant to a production capacity of about 5.5 million ingot tonnes by the addition of some equipment. The first stage of 1.7 million ingot tonnes is scheduled to be completed by the end of 1971. No decision has yet been taken by the Government for the implementation of the subsequent stages.

Newspaper Factory in Himachal Pradesh

*348 SHRI PREM CHAND VERMA:
Will the Minister of INDUSTRIAL

DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that it has been decided to set up a Newsprint factory in Himachal Pradesh in the private sector and if so, the details of the scheme;

(b) whether the recommendations made by the Himachal Pradesh Government have been accepted by the Central Government and if so, what are these recommendations, if not, what changes have been made;

(c) whether any target date has been fixed for setting up this factory and if so; what is the date, if not, the reasons thereof; and

(d) what are the main feature of the agreement reached among the Government, the Company and the Collaborators?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) A proposal to set up a newsprint factory in Himachal Pradesh in private sector is still under examination and at present it is not therefore possible to give all details.

(b) No recommendations as such were received from the Himachal Pradesh Government, but they required some clarifications regarding the terms and conditions on which they could supply raw material to the Indian party concerned. The Central Government has already communicated their views to the Himachal Pradesh Government. The matter is still under negotiation between that Government and the Indian party.

(c) and (d). As the raw material agreement has not yet been finalised between the Himachal Pradesh Government and the Indian party, it is not possible to fix any target date for setting up the factory or to give any features of the proposed agreement.

गुना-मकसी रेल लाइन

* 349. श्री हुकम चन्द कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) अब तक कुल कितने मील लम्बी रेल की पट्टी बिछाई जा चुकी है और निर्माण-धीन गुना-मकसी रेल लाइन के पूरा होने के लिये कितने मील लम्बी रेल की पट्टी बिछाने का विचार है ;

(ख) इस रेलवे लाइन को पूरा करने में कितना समय लगने की संभावना है ;

(ग) इस पर अब तक कितनी धन-राशि व्यय की जा चुकी है और इस सम्पूर्ण कार्य को पूरा करने के लिये कुल कितनी धन राशि नियत की गई है ;

(घ) अब तक कितने बड़े और छोटे पुल और पुलिया बनाई गई हैं और निर्माण-कार्य के पूरा होने के लिये कितनी और बनायी जायेंगी ; और

(ङ) क्या यह सच है कि धन की कमी के कारण सरकार का विचार इस काम को छोड़ देने का है ?

रेलवे मंत्री (श्री जे० सु० पुनावा) :

(क) अक्टूबर 1968 के अन्त तक इस लाइन पर 49.75 कि० मी० लम्बा रेल-पथ बिछा दिया गया है और 192.22 कि० मी० की कुल लम्बाई में से 142.47 कि० मी० में लाइन बिछाना अभी बाकी है ।

(ख) इस लाइन को पूरा करने के लिए संशोधित अन्तिम तिथि निश्चित करने के प्रश्न पर विचार किया जा रहा है ;

(ग) 9.60 करोड़ रुपये की कुल अनुमानित लागत में से अब तक इस लाइन पर लगभग 5.40 करोड़ रुपये खर्च हो चुके हैं ।

(घ) इस लाइन पर बनाये जाने वाले कुल 33 बड़े पुलों में से 30 और 224 में से 143 छोटे पुलों का निर्माण हो चुका है।

(ङ) ऊपर भाग (ख) के उत्तर को देखते हुए सवाल नहीं उठता।

Railway Protection Force

*350. SHRI SHRI CHAND GOYAL: Will the Minister of RAILWAYS be pleased to state:

(a) the amount spent in 1967-68 on the maintenance of the Railway Protection Force in the entire Department of Railway; and

(b) the amount spent on the payment of claims for loss of goods in the years 1961-62 and 1962-63 and also the amount spent in the year 1954-55 (before the inception of the R.P.F.)?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The final figures of expenditure on the maintenance of the Railway Protection Force in 1967-68 are not yet available. However, the amount spent in 1966-67 was Rs. 8.94 crores.

(b) The amount spent on the payment of claims on account of theft, loss and pilferage of consignments was as under:—

1954-55	Rs. 1.72 crores
1961-62	Rs. 2.60 crores
1962-63	Rs. 2.65 crores

Donations to Political Parties

*351. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 3812 on the 13th August, 1968 and state:

(a) why Indian companies are allowed to donate to foreign political parties; and

(b) whether any Indian Political Party has received donation from any

foreign country and if so, the name of the party and the amount received during the last three Financial years?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The Companies Act, as it exists now, does not prevent a company from making donations to any political party so long as it is within the limits laid down by that Act.

(b) The report of the Intelligence Bureau on the use of foreign money in the last General Elections and for other purposes is still under examination.

New Industries to be set up in Mysore

*352. SHRI A. SREEDHARAN:
SHRI K. LAKKAPPA:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Government have turned down the new programmes of Industries proposed by the Government of Mysore in recent years;

(b) if so, what are the reasons, and what are the details of the proposals which have been so turned down; and

(c) the particulars of the new industries proposed by Mysore State in the public sector with the assistance of the Central Government?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). The new programmes of industries proposed by the Government of Mysore, as part of the Fourth Five Year Plan are presently under consideration and no decision has yet been taken on them.

(c) The Government of Mysore have approached the Central Government for an assistance of Rs. 400 lakhs for the New Government Electric Factory.

Consortium of Banks for Export of Rail Wagons to USSR

*353. SHRI S. R. DAMANI: Will the Minister of COMMERCE be pleased to refer to the reply given to Starred Question No. 332 on the 6th August, 1968 and state:

(a) the success achieved by the State Trading Corporation in setting up of a consortium of banks to finance the order for export of wagons to USSR; and

(b) the names of the banks who have joined hands and the terms agreed upon with them?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) and (b). Negotiations are in progress with the U.S.S.R. authorities for finalising a contract for the export of wagons. The question of any special financing arrangements for the order will be considered only when the terms and conditions of payment have been settled.

Indo-Nepal Trade Agreements

*354. SHRI MADHU LIMAYE: Will the Minister of COMMERCE be pleased to state:

(a) whether Government would lay on the table the Memorandum of Understanding and Annexure to the Indo-Nepal Treaty and the relevant Notifications and Import Control Handbook paragraphs issued to give effect to this Treaty;

(b) whether these notifications and Handbook do not violate the Annexure;

(c) the reasons for which a separate agreement on Nepalese products passed on non-Nepalese raw materials was not negotiated as envisaged in the documents mentioned above ;

(d) whether any action has been taken against the officers concerned; and

(e) if not, the reasons therefor?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) Copies

of "Memorandum of Understanding on matters arising out of the Treaty of Trade and Transit (1960)" have already been placed in the Parliament Library. No Annexure is appended to the Treaty of Trade and Transit of 1960 between the Government of India and His Majesty's Government of Nepal; two collateral letters were however exchanged at the same time and are as binding as the provisions of the Treaty. Copies of notifications issued by the Ministry of Finance on 1st February, 1963 and 1st October, 1966 and para. 176 of the Import Control Trade Handbook (1968), are now placed on the Table of the House. [Placed in Library. Sec No. LT-2313] 1968].

(b) The relevant notifications and the provisions of the Handbook are in conformity with the Treaty of 1960.

(c) The Government of Nepal have had some difficulty in reaching an agreement with us on the procedure to be adopted in terms of paragraph 6 of Annexure II to the Memorandum of Understanding to regulate the import of industrial products to India from Nepal which are not based on Nepalese raw materials. At long last, as a result of the discussions held in Kathmandu by the Indian Delegation led by Shri B. R. Bhagat, the Government of Nepal have agreed to limit the export of synthetic yarn fabrics and stainless steel manufactures to the level of 1967-68 and further to restrict the allocation of foreign exchange for the production of these items to 1967-68 level.

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

Conversion of Light and M.G. Lines into B.G.

*355. SHRI MAHARAJ SINGH BHARATI: Will the Minister of RAILWAYS be pleased to state:

(a) the distance in kilo metres of light and metre gauge railway lines which are proposed to be converted into broad gauge lines during the Fourth Plan period;

(b) whether all the big cities will be connected with broad gauge lines; and

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

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (c). In view of the heavy traffic density likely to develop in the next few years on certain MG sections of the Indian Railways and also the need to provide through transport facilities with broad gauge to connect major ports, important industrial centres, big iron ore mining projects etc., a programme to convert certain important MG lines to BG is under the consideration of the Railway Board. The actual conversion of such MG Sections into BG would depend on the results of the surveys proposed to be undertaken with a view to determine priorities in accordance with the availability of funds. Certain works connected with conversion of MG lines into BG sanctioned during the Third Plan period are in progress. Recently, the conversion of Miraj-Kolhapur section from MG to BG has been sanctioned. No scheme has been formulated for linking all the big cities in the country with broad gauge. No specific schemes are at present under consideration for conversion of narrow gauge sections to broad gauge.

Nationalisation of Jute Industry

*356. SHRI K. P. SINGH DEO:
SHRI D. N. DEB:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government propose to nationalise the Jute Industry in the country;

(b) if so, the reasons therefor;

(c) the effects on the industry and its workers as a whole; and

(d) the benefits likely to be derived by Government as a result thereof?

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

(b) to (d). Do not arise.

Small Scale Industries

*357. DR. KARNI SINGH: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are contemplating revision of the list of industries exclusively reserved for small scale industries; and

(b) whether Government contemplate to decentralise the procedure so as to increasingly associate the State Governments with this development?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). The list of industries reserved for the small scale sector is revised every year and State Governments are associated with this revision in as much as suggestions of the State Directors of Industries are invited before undertaking the revision of the list. Further revision of the list is at present under the consideration of the Government. This revision is in the context of the Fourth Plan Approach to the development of industries.

Loss to Durgapur Project

*358. SHRI B. K. MODAK:
SHRI GANESH GHOSH:
SHI JYOTIRMOY BASU:

Will the Minister of STEEL, MINES AND METALS be pleased to refer to the reply given to Starred Question No. 337 on the 6th August, 1968 and state:—

(a) whether Government have collected information regarding the total loss incurred so far, year-wise by the Durgapur Project Ltd. in West

Bengal and enquired into the causes of the loss;

(b) if so, details of findings;

(c) action taken thereon; and

(d) when the information is likely to be collected and reasons for delay?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) Yes, Sir. Twelve copies of the prescribed proforma containing information in fulfilment of the assurance given in the Lok Sabha on 6th August 1968 in reply to Starred Question No. 339 have been sent to the Department of Parliamentary Affairs for being placed on the Table of the House.

(b) to (d). Due to an injunction issued by the High Court no action could be taken earlier on the report of the Enquiry Committee headed by Shri Suku Sen which examined the financial working. The injunction has, however, been vacated on 10th May 1968 and the report is under examination. As the report is voluminous it will be sometime before the examination is completed.

Public Sector Plants in Maharashtra

***359. SHRI DEORAO PATIL:** Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government of Maharashtra have approached Government of India to set up some important public sector plants in Vidarbha region of Maharashtra to boost up the economy of the State; and

(b) if so, Government's reaction thereto?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). Yes, Sir. The Government of Maharashtra have suggested the location of two Central projects viz., Gas-Cylinder Project and Seamless

Tube Project in the Nagpur region. No decision has yet been taken on the location of these projects.

Export of Fertilizers by USSR to India

***360. SHRI SITARAM KESRI:** Will the Minister of COMMERCE be pleased to state:

(a) whether U.S.S.R. has expressed its willingness to export fertilisers to India; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) We have been importing fertilizers from U.S.S.R. for the last several years. Part of our import requirements will continue to be met from U.S.S.R. in future also.

(b) A statement on the fertilizers imported from U.S.S.R. during the last three years is laid on the Table of the House. [Placed in Library, See No. LT-2314[68].

Committee for creating a Buffer Stock of Raw Cotton

2067. SHRI DEORAO PATIL: Will the Minister of COMMERCE be pleased to state:

(a) the support price for raw cotton for the year 1968-69; and

(b) the recommendations of the Committee appointed to examine the question of creating a buffer stock of raw cotton?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Attention of the Hon'ble Member is invited to the reply given to the Unstarred Question No. 1283 of the 19th November, 1968.

(b) Recommendations of the Subcommittee appointed to study the question of buffer stock for cotton are awaited.

कपास का आयात

2068. श्री बेवराव पाटिल : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय भारत को कपास की कितनी आवश्यकता है तथा कितनी कपास के लिए विदेशों में क्रयादेश दिये गये हैं;

(ख) वर्ष 1968-69 में अब तक पी० एल० 4:0 निधि के अन्तर्गत कितनी मात्रा में कपास का आयात किया गया तथा जनवरी और फरवरी 1969 में कितनी कपास आयात किये जाने की संभावना है ;

(ग) क्या यह सच है कि देशी कपास के विपणन मौसम (मार्केटिंग सीजन) में कपास का आयात किया जाता है तथा उसके परिणामस्वरूप देशी कपास के मूल्य गिर जाते हैं ; और

(घ) यदि हां, तो कपास के आयात के बारे में सरकार का विचार अपनी नीति में परिवर्तन करने का है और यदि हां, तो उसका व्यौरा क्या है ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरैशी) : (क) सम्भवतः माननीय सदस्य का अभिप्राय विदेशी कपास की आवश्यकताओं से है। ऐसी आवश्यकताएं कुल भाग तथा स्वदेशी कपास की उपलब्धि के आधार पर तथा साथ ही आवश्यक पूर्व-विशिष्ट स्टॉक को ध्यान में रखते हुए प्रति वर्ष निर्धारित की जानी है। 1968-69 ई. वर्ष (सितम्बर '68 अगस्त '69) में आयात के लिये विदेशी रुई की 3.5 लाख गांठों की निकासी की गई है।

(ख) पी० एल० 480 के अन्तर्गत कपास के आयात की व्यवस्था के बारे में अभी बातचीत चल रही है।

(ग) जी, नहीं। आयात के लिये अनुमत मात्राओं के आधार पर कपास के

आयात पूरे रूई मौसम में किये जाते हैं। मौसम में आयात की गति निर्यातक देशों के विपणन मौसमों तथा मिलों की वित्तीय स्थिति पर निर्भर रहती है।

(घ) प्रश्न नहीं उठता।

Prices of Raw Cotton fixed by the Agricultural Prices Commission

2069. SHRI BABURAO PATEL: Will the Minister of COMMERCE be pleased to state:

(a) the standard rate per quintal fixed by the Agricultural Prices Commission for raw cotton during this year; and

(b) the support price recommended by the Chief Ministers in the Conference held in New Delhi in September, 1968?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) The Agricultural Prices Commission do not fix any price for raw cotton.

(b) Minimum support price of cotton was not discussed in the Chief Ministers' Conference held in New Delhi in September, 1968.

Export of Rice

2070. SHRI BABURAO PATEL: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government have decided to export 15,000 tonnes of high grade Basmati rice during the current year;

(b) if so, the price at which the said rice is being exported and the total amount of foreign exchange likely to be earned thereby with the names of the countries to which the exports would be made; and

(c) whether Government have subsidised the export in any manner and if so, the details thereof?

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

(b) The average price realised in recent deals works out to £ Sterling 107/- per metric ton C.I.F. The total amount of foreign exchange likely to be earned if 15,000 tonnes are exported is Rs. 2.8 crores approximately. Exports are mostly made to the East African/Gulf countries and U.K.

(c) No, Sir.

लाइसेंसों की मंजूरी

2071. श्री नाथू राम अहिरवार : क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) 1963 से 1967 (वर्षावार) मध्य प्रदेश में स्टेनलैस स्टील और इस्पात का आयात करने के लिए कितने और किन-किन व्यक्तियों को लाइसेंस दिये गये हैं ;

(ख) क्या किसी व्यक्ति का आयात लाइसेंस देने से पहले किसी वरिष्ठ विभागीय अधिकारी द्वारा सम्बन्धित व्यक्तियों के बारे में जांच की जाती है ;

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

(घ) क्या सरकार उन व्यक्तियों के लाइसेंस को रद्द करेगी जो किसी उद्योग के नाम पर इस्पात का आयात करते हैं परन्तु उनके पास कोई उद्योग नहीं होता और आयातित इस्पात को चार बाजार में बेच देते हैं ?

इस्पात, खान तथा धातु मंत्रालय में उप-मंत्री (श्री राम सेबक) : (क) सूचना एकत्र की जा रही है और सभा-पटल पर रख दी जाएगी ।

(ख) और (ग). सम्बन्धित अनु-ज्ञापन अधिकारी विशेष लाइसेंस अवधि में लागू आयात लाइसेंस देने की नीति पद्धति के अनुसार आवेदकों के आवेदन-पत्रों की भली प्रकार जांच पड़ताल करने के

पश्चान् और अथवा सम्बन्धित प्रायोजी अधिकारियों की सिफारिशों के आधार पर आवेदकों को आयात लाइसेंस जारी करते हैं । आवेदन-पत्रों की प्रामाणिकता का पता लगाने का काम सम्बन्धित प्रायोजी अधिकारियों का है ।

(घ) जब कोई विशेष शिकायतें मिलती हैं तो उचित कार्यवाही की जाती है ।

राज्य व्यापार निगम द्वारा किये गये निर्यात तथा आयात

2072. श्री नाथू राम अहिरवार : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) राज्य व्यापार निगम ने पिछले छः महीनों में कौन-कौन सी वस्तुओं का आयात तथा निर्यात, अलग-अलग किया ;

(ख) इन वस्तुओं का किन-किन देशों को निर्यात किया गया तथा किन-किन देशों से उनका आयात किया गया ; और

(ग) इनमें से प्रत्येक वस्तु का कितना तथा कितने मूल्य का आयात तथा निर्यात अलग-अलग किया गया ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरैशी) : (क) से (ग). जानकारी एकत्र की जा रही है और सभा-पटल पर रख दी जायेगी ।

सीमेंट कारखानों का बन्द होना

2073. श्री नाथू राम अहिरवार : क्या औद्योगिक विकास तथा समन्वय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह मंच है कि सीमेंट के उद्योगपतियों ने अपने कारखाने बन्द करने के नोटिस दिये हैं क्योंकि उन के सीमेंट गोदामों से बिल्कुल सीमेंट नहीं उठाया जा रहा है ;

(ख) यदि हां, तो इस सम्बन्ध में सरकार की क्या प्रतिक्रिया है; और

(ग) इस उद्योग में यह सुनिश्चित करने के लिए कि लगे श्रमिक बेरोजगार न होने पावें, सरकार का विचार क्या कार्यवाही करने का है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री केशवदीन अली अहमद) : (क) जी, नहीं ।

(ख) और (ग). प्रश्न ही नहीं उठता ।

Import and Export of Films

2074. **SHRI K. N. PANDEY:** Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that India has spent 30 to 40 lakh dollars for importing foreign films from U.S.A. during the year 1967;

(b) if so, the value of Indian films exported to U.S.A. during the same period; and

(c) the names of countries other than U.S.A. to whom India paid foreign exchange for importing foreign films and the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) No, Sir. Foreign films worth 1.79 lakhs dollars only were imported from U.S.A. during the year 1967.

(b) Indian films worth 28,000 dollars were exported to U.S.A. during the same period.

(c) A statement showing the import of films from foreign countries other than U.S.A. to whom India paid 1967-68 is laid on the Table of the House. [Placed in Library. See No. LT-2315/68].

Allotment of Raw Films to Film Producers

2075. **SHRI K. N. PANDEY:** Will the Minister of COMMERCE be pleased

to refer to the rep'y given to Unstarred Question No. 3778 on the 13th August, 1968 and state:

(a) whether the information regarding allotment of raw films to the film producers has since been collected;

(b) if so, whether any complaints have been received against the producers that they have misused the raw film quota allotted to them during that period; and

(c) if so, the action taken by Government against them?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir. A statement is laid on the Table of the House. [Placed in Library See No. LT-2316/68].

(b) No, Sir.

(c) Does not arise.

Reservation of Vacancies for S.C. and S.T.

2076. **SHRI SIDDAYYA:** Will the Minister of RAILWAYS be pleased to state:

(a) the number of vacancies reserved for Scheduled Castes and Scheduled Tribes in Class III and Class IV posts in each of the Railways in 1967-68 and 1968-69 (upto 1st November, 1968); and

(b) the number out of them filled up?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). Information is being collected and will be laid on the Table of the Sabha.

Ex-gratia Pension to Railway Employees

2077. **SHRI SIDDAYYA:** Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway employees retired before 1967 who have

been allowed *ex-gratia* pension with effect from January 1967;

(b) the number of such employees who have been paid pension; and

(c) the total amount paid so far?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (c). The information is being collected and will be laid on the Table of the Sabha.

Reservation in promotion of Scheduled Castes and Scheduled Tribes Railway Employees

2078. SHRI SIDDAYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the rule regarding reservation for promotion of Scheduled Castes/Tribes Railway employees has been implemented by the Southern Railway; and

(b) if so, number of them who have been promoted in Class IV and Class III categories upto the 1st November, 1968?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). Information is being collected and will be laid on the Table of the Sabha.

Shipment of Iron Ore to Japan through Paradeep Port

2079. SHRI R. R. SINGH DEO: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government of Japan have intimated to Government of India that due to lack of adequate facilities at Paradeep Port, it would be compelled to cut its imports of iron ore from India; and

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

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

(b) Does not arise.

Indo-German Joint Ventures

2080. SHRI R. R. SINGH DEO: SHRI RAMA CHANDRA VEERAPPA:

Will the Minister of COMMERCE be pleased to state:

(a) whether there is any proposal to set up Indo-German joint venture in a third country; and

(b) if so, the names of the countries where these joint ventures are proposed?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) There is no concrete proposal regarding setting up of Indo-German joint ventures in a third country.

(b) Does not arise.

New Industries in U.P.

2081. SHRI YASHPAL SINGH: SHRI ONKAR LAL BERWA: SHRI NARAIN SWARUP SHARMA: SHRI JAGANNATH RAO JOSHI: SHRI RANJIT SINGH: SHRI ATAL BIHARI VAJ-PAYEE:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that there is a proposal under consideration to set up new industries in U.P. during the Fourth Five Year Plan;

(b) whether the State Government has sent any memorandum in this regard; and

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

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). The Fourth Five Year Plan is yet to be finalised. Information about new industries to be set up in Uttar Pradesh during the Plan period will

be available only after the Plan is formulated. Some suggestions in this regard have been received from the State Government and are under examination.

Discussions by Shri Nijalingappa, Congress President on Industrial Development of India during his visit to Japan

2082. SHRI K. LAKKAPPA:
SHRI A. SREEDHARAN:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Congress President, Shri Nijalingappa; had, during his recent visit to Japan, held discussions with the people there on various aspects of industrial development in India;

(b) if so, the outcome of the discussion so far; and

(c) whether Government have assisted in the matter so far as Japan's assistance to Indian industries is concerned?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Shri Nijalingappa's visit to Japan was undertaken at the invitation of the Indo-Japanese Association; it had not been sponsored by Government.

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

राजस्थान सीमा पर पाकिस्तानियों द्वारा भूमि पर कब्जा

2084. श्री श्रींकार लाल बेरवा : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि वर्ष 1965 में भारत-पाक संघर्ष के दौरान राजस्थान के सीमावर्ती क्षेत्रों में बहुत से मुसलमान पाकिस्तान चले गये थे और कृषि योग्य भूमि पीछे छोड़ गये थे;

(ख) यदि हां, तो उस भूमि का क्षेत्रफल कितना है ;

(ग) क्या यह भी सच है कि वे वापिस आ गये हैं और उन्होंने उस भूमि पर कब्जा कर लिया है ;

(घ) यदि हां, तो उन्होंने ऐसी कितनी भूमि पर कब्जा कर लिया है ; और

(ङ) जिस भूमि पर कब्जा नहीं किया गया है उसके सम्बन्ध में सरकार का क्या कार्यवाही करने का विचार है ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) से (ङ). अपेक्षित जानकारी एकत्र की जा रही है और सभा-पटल पर रख दी जायेगी ।

Export of Aluminium to Canada

2085. SHRI R. BARUA:
SHRI B. K. DASCHOWDHURY:
SHRI N. R. LASKAR:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that India exported aluminium to Canada during the months of August and September, 1968 and has thus become the largest exporter of aluminium;

(b) the total quantity and value of aluminium exported to Canada and other countries during the year 1968 so far; and

(c) the steps taken to maintain this trend of increase in the export of aluminium?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) India's exports to Canada of Aluminium

Ingots during September, 1968 have amounted to 937 tonnes valued at Rs. 33.20 lakhs (Estimated). There have been no exports to this country during August, 1968 from India according to available statistics.

(b) The total quantity and value of Aluminium Ingots exported to all destinations during January to August, 1968 are as follows (official statistics are available only upto August, 1968):—

Total Quantity (in tonnes)	Value in (Rs. Lakhs)	Country to which exported
4,307	140	Iran, U.A.R., Yugoslavia, Malaysia, Switzerland, Australia, Philippines, Thailand, U.K., G.D.R., Iraq and Japan.

(Exports to Canada have taken place only in September).

(c) Export of Aluminium has been allowed for the present upto 31-12-68. The question of export of Aluminium beyond the above date is under examination with reference to the production of metal and the domestic needs.

Heavy Electricals Ltd., Bhopal

2086. SHRI R. BARUA;
SHRI B. K. DASCHOW.
DHURY;
SHRI N. R. LASKAR:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Government have disapproved the decision taken by the management of the Heavy Electricals, Bhopal to select 21 Engineers from amongst the applicants from Madhya Pradesh only as well as by making promotions from the lower ranks in the company;

(b) if so, whether the decision of the Heavy Electricals, Bhopal is against the principles and directives of the Centre; and

(c) if so, the steps taken by Government in this regard?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). Over the last 10 years, about 500 Graduate Apprentice Engineers were recruited by Heavy Electricals

(India) Limited, Bhopal, on an all India basis. Recently, however, a batch of 31 engineers was selected from amongst applicants from Madhya Pradesh State only and by promotion from lower ranks in the Company. This took place because several hundred qualified candidates had applied from this State alone and, in view of the small number required, the management limited its selection to such candidates. This decision of the management was disapproved by the Government and the management have since confirmed that such action would be avoided in future.

Retrenchment in Kotah Division on the Western Railway

2087. SHRI ONKAR LAL BERWA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that several casual, temporary and permanent Railway employees have been retrenched from the Kotah Division on the Western Railway;

(b) if so, the reasons therefor;

(c) whether it is also a fact that Government had assured such employees alternative jobs; and

(d) if so, the reasons for not providing alternative jobs to them?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) to (d). Do not arise.

बाढ़ के कारण बम्बई को जाने वाली रेलबे लाइनों पर टूट-फूट

2088. श्री श्रीकारलाल बेरबा : क्या रेलबे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सूरत में बाढ़ आने के बाद बम्बई को जाने वाली रेलबे लाइन टूट गई थी ;

(ख) क्या यह भी सच है कि बम्बई, जो जाने वाली फ्रिंजियर मेल को मार्ग बदल कर नागदा और भोपाल होकर पहुंचना पड़ा था ;

(ग) यदि हां, तो क्या यात्रियों में कोई अतिरिक्त किराया लिया गया था ; और

(घ) यदि हां, तो इसके क्या कारण हैं ?

रेलबे मंत्री (श्री चे० मु० पुनाचा) :

(क) जी हां ।

(ख) जी हां ।

(ग) जी हां ।

(घ) ये ऐसी परिस्थितियां थी जो रेलों के वजह के बाहर थी । चूंकि रेलों को लम्बे रास्ते में यातायात होना पड़ा, इसलिए प्रश्न भी उसी मार्ग का लिया गया जिसमें यातायात होया गया । यहां यह भी उल्लेखनीय है कि इन गाड़ियों में केवल दिल्ली में बम्बई जाने वाले यात्री ही नहीं, बल्कि बदले हुए मार्ग पर पड़ने वाले स्टेशनों के यात्री भी यात्रा करने रहे और यदि सीधे जाने वाले यात्रियों में सामान्य मार्ग का किराया लिया जाता, तो कम दूरी वाले कुछ स्टेशनों का किराया लम्बी दूरी के स्टेशनों में अधिक पड़ना ।

Issue of Industrial Licences to Foreigners

2089. SHRI ONKAR LAL BERWA:
DR. SUSHILA NAYAR:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY

AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 4547 on the 20th August, 1968 and state:

(a) the number of licences given to foreigners for the setting up of factories in India during the years 1966-67, 1967-68 and 1968-69 so far; and

(b) the reasons therefor and the financial implications thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) During the years 1966-67, 1967-68 and 1968-69 so far, no licence under the Industries (Development and Regulation) Act, 1951, has been issued to any foreigner or completely foreign-owned company, for the establishment of a new industrial undertaking.

(b) Does not arise.

राजनैतिक दलों को चन्द

2090. श्री नारायण स्वर्णपुर्जा :

श्री जगन्नाथ राव जोशी :

श्री अटल बिहारी वाजपेयी :

श्री जि० ब० सिंह :

क्या औद्योगिक विकास तथा हस्तशिल्प कार्य मंत्री 27 अगस्त, 1968 के तारकित प्रश्न संख्या 704 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) उन कम्पनियों की संख्या कितनी है और उनके नाम क्या हैं, जिनसे 25 प्रतिशत से अधिक अंश सरकार के अथवा पब्लिक धन लगाने वाली संस्थाओं के हैं ;

(ख) इन कम्पनियों ने वर्ष 1966-67 में राजनैतिक दलों को चन्द के रूप में कितनी धनराशि दी ; और

(ग) इन धनराशि में सरकारी और पब्लिक धन की प्रतिशतता कितनी-कितनी है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) से (ग). उन सम्पूर्ण कम्पनियों के नाम की पूर्ण सूचना, जिनमें सरकार अथवा सरकार नियंत्रक संस्थानों के 25 प्रतिशत से अधिक हिस्से हैं, अभी उपलब्ध नहीं हैं। तथापि इन्हें संग्रह करने के प्रयास किये जा रहे हैं, वे यह सूचना उपलब्ध होने पर मदन के पटल पर प्रस्तुत कर दी जायेगी।

राजनैतिक दलों को चन्दा

2091. श्री नारायण स्वरूप शर्मा :
श्री जगन्नाथ राव जोशी :
श्री रणजीत सिंह :
श्री अटल बिहारी वाजपेयी :

क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री 27 अगस्त, 1968 के अतिरिक्त प्रश्न संख्या 697 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) उन कम्पनियों की संख्या कितनी है और उनके नाम क्या हैं, जिनमें 25 प्रतिशत से अधिक विदेशी पूंजी लगी हुई है;

(ख) इन कम्पनियों ने राजनैतिक दलों को 1966-67 में कितनी धनराशि चन्दे के रूप में दी; और

(ग) इस राशि में विदेशी पूंजी कितने प्रतिशत थी ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) से (ग) सूचना संग्रह की जा रही है और वह मदन के पटल पर प्रस्तुत कर दी जायेगी।

बिहार में औद्योगिक विकास

2092. श्री नारायण स्वरूप शर्मा: क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री 27 अगस्त, 1968 के अतिरिक्त

प्रश्न संख्या 5949 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) बिहार में औद्योगिक विकास के लिए 1957 से 1967 तक कितने कितने व्यक्तियों, फार्मों और कम्पनियों को कितनी कितनी राशि के ऋण दिये गये;

(ख) क्या ये ऋण किन्हीं जाली फार्मों, कम्पनियों और व्यक्तियों को भी दिये गये थे और क्या इनमें से कुछ ने औद्योगिक संस्थान स्थापित नहीं किये यद्यपि इनका ऋण दिये गये थे; और

(ग) यदि हाँ, तो इनके नाम क्या हैं और इनके विरुद्ध अब तक क्या कार्यवाही की गई है ?

औद्योगिक विकास तथा समवाय कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) से (ग) सूचना उपलब्ध की जा रही है और समा-पटल पर रख दी जायेगी।

स्टेशन मास्टर्स तथा सहायक स्टेशन मास्टर्स द्वारा नियमानुसार काम करना

2093. श्री नारायण स्वरूप शर्मा :
श्री जगन्नाथ राव जोशी :
श्री रणजीत सिंह :
श्री अटल बिहारी वाजपेयी

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि स्टेशन मास्टर्स तथा सहायक स्टेशन मास्टर्स ने दिसम्बर, 1968 में 'नियमानुसार काम' करने का निर्णय किया है;

(ख) यदि हाँ, तो उनकी संख्या क्या है; और

(ग) सरकार द्वारा उन मांगों के सम्बन्ध में क्या कार्यवाही की गई है ?

रेलवे मंत्री (श्री ए. ए. सु. पुनावा) : (क) सरकार के पास इस तरह का कोई अधिकृत सूचना नहीं है।

(ख) और (ग) सवाल नहीं उठता।

Export Commitments by Industrial Units

2094. DR. SUSHILA NAYAR;
SHRI ONKAR LAL BERWA:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have since finalised the proposal regarding the fulfilment of conditions regarding exports by private sector companies while obtaining licences for new units and expansion of existing capacity; and

(b) the names of the licences whose exports during the years 1966 and 1967 were less than 25 per cent of their commitments and action taken by Government in the matter?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir.

(b) The information is being collected and it will be laid on the Table of the House.

Committee on Handicrafts and Handloom Boards

2095. DR. SUSHILA NAYAR;
SHRI YASHPAL SINGH;
SHRI ONKAR LAL BERWA:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government have appointed a Committee to examine and review the working of the Handicrafts and Handloom Boards in the country;

(b) if so, the names of its members and terms of reference of the Committee; and

(c) the time by which the Committee is likely to submit its report to Government.

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

(b) A copy of this Ministry's Resolution dated the 7th June, 1968, containing the list of members and the terms of reference of the Committee is laid on the table of the House. [Placed in Library, See No. LT-2317 68.]

(c) The Committee is expected to submit its report shortly.

Small Scale Industries

2096. SHRI YAJNA DATT
SHARMA;
SHRI RAGHUVIR SINGH
SHASTRI;
SHRI SITARAM KESRI;
SHRI RAMA CHANDRA
VEERAPPA:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that State allocations for small scale industries including industrial estates have been progressively declining during the past few years in spite of repeated efforts of his Ministry to ensure a minimum outlay of 3 per cent of the States' plan for this sector;

(b) if so, whether his Ministry has written to the States in this respect; and

(c) if so, the reaction of the State Governments thereto and the steps taken by Government to encourage small scale industries?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Most of the State Governments have been making progressively lower allocations for small scale industries during the last few years, in their Annual Plans.

(b) and (c). The trend regarding diminishing priority being accorded to the Village & Small Industries in the development plans of State Governments was considered by the Co-ordination Committee for Small Industries which includes representatives of State Governments also, in a meeting held on the 5th & 6th July, 1968. This question was also discussed by the Deputy Minister of this Ministry with the State Ministers of Industries and it was impressed upon them that the State Government should have a more substantial programme for the development of small scale Industries and should provide adequate funds for the purpose. The Ministry of Industrial Development and Company Affairs had also circulated to the State Governments "Guidelines on Fourth Plan schemes for Small Scale Industries in the State Sector". As a result, many States had made higher provision for village and small industries in their Five Year Plan than in the earlier draft Five Year Plan.

Manufacture of Three-wheeled Mini Car

2097. SHRI R. K. AMIN: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether any proposal has been received by Government to manufacture three-wheeled mini cars in the Gujarat State; and

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

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir.

(b) Does not arise.

Manganese Ore Mining Industry

2098. SHRI R. K. AMIN: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that the manganese ore mining industry is in a sorry state of affairs;

(b) if so, the reasons for fall in our exports as well as fall in output of manganese ore; and

(c) the extent to which Government have given help to this industry in modernising it as well as to encourage the entrepreneurs to search for new fields for mining as the existing fields have already been overworked?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) The manganese mining industry in India is passing through critical times.

(b) A situation of over supply has developed in the world market due to the emergence of a number of new sources of supplies, such as Brazil, Gabon, and, of late, Australia, Mexico, etc. Surplus world production has resulted in a steep fall in the c.i.f. prices of ores and also buyers of manganese ore are becoming more selective in regard to grades and specifications. The cost of production of manganese ore in India is comparatively high, one of the main causes being the near exhaustion of float ore resources and the need to produce increasing tonnages of ore from greater depths. The railway freight from the producing centres to the port is high and the handling facilities at the ports are poor and the port charges are also high. The Suez Canal crisis has contributed further as a disincentive for buyers situated in Europe and U.S.A.

(c) Basic facilities exist in the specialised Government Departments like the Indian Bureau of Mines, the Geological Survey of India etc., for tendering advice and guidance in the matter of modernisation of mines, exploration of deposits and beneficiation of low grade ores. The Minerals and Metals Trading Corporation also has advanced funds to the suppliers

mine owners for the purchase of mining machinery to enable them to mechanise their mines besides "clean" loans to meet the urgent shipping commitments.

Lock-out in Durgapur Steel Plant

2099. SHRI R. K. AMIN;
SHRI GADILINGANA GOWD;
SHRI P. N. SOLANKI;
SHRI D. N. DEB:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the period for which the Durgapur Steel Plant was locked up;

(b) whether the management had received any strike notice from the employees and if so, the period of the strike notice; and

(c) whether proper precautions were taken to ensure safety of the machinery and plant?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL MINES AND METALS (SHRI RAM SEWAK): (a) There was no 'lock out' but a 'lay off' of the workers in the Rolling Mills and the Wheel & Axle Plant on account of sabotage by a group of the Pump & Oil Cellar Attendants on the 3rd September, 1968, who were present on the spot.

(b) Yes, on 29-7-1968. The period of the notice was 15 days.

(c) The number of Strike notices received throughout the year by the Management is very large. In this case also it was envisaged that normal procedure of settlement would be followed and as such no special precautions were taken.

Thefts on Railways

2100. SHRI R. K. AMIN;
SHRI P. K. DEO;
SHRI GADILINGANA GOWD;
SHRI P. N. SOLANKI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that thefts on Railways have been increasing every year;

(b) if so, the extent of loss which the Railways have to bear on account of such losses every year; and

(c) the steps taken to prevent such thefts?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). As will be seen from the following figures there has been a slight increase in the number of thefts in the year 1967-68 as compared to 1966-67, but as a result of follow up action, the amount of stolen property recovered registered an improvement:—

Theft of Railway property including booked consignments, but excluding pilferages

Year	Case	Amount of property	
		Stolen (in Rs.)	Recovered (in Rs.)
1966-67	27,839	42,25,112	11,76,222
1967-68	28,315	49,21,608	14,42,172

(c) The following steps are taken in this regard:

1. All important goods trains are escorted by Railway Protection Force armed staff.

2. Plain clothes and special detective staff of Railway Protection Force is deputed to collect crime intelligence with a view to tracking down known criminals and receivers of stolen property.

3. Affected sections and yards are also at times patrolled by Railway Protection Force, armed staff and Railway Protection Force Dog Squads.

4. Railway Protection Force guards in yards, sheds and platforms are detailed at strategic points round the clock.

5. Special attention is paid to the basic need of security at all transshipment points, parcel offices and goods sheds.

6. Railway Board's Central Crime Bureau staff are deployed to conduct surprise raids to effect red-handed capture of the culprits.

7. Basic security measures are provided at all workshops and stores.

8. Close co-ordination between the Railway Protection Force and Government Railway Police and Police Officers is also maintained to deal with the criminals and receivers of stolen property.

9. Anti-theft measures exist in the shape of locking of compartments, welding and encasing electrical equipment, cleating and throughing of under frame wiring, shifting of theft prone equipment inside the coaches, so as to make their removal difficult by anti-social elements.

Consultancy Service in Collaboration with a Canadian Firm

2101. SHRI YASHPAL SINGH: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 5892 on the 27th August, 1968 and state:

(a) whether the proposal regarding the Consultancy Service in collaboration with a Canadian firm in the fields of hydro, thermal and nuclear power engineering has since been considered by Government; and

(b) if so, the decision taken in this regard?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir.

(b) Government have approved the proposal under certain terms and conditions. The new Company's field of operation within this country would be limited to nuclear power and special engineering required therefor.

Cabins on Sahibganj Loop Line

2102. SHRI YASHPAL SINGH: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5917 on the 27th August 1968 regarding Cabins on the Sahibganj Loop Line (Eastern Railway) and state:

(a) whether the proposal has since been considered by Government; and

(b) if not, the reasons for delay?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The question of opening of halts at Bahangama between Cologong and Shivnarayanpur stations and at Amapali between Mirza Cheuki and Pirpainti stations is still under examination.

(b) The investigation made so far showed that the proposals were not financially justified. There are also operational difficulties in opening the proposed halts. Before final decisions are taken the matter is being further looked into.

Manufacture of Photo Processing Equipment

2103. SHRI YASHPAL SINGH: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the progress made so far for the manufacture of photo processing equipments which are not manufactured in this country;

(b) whether any site has since been selected in this regard; and

(c) if so, the funds allocated for the same?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). There is no proposal either in the Public or Private Sector for starting any photo processing industry. However, there are certain units in the small scale sector like Messrs. Monotype Corporation, Bangalore, who are manufacturing certain items.

Industrial Units in Andhra Pradesh

2104. SHRI ESWARA REDDY: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have explored the possibility of setting up some industrial units in chronic drought affected areas like Rayalseema in Andhra Pradesh in order to relieve the distress of the people in such areas; and

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

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). Yes, Sir. The Rayalseema region has considerable potential for development on account of the mineral wealth in the area. Detailed

techno-economic studies on the industries which can be developed in this region are in progress.

Commissioning of the Alloy Steel Project of the Mysore Iron and Steel Works

2105. SHRI HIMATSINGKA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the alloy steel project of the Mysore Iron and Steel Works has been commissioned;

(b) if so, at what cost it has been completed;

(c) the total production capacity of this new plant and the total production capacity installed in the country for alloy steel; and

(d) the country's annual requirement for it?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) Not yet Sir.

(b) Does not arise.

(c) On completion, the Mysore Iron and Steel Works will have an installed capacity of 77,000 tonnes per annum of alloy steels (finished).

At present, the total production capacity installed in the country for alloy steels is about 157,000 tonnes.

(d) According to the NCAER's latest demand estimates, the country's annual requirement of all categories of alloy and special steels by 1970-71 would be 380,290 tonnes.

Import of Mining Machinery for Neyveli Lignite Corporation Ltd.

2106. SHRI KARTIK ORAON: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the Mining and Allied Machinery Corpora-

tion was primarily set up to meet the requirements of all machineries of the mining industries;

(b) whether it is also a fact that the Neyveli Lignite Corporation is going to import mining machinery from abroad because of the failure of the Mining and Allied Machinery Corporation to supply the required machinery; and

(c) if so, the steps proposed to be taken by Government to straighten all the problems of the Mining and Allied Machinery Corporation?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) to (c). The Mining and Allied Machinery Corporation Limited was set up for the manufacture of coal mining and allied machinery. The equipment undertaken for manufacture in this plant so far is not suited for open cast mines of Neyveli Lignite. The type of equipment required for Neyveli has wide variance in duty and type and are, at present, beyond the scope of work of Mining and Allied Machinery Corporation Limited.

Heavy Machine Tools Plant of H.E.C., Ranchi

2107. SHRI KARTIK ORAON: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the flanges of the gantry girders of Heavy Machine Tools Plant of Heavy Engineering Corporation, Ranchi, were crushed when the cranes were released to roll on;

(b) if so, the details thereof; and

(c) what action was taken to repair them and what was the additional expenditure involved in it?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):
(a) and (b). Gantry girders of Heavy

Machine Tools Plant were not crushed but the rails on the top of the flanges of the girders wore out due to the rolling of the cranes.

(c) The management have decided to replace the worn out rails by special quality rails. The estimated expenditure on the replacement of rails will be about Rs. 50,000.

Heavy Machine Building Plant of H.E.C., Ranchi

2108. SHRI KARTIK ORAON: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the Structural Fabrication Workshop in the Heavy Machine Building Plant of Heavy Engineering Corporation Ltd., Ranchi, has not been completed yet;

(b) if so, what is the present position;

(c) what is the production capacity, what is the actual production; and

(d) whether it is also a fact that a large number of contractors have been employed by the Heavy Machine Building Plant for the fabrication of the steel structures?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) and (b). Progress of construction of steel structural fabrication workshop as on 1-10-68 was as follows:

Structural work	Complete
Civil work	Complete
Machinery installation	65 per cent (By weight) completed
Eot cranes	30 per cent (By weight) completed

(c) The ultimate annual capacity is 25000 tonnes of structurals. So far, production has barely commenced.

Actual Production	Tonnes	Value in Rs. lakhs
1967-68	803	12.52
From 14.68 to 31.10.68	533.0	11.10.

(d) Simple structural items have been off-loaded to other agencies for manufacture and supply.

Overbridge on Railway Lines in Delhi

2109. SHRI RAM SWARUP VIDYARTHI:
SHRI HARDAYAL DEVGUN:
SHRI BHARAT SINGH CHAUHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of schemes under consideration of Government for constructing over-bridges on Railway lines in Delhi;

(b) the present position in regard to each of these schemes;

(c) when a decision is likely to be taken thereon; and

(d) reasons for delay in this regard?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) There are seven proposals for constructing road over/under bridges in Delhi area.

(b) and (c). A statement is laid on the Table of the House. [Placed in Library. See No. LT-2318/68].

(d) There has been no delay on the part of the Railway.

रेलवे के माल बुक करने के कार्यालयों में घूसखोरी और भ्रष्टाचार

2110. श्री रामस्वरूप विद्यार्थी :
श्री हरदयाल देवगुण :
श्री भारत सिंह चौहान :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे के माल बुक करने वाले विभिन्न कार्यालयों में घूसखोरी और भ्रष्टाचार के मामलों की सूचना सरकार को प्राप्त हुई है ;

(ख) यदि हां, तो वर्ष 1968 के प्रारंभ में ऐसे कितने मामलों का पता चला है और इस के सम्बन्ध में क्या कार्यवाही की गयी है या करने का विचार है ; और

(ग) माल बुक करने के कार्यालयों में घूसखोरी और भ्रष्टाचार को रोकने के लिये क्या कार्यवाही की गयी है ?

रेलवे मंत्री (श्री चं० म० पुनाचा) :

(क) सभी भारतीय रेलों के माल बुक करने वाले कुछ कार्यालयों के कर्मचारियों के विरुद्ध रिश्वतखोरी और भ्रष्टाचार के आरोप समय-समय पर मिलते रहे हैं।

(ख) 1968 की पहली छमाही में रिश्वतखोरी और भ्रष्टाचार के 175 तथाकथित मामले थे। इनमें से 47 मामलों में कार्यवाही पूरी हो चुकी है और सम्बन्धित कर्मचारियों को समुचित दण्ड दिया जा चुका है। बाकी मामलों के सम्बन्ध में कार्रवाई की जा रही है।

(ग) सम्बन्धित कर्मचारियों की गति-विधियों पर कड़ी निगाह रखने के लिए एक उपयुक्त तंत्र पहले से मौजूद है। इस तंत्र में निम्नलिखित बातों की व्यवस्था है :—

(1) सामान्य विभागीय पर्यवेक्षण और नियंत्रण ;

(2) चौकसी संगठन द्वारा निवारक रोकथाम ;

(3) माल बूक करने के सम्बन्ध में रिष्वतखोरी और भ्रष्टाचार के विशिष्ट आरोपों की छानबीन ।

जांच और छानबीन के आधार पर उपयुक्त कार्रवाई की जाती है ।

निर्यात और आयात लाइसेंसों की शर्तों का उल्लंघन

2111. श्री रा० स्वरूप विद्यार्थी :
श्री हरदत्त देवगुण :
श्री भा० गिह चौहान :

क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) 1968-69 में अब तक आयात और निर्यात लाइसेंसों की शर्तों का उल्लंघन करने के कारण किन-किन व्यक्तियों को और फर्मों को दण्ड दिया गया है और इन के पते क्या हैं ; और

(ख) उपरोक्त अवधि में काली सूची में दर्ज किये गये व्यक्तियों और फर्मों के नाम क्या हैं ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरैशी) : (क) और (ख). एक विवरण सभा पटल पर रखा है । [पुस्तकालय में रख दिया गया । संख्या L. T--2319/68]

लाल गढ़ जंक्शन पर अस्पताल की इमारत

2112. श्री प० ला० बाबूपाल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर रेलवे के बीकानेर डिवीजन में लालगढ़ जंक्शन पर अस्पताल की एक इमारत बनाने के लिये बनाये गये गोदाम से सीमेंट के कई हजार बोरे चोरी हो चके हैं ;

(ख) क्या यह भी सच है कि कुल माल को, गोदाम में जमा करने का असफल प्रयास किया गया था तथा सम्बन्धित अधिकारी इस मामले को दबाने का प्रयत्न कर रहे हैं ; और

(ग) क्या इस मामले की जांच कराने तथा दोषी पाये गये व्यक्तियों को दण्ड बिलाने का सरकार का विचार है ?

रेलवे मंत्री (श्री च० सु० पुनावा) :

(क) जी नहीं । उत्तर रेलवे के बीकानेर मंडल में लालगढ़ जंक्शन पर बनने वाली अस्पताल की इमारत के लिए स्टोर में जो सीमेंट रखा था उसकी कोई चोरी नहीं हुई । लेकिन डा स्टार से 869 बोरे सीमेंट का दुर्विनियोग हुआ है ।

(ख) जी नहीं ।

(ग) ऊपर भाग (क) में उल्लिखित 869 बोरे सीमेंट के दुर्विनियोग के मामले में विशेष पुलिस स्थापना, जयपुर ने जांच की थी और उस जांच के आधार पर दोषी पाये गये व्यक्तियों के विरुद्ध नियमित विभागीय कार्यवाही की जा रही है ।

राष्ट्रीय कपड़ा निगम

2123. श्री सु० कु० तापड़िया :
श्री रामावतार शर्मा :

क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राष्ट्रीय कपड़ा निगम कर्मचारियों की नियुक्ति कर दी गई है और यदि हां, तो उस निगम ने अपना काम आरम्भ कर दिया है ;

(ख) इस निगम द्वारा अपने अधिकार में लिये गये भित्तों की संख्या कितनी है तथा उन के नाम क्या हैं ; और

(ग) उन भित्तों की पुनर्व्यवस्था तथा

आधुनिकीकरण के लिये निगम द्वारा अपनाई गई योजना की मुख्य रूपरेखा क्या है ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुंशी) : (क) जी हाँ ।

(ख) सूती कपड़ा समवाय (उपक्रमों का प्रबन्ध तथा परिममाणन अथवा पुनः स्थापन) अधिनियम, 1967 के अन्तर्गत अभी तक कोई भी मिल अधिकार में नहीं ली गयी है ।

(ग) जो मिलें अधिकार में ली जायेंगी उनकी पुनर्व्यवस्था तथा आधुनिकीकरण की योजनाएँ उन मिलों की मशीनों की अवस्था पर निर्भर रहेंगी ।

Shortage of Tyres

2114. SHRI S. K. TAPURIAH: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that acute shortage of tyres (cars, trucks, scooters, cycles) still exists and prices are ruling very high;

(b) whether any addition has been made in installed capacity since the industry was de-licensed; and

(c) to what extent the industries are facing difficulties in raising production due to non-availability of natural rubber?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) Complaints have been received about shortages of certain sizes of car, truck and scooter tyres. Tyres and tubes for bicycle, scooters, cars and tractors have been declared as Essential Commodity under the Essential Commodities Act, 1955. Moreover steps have been taken to increase the production of tyres in short supply.

(b) The tyre industry has not been exempted from the licensing provisions of the Industries (Development and Regulation) Act, 1951. During 1968 additional capacity to the extent of 1.2 lakh nos. of automobile tyres and

1 million nos. of bicycle tyres has been established. Further capacity for the manufacture of 14,50,000 nos. each of automobile tyres and tubes has recently been approved.

(c) There is shortage of rubber to the extent of about 20 per cent of the requirement.

Shortage of Raw Jute

2115. SHRI S. K. TAPURIAH:
SHRI HIMATSINGKA:
SHRI SITARAM KESRI:
SHRI DHIRESWAR
KALITA:
SHRI D. N. PATODIA:
SHRI K. P. SINGH DEO:
SHRI JYOTIRMOY BASU:
DR. RANEN SEN:
SHRI RAGHUVIR SINGH
SHASTRI:
SHRI K. HALDAR:
SHRI RAM AVTAR
SHARMA:
SHRI MOHAMMAD ISMAIL:
SHRI B. K. MODAK:
SHRI BHAGABAN DAS:
SHRI GANESH GHOSH:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that due to shortage of raw jute, jute mills have been compelled to curtail production thereby rendering large number of workers jobless;

(b) whether it is also a fact that it has resulted in a rise in jute goods prices and thus affected export sales; and

(c) if so, the steps taken by Government to ensure resumption of normal production?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) As a result of shortage of raw jute, mills have been compelled to curtail production but an attempt has been made to tackle the problem of surplus labour in such a way so as to cause minimum hardship.

(b) There has been a rise in the jute goods prices but the exports of carpet backing, which constitutes the

most important item of export in the jute goods, have not been affected.

(c) Government have taken the following steps to maximise the production of jute goods:-

- (i) The total quantity of jute goods earmarked for distribution among the mills during the month of November, 1968, has been allocated to the mills by the Jute Commissioner in proportion to their production of jute goods during the period 1st July, 1967 to 30th June, 1968.
- (ii) The Jute Commissioner has been delegated powers to regulate the production of jute goods by mills. While issuing orders for such regulation, it has been ensured that the production of carpet backing cloth shall not be less than the average monthly production during the period July to September, 1968.
- (iii) Import of raw jute to the extent of 2.699 lakh bales worth Rs. 8.65 crores has been authorised till 8th November, 1968.

Payment of Allowances to Chairman Heavy Engineering Corporation, Ltd., Ranchi

2116. SHRI S. K. TAPURIAH: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Shri K.

D. Malaviya, Chairman of Heavy Engineering Corporation, Ranchi, is paid allowances for the days he attends office and is also paid house rent, car and other allowances; and

(b) if so, the allowances paid to him month-wise under each head since his appointment?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) Shri K. D. Malaviya, Chairman of Heavy Engineering Corporation Ltd., Ranchi, is entitled to the following facilities:

- (i) A daily allowance of Rs. 30 (Rupees thirty only) for every day on which he is engaged on the work of the Company whether at Ranchi or elsewhere.
- (ii) Free use of a car for official purposes whether at Ranchi or elsewhere.
- (iii) Free use of furnished accommodation in the Guest Houses of the Corporation at Delhi and Ranchi.
- (iv) In addition, he will be entitled to travelling allowances as for an officer of the highest grade except that the daily allowance will be paid on the basis indicated in sub-para (i) above.

(b) The daily allowances and travelling allowances paid to him month-wise are under:

Period	DAILY ALLOWANCE	
	Rate	Amount Paid
23-2-68 to 29-2-68 (7 days)	Rs. 30	Rs. 210
1-3-68 to 31-3-68 (31 days)	30	930
1-4-68 to 30-4-68 (30 days)	30	900
1-5-68 to 31-5-68 (31 days)	30	930
1-6-68 to 30-6-68 (29 days) Except 16-6-68	30	870
1-7-68 to 31-7-68 (29 days) Except 5-7-68 and 6-7-68	30	870
1-8-68 to 31-8-68 (30 days) Except 9-8-68	30	900
1-9-68 to 30-9-68 (29 days) Except 14-9-68	30	870
1-10-68 to 31-10-68 (31 days)	30	930
		7410

TRAVELLING ALLOWANCES

Sl. No.	Month	Rail, Air Fare etc.	Journey Allowance	Total
		R.	Rs.	Rs.
1.	March 1968	1123.80	15.00	1138.80
2.	April 1968	1431.01	30.00	1461.01
3.	May 1968	1130.15	25.00	1205.15
4.	June 1968	1072.50	30.00	1102.50
5.	July 1968	935.10	30.00	965.10
6.	August 1968	618.60	40.00	658.60
7.	September 1968	787.30	15.00	802.30
8.	October 1968	258.00	15.00	273.00
	Total	7406.46	200.00	7606.46

Kangra Valley Railway

2117. SHRI HEM RAJ: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Beas Dam Project Administration has accepted the cost of the realignment of the Kangra Valley Railway; and

(b) if so, when the work is proposed to be undertaken?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) Does not arise.

Halts at Rajindra Bridge

2118. SHRI BHOGEN德拉 JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether fresh investigations have been made into the necessity and expediency of opening halts at the northern end of the Rajindra Bridge (between Simiariaghat and Hathidah Stations of the Eastern Railway) at village Muraita between Kamtaul and Jogiara stations on the Samastipur-Narkatiaganj line of the North Eastern Railway and at village Korabia (between Khajauli and Jaynagar) stations of the North Eastern Railway; and

(b) if not, whether a fresh enquiry is proposed?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and

(b). There already is a halt, named Rajendra Pul halt, between Simaria and Hathidah stations. The proposal for shifting it so as to bring it nearer the Ganges was examined but could not be accepted, for financial reasons.

Proposals for the opening of halts at Muraita between Kamtaul and Jogiara stations and at Korahiya between Khajauli and Jaynagar stations were examined in 1967 but had to be dropped because the halts were expected to run at a heavy recurring loss. No fresh investigation has been made or is proposed to be made because there has been no material change since these proposals were last examined.

Production capacity of Heavy Engineering Corporation, Ranchi

2119. SHRI BHOGEN德拉 JHA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the present production capacity of the three projects of the Heavy Engineering Corporation, Ranchi with regard to different types of machines and extent to which that capacity is being utilised; and

(b) what will be the capacity by the end of 1969 and what steps are being taken to ensure full capacity productions at that stage and thereafter?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) The targets of production for the year 1968-69 are as under:—

Heavy Machine Building Plant:

Mechanical Items	16000 tonnes
Structurals	5785 tonnes
Structurals (Other agencies working under H. M. B.P.)	8215 tonnes
Total	30,000 tonnes

Foundry Forge Project :

G. I. Castings	7250 tonnes
Ingot moulds	2500 tonnes
Rolls	1500 tonnes
Non-ferrous castings	100 tonnes
Steel Rolls	500 tonnes
Steel Castings	4800 tonnes
Steel Ingots	3000 tonnes
Forgings	2000 tonnes
Total	21650 tonnes

Heavy Machine Tools Plant

Machine Tools	33 Nos.
C. L. W. Tracton Gear Ass. mblly (in sets)	10 Nos.

Targets for April—September, 1968 and the actual production during April—September, 1968 are as under:

Heavy Machine Building Plant:

	Figures in tonnes	
	Target	Actual
Mechanical items	4490.0	4206.50
Structurals	2436.0	2288.10
Structurals (Other agencies working under HMBP)	3723.0	4581.90
Total	10649.0	11076.50

Foundry Forge Project:

	Target	Production
G. I. Castings	3150.0	2329.861
Ingot Moulds	750.0	953.07
G. I. Rolls	750.0	429.84
Non-ferrous Castings	38.0	36.741
Steel Castings	1900.0	907.983
Synthetic Pig Iron	—	653.30
Steel Ingots	1200.0	986.59
Steel Roll,	150.0	—
Forgings	900.0	684.680
Total	8838.0	6982.065

Heavy Machine Tools Plant :

Machine Tools	9 Nos.	5 Nos.
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(b) Tentative targets of production for 1969-70 are as under:—

Heavy Machine Building Plant :

Mechanical items	27,346 tonnes
Structurals	17,093 tonnes
Total	44,439 tonnes

Foundry Forge Plant :

G. I. Castings	11,300.00 tonnes
G. I. Rolls	3400.00 tonnes
G. I. Ingot moulds	5200.00 tonnes
Non-ferrous casting,	315.00 tonnes
Steel Castings	9000.00 tonnes
Forgings	9250.00 tonnes
Forged Rolls	400.00 tonnes
Total	39715.00 tonnes

Heavy Machine Tools Plant :

Machine Tools	41 Nos.
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For fuller utilisation of capacity it is necessary to have adequate orders in advance. Efforts are being made to obtain the orders. To improve productivity, efforts are being made to achieve better skill and discipline. Incentive schemes are also being introduced progressively.

Suggestions of Sub-committee of Federation of India Chambers of Commerce and Industry on Trade Practices

2120. SHRI B. K. DASCHOW-DHURY: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the Internal Trade Sub-Committee of Federation of Indian Chambers of Commerce and Industry has suggested to evolve and implement trade practices so that consumer is assured of the value of his money;

(b) if so, the other points made by the Committee;

(c) whether the Chambers of Commerce and Trade Associations have taken up the matter with Government; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) The Federation of Indian Chambers of Commerce and Industry have informed that their sub-Committee on International Trade met at Madras on 24th September, 1968 and at this meeting the Chairman of Sub-Committee made a suggestion for voluntary code of fair trade practices by the manufacturers and the trade. Any communication in this respect, however, was not sent by the Chamber to Government.

(b) The other points discussed in this meeting of the Sub-Committee of the F. I. C. C. & I. related to removal of inter-State restrictions on movements of free sugar, rules and laws relating to Prevention of Food Adulteration and supply of credit to the trade.

(c) and (d). The F.I.C.C. & I. did not send any communication to the Government on the subject. The Fair Trade Practices Association, Bombay, has, however, been in correspondence with the Government regarding fair trade practices. Government welcome such voluntary activities for adoption of fair trade practices by the Trade and Industry.

Joint Plant Committee

2121. SHRI B. K. DASCHOW-DHURY: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the legal status of the Joint Plant Committee;

(b) whether it is a Government sponsored organisation; and

(c) the strength of the staff of this organisation and how they are placed?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) and (b). The Joint Plant Committee has been constituted under Resolution No. SC(A)-24(113)/68, dated February 29, 1964, of the Government of India. It is, thus, a Government sponsored organisation and consists primarily of the main producers of iron and steel in the country.

(c) The Joint Plant Committee has a staff of 104 as follows:—

1. Officers	18
2. Office Superintendents	4
3. Assistants, Stenos, Machine Operators etc.	55
4. IBM staff including punch card operators	9
5. Messengers, Drivers and Durwans	18
Total	104

सरकारी (दरभंगा) रेलवे स्टेशन

2122. श्री विभूति मिश्र : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि साकारी (दरभंगा) रेलवे स्टेशन पर यात्रियों को बड़ी कठिनाइयों का सामना करना पड़ता है, क्योंकि वहाँ पार्सलों का सामान हमेशा प्लेटफार्म पर शीटों में रखा जाता है ; और

(ख) यदि हाँ, तो यात्रियों की कठिनाइयों को दूर करने के लिये क्या कार्यवाही की जा रही है ?

रेलवे मंत्री (श्री जे० नू० पुनाचा) :
 (क) और (ख). यांत्रियों के इस्तेमाल के लिए प्लेटफार्म के दोनों छतों पर एक-एक शोध की व्यवस्था है। पार्सल रखने के लिये स्टेशन इमारत के बीच में एक पार्सल गोदाम है। सामान्यतः यांत्रियों के लिए बने शोध में पार्सल नहीं रखे जाते। लेकिन माननीय सदस्य ने जो कुछ कहा है उसे ध्यान में रख कर, स्टेशन कर्मचारियों को यह हिदायत दी गयी है कि यांत्रियों के शोध में किसी भी हालत में पार्सल जमा न किये जायं।

Hindustan Steel Ltd.

2123. SHRI PREM CHAND VERMA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) when the Hindustan Steel Ltd. was set up and what were the objects to be achieved;

(b) whether the targets of setting up units according to project reports, production and development targets were achieved; if so, when and if not, the reasons therefor;

(c) whether any foreign collaboration was involved in the setting up of the Company; if so, the names of the countries which collaborated, the terms of collaboration and how much foreign exchange as aid was received;

(d) what items the Company is producing at present and the extent of production, whether these products are upto international standard, quantity of production and sale during the last three years and how much of this production was exported; and

(e) whether there are any difficulties with which the Company is faced at present and how Government propose to remove them?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND

METALS (SHRI RAM SEWAK):
 (a) Hindustan Steel was originally incorporated on 19th January, 1954 to construct and manage the Rourkela Steel Plant. From 1st April, 1957, work relating to the Bhilai and Durgapur Steel Plants which had till then been directly under Government was also transferred to the Company. The objects of the Company are given in its Memorandum of Association.

(b) and (c) Hindustan Steel Ltd. is entirely owned by Government; there was no foreign financial collaboration in the setting up of the Company. However, for the construction of the three 1-million tonne, steel plants at Rourkela, Bhilai and Durgapur, most of the foreign exchange requirements were met from foreign credits as part of developmental aid. Foreign exchange for Bhilai came principally from a Soviet Credit of 122.36 million Roubles, for Rourkela from West German Credit of DM 660 million and for Durgapur from a U.K. Credit of £15 million. By and large, construction of the million tonne plants proceeded according to targets and they reached their rated capacity production in 1962-63 in respect of Bhilai, 1964-65 in respect of Durgapur and 1965-66 in respect of Rourkela.

(d) The principal products of the Company are pig iron, blooms, slabs, billets, heavy and light structurals and bars, merchant products, wire rods, railway sleepers, fishplates, wheel sets, wide and narrow plates, hot rolled and cold rolled coils, sheets and strips, tinplates, skelp and pipes. The Alloy Steel Plant at Durgapur produces ingots, forged bars and billets and other rolled products like billets, bars, sheets, and plates. The products are made to Indian standards wherever these have been developed and to others including international standards depending on

orders. The quantities of iron and steel products produced, sold and exported during the last three years are given below:

Product	Year	Production	Total despatches	Exports
Pig Iron for Sale	1965-66	908	848	—
	1966-67	808	748	185
	1967-68	997	1081	520
Scalable Steel	1965-66	2494	2572	59
	1966-67	2561	2552	83
	1967-68	2419	2375	285

(e) Apart from certain difficulties arising from quality of raw materials, major repairs to equipment, problems of maintenance higher incidence of capital-related charges, the Company is faced with difficult labour situation and lack of adequate demand. Certain remedial measures as indicated in the Pamphlet entitled "Performance of Hindustan Steel Limited" (laid on the Table of the House on 5th April, 1968) have been taken. The top management set-up of the Company is also being re-organised in terms of the Statement dated the 20th March, 1968, of the Minister for Steel, Mines and Metals.

Heavy Electricals, Limited, Bhopal

2124. SHRI PREM CHAND VERMA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the authorised and paid up capital of Heavy Electricals (India)

Ltd., Bhopal at the time of its setting up and as on the 31st March, 1968;

(b) how much amount of loan was owed by the Company on the 31st March, 1968, and how much of it was from Central Government, banks or other parties;

(c) how much money has been paid as interest by the Company during the last three years; and

(d) what are the working results of the last three years, what was the extent of profit and if loss was incurred, what were the main causes for the loss and what are the estimates for 1968-69?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) The authorised and paid-up capital of Heavy Electricals (India) Limited at the time of its setting up and as on 31st March, 1968 are as under:—

	Authorised Capital (Rs. in lakhs)	Paid up Capital (Rs. in lakhs)
At the time of setting up of the Company	3000.00	28.00
As on 31st March, 1968	5000.00	5000.00

(b) The total amount of loans owed by the company as on 31st

March, 1968 amounted to Rs. 6398.13 lakhs, the break-up of which is as under:—

From Government of India	Rs. 5308.40 lakhs
From State Bank of India	Rs. 955.12 lakhs
From other parties	Rs. 134.61 lakhs
Total	Rs. 6398.13 lakhs

(c) The incidence of interest during the last three years are as follows:—

Year	Govt. of India	State Bank of India	Other Parties	Total
(Rupees in lakh:)				
1965-66	118.19	67.25	6.04	191.18
1966-67	236.42	56.83	4.32	297.57
1967-68	332.30	52.31	5.10	389.71
Total	686.91	176.39	15.46	878.76

(d) The company sustained losses during the last three years as under:—

1965-66	Rs. 674.80 lakhs
1966-67	Rs. 676.57 lakhs
1967-68	Rs. 580.08 lakhs
1968-69 (Estimated)	Rs. 505.00 lakhs

For a project of this kind and magnitude with long gestation period, such losses are not unusual during the earlier period of construction and commencement of production. The Detailed Project Report of the Technical Consultants accepted by Government anticipated and provided for such losses.

Hindustan Copper Limited

2125. SHRI PREM CHAND VERMA: Will the Minister of STEEL,

MINES AND METALS be pleased to state:

(a) the authorised and paid up capital of the Hindustan Copper Limited at the time of its setting up and figures as on the 31st March, 1968;

(b) the amount of loan which the Company owed on the 31st March, 1968 to Central Government, Banks or other parties, separately;

(c) the amount of money paid as interest by the Company during the last three years; and

(d) the working results of the last three years; the extent of profit made or loss incurred during the last three years, main causes for the loss and the estimates of loss/profit for 1968-69?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK):

	As on setting up of Hindustan Copper Limited	As on 31-3-1968
Authorised capital	Rs. 50 crores	Rs. 50 crores
Paid up-capital	Rs. 3,000	Rs. 1,01,000

(b) Rs. 71.79 lakhs to Central Government only.

(c) 1965-66	Rs. Nil
1966-67	Rs. 24,36,500
1967-68	Rs. 29,66,500
Princpal interest during 1967-68	Rs. 1,58,286.5

(d) The Projects under the Hindustan Copper Limited are under construction stage. The question of Profit/Loss, therefore, does not arise.

Hindustan Steel Works Construction, Limited

2126. SHRI PREM CHAND VERMA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the production and development targets of the Hindustan Steel Works Construction Ltd. have been achieved, if so, when and if not, the reasons therefor;

(b) whether any foreign collaboration was involved in the setting up of the Company, if so, the names of countries which collaborated, the terms of collaboration and how much foreign exchange as aid was received;

(c) the extent of business done by the company during the last three years; and

(d) whether there are any difficulties which the Company is facing at present and how Government propose to remove them?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK):

(a) The Hindustan Steel work, Construction Limited is not a producing unit. It is doing site levelling, civil engineering work and part of the structural steel fabrication and erection for Bokaro Steel Plant. The work is expected to be completed according to schedule.

(b) No, Sir.

(c) The contract receipts of the Company during the last three years was as follows:

1965-66	Rs. 4,78,94,766
1966-67	Rs. 3,64,66,400
1967-68	Rs. 4,42,76,812

(d) The Company is not facing any difficulty which demands assistance by the Government.

हीरा मिल कम्पनी (पब्लिक लिमिटेड उज्जैन)

2127. श्री हुकमचन्द कछवाप: क्या वारिष्ठ मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि हीरा मिल कम्पनी (पब्लिक) लिमिटेड, उज्जैन ने, जिस में काफी समय से नियंत्रक नियुक्त कर दिया गया है, इंडियान मर्केन्टाइल्स इश्योरेन्स कम्पनी के पास अपना बीमा कराया हुआ है;

(ख) यदि हां, तो 1965 से कितनी राशि का बीमा कराया गया और उसकी तिथियां क्या हैं?

(ग) एक गैर-सरकारी बीमा कम्पनी के पाम बीमा कराने के क्या कारण हैं; और

(घ) इस कम्पनी के निदेशकों और नियंत्रक को मिले कमीशन को किस शीर्षक के अन्तर्गत दिखाया गया है और इस बीमा कम्पनी से कितना कमीशन मिला है?

वारिष्ठ मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरैशी): (क) जी, हां।

(ख) मिल कम्पनी ने केवल वर्ष 1968 में ही इण्डियन मर्केन्टाइल्स इश्योरेन्स कम्पनी लिमिटेड से बीमा पालिसियां ली। एक विवरण सभा पटल पर रखा है जिस में ब्यौरे दिये गये हैं। [पुस्तकालय में रख रिया गया। संख्या एल० डी० 2320 68]

(ग) गैर-सरकारी समवायों से अपनी परिसम्पत्तियों का बीमा कराने के सम्बन्ध में ऐसे समवायों पर कोई प्रतिबन्ध नहीं है।

(घ) बीमा कम्पनियों द्वारा कोई कूट नहू. री जा सकती। अतः प्रश्न नहीं उठता।

पूर्वोत्तर रेलवे स्टेशनों पर जलपान गृह

2128. श्री विजयनाथ पांडे : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे के सब स्टेशनों के शाकाहारी तथा गैर-शाकाहारी होटलों तथा जलपान गृहों की संख्या कितनी है;

(ख) इन स्टेशनों पर कितने लाइसेंस शुदा खोमचे वाले हैं; और

(ग) लाइसेंस शुदा खोमचे वालों में से कितने खोमचे वाले अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के हैं ?

रेलवे मंत्री (श्री खे० मु० पुनाचा) :

(क) पूर्वोत्तर रेलवे में 14 शाकाहारी और 32 सामिथ भोजनालय हैं। कोई रेस्तरां नहीं है।

(ख) 1 236.

(ग) 1236 लाइसेंस प्राप्त खोमचे वालों में से 53 अनुसूचित जाति, आदिम जाति के हैं।

New Railway Lines in U.P.

2129. SHRI VISHWA NATH PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether any proposal for the construction of new railway lines in the State of Uttar Pradesh during the Fourth Five Year Plan period is under consideration; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The Fourth Plan proposals for construction of new lines have not yet been finalised. However, it has been decided to conduct shortly a fresh Traffic Survey and to update the Engineering Survey Report of the Rampur-Haldwani link.

Electrification of Railway Stations on North Eastern Railway

2130. SHRI VISHWANATH PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) the number and names of Railway stations likely to be electrified and their platforms raised between Varanasi Railway Station and Bhatni Junction (N. E. R.) and between Bhatni junction and Sonpur Railway station during the years 1968-69 and 1969-70; and

(b) the estimated expenditure on the above items?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) (i) Sadat Railway Station in Bhatni-Varanasi Section and Ekma Railway station in Bhatni-Sonepore section are proposed to be electrified during the years 1968-69 and 1969-70, subject to availability of electricity at economical cost from the U.P./Bihar State Electricity Boards.

(ii) The platform of Turtipar Railway station on Bhatni and Varanasi section is proposed to be raised during 1968-69.

(iii) There is no proposal to raise the platform of any station on Bhatni-Sonepore section during the years 1968-69 and 1969-70.

(b) (i) The estimated expenditure on electrification of Sadat and Ekma Railway stations is Rs. 9185.00 and Rs. 7630.00 respectively.

(ii) The estimated expenditure on raising the platform at Turtipar Railway station is Rs. 74,000/-.

Travel by first class on Railway passes

2131. SHRI VISHWA NATH PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of passengers who travelled by first class on the Indian Railways during the last year; and

(b) the number of those who travelled on Railway passes during the same period?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The number of passengers, including season ticket holders, who travelled by first class on Indian Government Railways during the last three years was as under:—

Year	Number of passengers who travelled by first class
1965-66	69,151,400
1966-67	78,173,800
1967-68	79,045,200*

*Provisional

(b) The information is not available as no statistics are maintained of the number of passengers travelling on Railway passes.

Export of Cotton Mill waste to Japan

2132. SHRI CHINTAMANI PANIGRAHI: Will the Minister of COMMERCE be pleased to state:

(a) whether exports of cotton mill waste to Japan have gradually declined; and

(b) if so, the reasons therefor?

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

(b) Exports of cotton waste to Japan have declined in line with the general declining trend in exports of this commodity. This is because of the increasing use of this material in the country.

2483 (a) LSD—5.

Grant of Industrial Licences

2133. SHRI CHINTAMANI PANIGRAHI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the number of industrial licences which have been granted from January to October, 1968; and

(b) the names of the industrial houses who have got these licences and the locations of industries indicated in their applications, State-wise?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). A statement is attached.

STATEMENT

(a) and (b). During the period January to October, 1968, 184 licences have been issued under the Industries (Development and Regulation) Act, 1951. A statement showing the State-wise distribution of these licences is attached.

As regards the names of the industrial undertakings licensed and their location, it may be mentioned that details of all licences issued, including the name of the licensees and the location of the undertaking, are regularly published in the monthly Journal of Industry and Trade and the Weekly Indian Trade Journal and the Bulletin of Industrial Licences, Import Licences and Export Licences, copies of which are available in the Parliament Library.

Sl. No.	State	Number of Licences issued
1	2	3
1.	Andhra Pradesh	3
2.	Assam	4
3.	Bihar	10
4.	Chandigarh	1
5.	Delhi	3
6.	Gujarat	17
7.	Haryana	7

1	2	3
8. Kerala		2
9. Madhya Pradesh		2
10. Madras		8
11. Maharashtra		73
12. Mysore		12
13. Nagaland		1
14. Orissa		2
15. Punjab		4
16. Rajasthan		3
17. Uttar Pradesh		6
18. West Bengal		26
Total		184

Production of H. M. T. Watches in Kashmir

2134. SHRI RABI RAY: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Government propose to set up a factory for production of H. M. T. watches in Kashmir soon; and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). A proposal to set up a factory for production of watches in Kashmir by Hindustan Machine Tools Ltd., is at present, under the active consideration of Government. The details of this Project are being worked out.

Assets of Tatas, Birlas & Others

2135. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether there has been an abnormal rise in the assets of Tatas, Birlas, Martin Burns, Bangurs, A.C.C., Thaper, Sahu Jains, Bird-Heilgers, J. K. Singhanian and Surajmal Nagarmal since 1947;

(b) if so, the reasons leading to this abnormal rise; and

(c) whether Government have taken any steps to see that all dues are paid and if so, the nature of steps taken?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). The information sought for.. covers ten major business houses comprising about 600 companies and is for a period of over 20 years. During this period quite a large number of new companies would have come up and some gone into liquidation. It is not possible for this Department, which has been organised on a proper basis only since 1956, to collect the necessary information in a precise manner. The assets position of the ten houses as on 31st March, 1964 as shown below would be indicative of the broad magnitudes involved. The figures have been taken from the Monopolies Inquiry Commission Report.

Name of the House	Rs. in crores)	
	Assets as on	
	31-3-1954	
(1) Tatas	417.72	
(2) Birlas	292.72	
(3) Martin Burns	149.61	
(4) Bangurs	77.91	
(5) A.C.C.	77.36	
(6) Thaper	71.90	
(7) Sahu Jains	67.69	
(8) Bird-Heilgers	60.10	
(9) J. K. Singhanian	59.20	
(10) Surajmal Nagarmal	57.37	
Total		1331.58

(c) In the absence of specific mention of the character of dues it is difficult to indicate the position.

Ovation International

2136. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of INDUSTRIAL DEVELOPMENT AND

COMPANY AFFAIRS be pleased to state:

(a) the assets of Ovation International, a cosmetic selling company at the time of its registration and at the time of closure by the court; and

(b) the reasons which led to the increase in assets?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) (a) and (b). M/s. Ovation International India Pvt. Ltd. was registered in Maharashtra on 18th August, 1967 with an authorised capital of Rs. 50 lakhs and with an issued and subscribed capital of Rs. 300 only. It appears from the available records that before the company could complete full one year of its working, a petition to wind up its affairs was filed in the High Court of Bombay. The petition is still pending for final hearing. As the company did not have the opportunity of filing even its first audited accounts and annual return, the Govt. has no information regarding the assets of the company. Meanwhile, the High Court of Bombay has appointed the Official Liquidator as Provisional Liquidator of the company. The Directors of the company have not so far filed with the Provi-

sional Liquidator the statement of affairs as required under section 454 of the Companies Act. Accordingly, the book value of the assets of the company at the time of the appointment of Provisional Liquidator also is not known.

Donations by Companies to Individuals

2137. SHRI NITIRAJ SINGH CHADUARY: Will the Minister INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 6110 on the 27th August, 1968 regarding donations to political parties and state:

(a) whether individuals were also paid money by companies; and

(b) if so, their names, and the amounts paid during the last three financial years?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) (a) and (b). The particulars of such contributions made by companies to individuals as disclosed in their profit and loss accounts filed with the Registrars of Companies during the last three years are as below:

Period	Name of individual	Amount of contribution
1-3-1965 to 28-2-1966	Nil	Nil
1-3-1966 to 28-2-1967	Nil	Nil
1-3-1967 to 29-2-1968	Shri C. K. Chande	Rs. 3,000
	Shri D. R. More	} Through Shri Dhalryashool-so Pawar
	Shri S. S. Bhoysa	
	Shri Sampat Patil	
	Shri Madhavrao Borante	
	Shri Uderam Devare	
	Shri Abbas Ali Kazi	} Rs. 10,000
	Shri D. R. More	
	Shri Madhav Borante	Rs. 20,000
		Rs. 2,500

Period	Name of individual	Amount of contribution
1-3-1967 to 29-2-1968 (contd.)	Shri Uderam Devare	Rs. 2,500
	Shri Abbas Ali Kazi	Rs. 2,500
	Shri Sitaram Sayaji	Rs. 2,500
	Shri Suryabhau Sukhdev	Rs. 7,000
	Giani Gurmukh Singh Musafir	Rs. 2,500
	Shri Bhallalbai D. Patel	Rs. 7,500
	Shri H. M. Patel	Rs. 20,000
	Shri Seshan Wadakkancherry	{Rs. 100
	Shri C. Janardhanan	Rs. 100
	Shri T. P. Soetharaman	Rs. 100
	Shri Vasu Panicker	Rs. 100
	Mrs. Meenambal Sivaraj	Rs. 2,000
	Shri C. M. Stephen	Rs. 1,500
	Shri Henry Austin	Rs. 1,500
	Shri T. P. Thomas	Rs. 1,000
	Shri Ramalingam	Rs. 500
	Shri A. M. Thomas	Rs. 2,500
	Shri Kirpal Singh Dhillon	Rs. 500
	Shri Molhar Singh	Rs. 1,200
	Shri G. L. Singh Dhillon	Rs. 1,248.4
	Shri Sushil Bahadur Asthana	Rs. 1,308.49
	Shri Bansidhar	Rs. 130.85
	Shri Narhari Prasad	Rs. 700

Total Rs. 94,487.80

मध्यम दर्जे के तथा बड़े पैमाने के उद्योगों के लिए लाइसेंस

2138. श्री श्रींकार सिंह :
 श्री जि० ब० सिंह :
 श्री गारवानन्द :
 श्री कंवरलाल गुप्त :

क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले एक वर्ष में किन-किन व्यक्तियों को मध्यम दर्जे के तथा बड़े पैमाने के उद्योगों के लिए लाइसेंस दिये गये ; और

(ख) इन के लिए कुल कितने प्रार्थना-पत्र प्राप्त हुए थे और इन व्यक्तियों को लाइसेंस देने के विशेष कारण क्या थे ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कवहरीन अली अहमद) : (क) उद्योग (विकास और विनियमन) अधिनियम, 1951 के अन्तर्गत जिन पार्टियों को लाइसेंस दिए जाते हैं उनके नाम समय पर मासिक जनरल आफ इन्डस्ट्री एण्ड ट्रेड, साप्ताहिक इण्डियन ट्रेड जनरल तथा वुलेटिन आफ इन्डस्ट्रियल लाइसेंसेज—इम्पोर्ट लाइसेंसेज, एण्ड एक्सपोर्ट लाइसेंसेज में प्रकाशित होते रहते हैं। इन प्रकाशनों की प्रतियां संसद् पुस्तकालय में प्राप्त हैं। बिगत वर्ष अर्थात् 1-11-1957 से 31-10-68 तक 230 लाइसेंस दिए गये।

(ख) इस अवधि में औद्योगिक लाइसेंसों के लिए 1059 आवेदन पत्र प्राप्त हुये

अस्के प्रकरण के गुणों के आधार पर लाइसेंस दिए गये जिनमें उत्पाद वस्तु की मांग और सम्भरण की स्थिति लक्ष्य परियोजना अमता, कच्चे माल की प्राप्यता, विदेशी मुद्रा की आवश्यकता, संतुलित क्षेत्रीय विकास की आवश्यकता, योजना की तकनीकी सम्भाव्यता, आवेदन की आर्थिक सुदृढ़ स्थिति आदि कारक प्रमुख हैं।

Export of Tea

2139. SHRI A. SREEDHARAN:
SHRI K. LAKKAPPA:
SHRI RAGHUVIR SINGH
SHASTRI:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that there has been an unexpected fall in the export of tea this year;

(b) if so, whether Government have ascertained the reasons therefor; and

(c) the steps taken to prevent the fall in tea export?

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

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

Export of Indian Grey Cloth

2140. SHRI A. SHREEDHARAN:
SHRI K. LAKKAPPA:
SHRI KAMESHWAR SINGH:

Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 8964 on the 30th April, 1968 and state:

(a) whether Government have received information on re-export of Indian Grey Cloth to Holland by the East European countries;

(b) if so, the names of the countries which indulged in the switch trade;

(c) whether the Textile Experts posted in Bonn have made a report to this effect; and

(d) if so, the action taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (d). No, Sir. No specific cases of re-export to Holland have come to our notice. The representative of the Textile Export Promotion Council in Frankfurt (West Germany) has conveyed the impression given to him by some importers in Western Europe that Indian grey cloth bought by some East European countries was being diverted to West European countries.

Survey of Marine Products and Sea Foods

2141. SHRI A. SHREEDHARAN: Will the Minister of COMMERCE be pleased to state:

(a) whether the Indian Institute of Foreign Trade on an assignment from the U. S. A. I. D. propose to undertake a survey of a number of countries for exploring the export potential of marine products and sea foods;

(b) if so, the details of the scheme, indicating the countries in which export potential is to be explored;

(c) India's present annual production of these items and how much is available for exports; and

(d) the programme for development of the related industries under Fourth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) It is likely that the Indian Institute of Foreign Trade will undertake this survey.

(b) the scope and content of the survey, including the countries to be surveyed are still under discussion between the Indian Institute of Foreign

Trade and the Export Promotion Division of US AID.

(c) The total annual marine fish landings for the year 1967 was 8,50,171 M. Tonnes consisting of all types of fishes including 90,927 M. Tonnes of prawns. Of this annual production of marine landings, about 9 per cent is utilised for the export of sea foods.

(d) The programme under consideration in connection with the Fourth Five Year Plan for the development of the fishing industry envisages the introduction of 8,000 small mechanised boats and 300 trawlers, provision of harbour facilities at suitable important fish landing centre, installation of ice cold storage and freezing plants at important landing and distribution centres etc.

Government controlled industries in Madhya Pradesh

2142. SHRI S. R. DAMANI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 454 on the 13th August, 1968 and state:

(a) whether a reply has been received from the Madhya Pradesh Government regarding the order issued by them wherein they have reserved 12 products manufactured and processed by departmentally run and other Government controlled industries in the State exclusively for Government purchases without inviting tenders and if so, its details;

(b) whether consultations with State Governments have been completed on the question of States giving preference to goods manufactured within the State; and

(c) the outcome of the consultations and the policy decision taken thereon?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir. A list of 14 products manufactured and processed by departmentally run and other Government con-

trolled industries in Madhya Pradesh exclusively for Government purchases without inviting tenders is laid on the Table of the House. [Placed in Library. See No. LT-2321/68].

(b) Replies have not yet been received from the State Governments of (1) Assam, (2) Bihar, (3) Gujarat (4) Himachal Pradesh, and (5) Rajasthan.

(c) Final decision will be taken on receipt of, and consideration of, replies from all the State Governments.

Loss to Kiriburu and Bailadilla Products

2143. SHRI S. R. DAMANI: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether Government agree with the observation made by the Committee on Public Undertakings to its Eleventh Report (1967-68) regarding loss of Rs. 405 lakhs in a total transaction of Rs. 469.10 lakhs;

(b) whether Government also agree with the observation that after 1967 further losses of Kiriburu and Bailadilla projects can be estimated at Rs. 285.60 lakhs and Rs. 226.80 lakhs per annum respectively; and

(c) whether examination of this Report of the Committee has been completed and if so, the steps proposed to implement the various recommendations of the Committee?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) to (c). The observations and recommendations made by the Committee are under examination. Steps to implement the Government's decision will be taken as soon as these have been finalised. Without anticipating the results of the examination, it may be stated that the loss, such as it may be, incurred by the Mineral & Metals Trading Corporation and the National Mineral Development Corporation on the sale of iron

ore to Japan, has to be measured against the total export sales transaction of Rs. 1021 lakhs roundly. Further, as a result of production, movement and export of iron ore from the National Mineral Development Corporation's mines, revenues have accrued to the Railways (approximately Rs. 601 lakhs) and the port (approximately Rs. 232 lakhs) as well as to the Government of India (approximately Rs. 120 lakhs) by way of export duty on the ore.

As regards the computation of losses after devaluation of the £ sterling, the situation has changed for the better consequent on (a) the mark-up in price of ore secured from Japan and (b) reduction in the rate of export duty for which a portion of the Kiriburu ore will be eligible from the 31st August, 1968. The total estimated annual loss on the export of ore from Kiriburu and Bailadilla Deposit No. 14 is accordingly now estimated at about Rs. 232 lakhs as against Rs. 512.40 lakhs mentioned by the Committee on Public Undertakings.

Supply of Rail Wagons to USSR

2144. SHRI S. R. DAMANI: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 2845 on the 6th August, 1968 and state:

(a) whether a commercial offer for the supply of Railway wagons has been made to U.S.S.R. and if so, with what result;

(b) the extent to which our existing plant and machinery has to be adapted to comply with the specifications given by the USSR and the cost involved; and

(c) whether such machinery can be adjusted to other uses after the USSR order is fully completed?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir. Negotiations are in progress.

(b) No modification to existing plant and machinery will be required.

(c) Does not arise.

डीजल और विद्युत्-चालित इंजन

2145. श्री महाराज सिंह भारती : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) चालू वर्ष में डीजल और विद्युत्-चालित इंजनों की सप्लाई के मुकाबले में इनकी मांग कितनी है ;

(ख) चौथी योजना में इनकी मांग और सप्लाई के क्या लक्ष्य निर्धारित किये गये हैं ; और

(ग) भारत कब तक देश में निर्मित सभी पुर्जों से डीजल तथा विद्युत्-चालित इंजन बना सकेगा ?

रेलवे मंत्री (श्री श्री. मु. पुनाचा) :

(क) जरूरतों का अनुमान वार्षिक आधार पर नहीं बल्कि पूरी योजना अवधि के लिए लगाया जाता है और उसके बाद इंजनों की अधिप्राप्ति का वार्षिक कार्यक्रम विकसित किया जाता है । 1968-69 के दौरान उत्पादन सम्बन्धी लक्ष्य इस प्रकार हैं :—

	बड़ी साइन	मीटर साइन	शोर्ट
डीजल रेल इंजन (मुष्य साइन)	68	10	78
डीजल शॉटर बिजली रेल इंजन	34	—	34
	53	—	53

चूंकि तात्कालिक जरूरतों को पूरा करने के लिए यह उत्पादन अनुमानतः अपर्याप्त रहेगा, इसलिए चालू वित्तीय वर्ष

में मीटर लाइन के 30 डीज़ल रेल इंजनों के आयात की व्यवस्था की गयी है।

(ख) चौथी योजना की अवधि में इंजनों की आवश्यकताओं का पता लगाया जा रहा है और उतका पूरा करने के लिये उत्पादन कार्यक्रम निर्धारित किया जा रहा है।

(ग) आशा है 31-3-1970 तक देश में बने पूजों का प्रतिशत नीचे लिखे अनुसार हो जायेगा :-

- (i) बड़ा लाइन के डीज़ल इंजन 75%
- (ii) मीटर लाइन के डीज़ल रेल इंजन 50%
- (iii) बड़ा लाइन के डीज़ल शटर 75%
- (iv) बड़ी लाइन के बिजली रेल इंजन 75%

चूँकि जो पूजें आयात किये जाते हैं वे स्वाम्याधिकार वाले और परिष्कृत किस्म के हैं इसलिए ऐसे पूजों का देश में ही तैयार करने में अभी कुछ समय और लगने की सम्भावना है। फिर भी इस काम में शीघ्र सफलता प्राप्त करने के लिए पूरे प्रयास किये जा रहे हैं लेकिन इसके लिए इस समय कोई समय सीमा नहीं बतायी जा सकती।

भारतीय रेलों पर खर्च की गई विदेशी मुद्रा

2146. श्री महाराज सिंह भारती : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि भारतीय रेलों का चलाने के लिये 1967-68 में कितनी विदेशी मुद्रा व्यय हुई और रेलों को कितनी-विदेशी मुद्रा की प्राय हुई ?

रेलवे मंत्री (श्री जे० मु० पुनाखा) : 1967-68 में भारतीय रेलों ने 40.88 करोड़ रुपये की विदेशी मुद्रा खर्च की। (इसमें चल-स्टॉक के उत्पादन पर खर्च हुई विदेशी मुद्रा भी शामिल है) और रही हस्तात तथा कोचिंग डिब्बों के निर्माण से 80 लाख रुपए की विदेशी मुद्रा कमायी।

प्रथम श्रेणी के डिब्बों में दो शटर के कैबिन बनाया जाना

2147. श्री महाराज सिंह भारती : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इस बात को ध्यान में रखते हुए कि पुराने तीन शटरों वाले कैबिनों के स्थान पर पहले दर्जे के डिब्बे में दो शटरों वाले नये कैबिन बनाये जाने के फलस्वरूप स्थान में किरफायत तथा दो बर्थों के बीच अन्तर कम करने से क्या आर्थिक लाभ होंगे, सरकार का विचार भविष्य में उपर्युक्त नमूने के पहले दर्जे के सभी डिब्बे बनाने का है ताकि पहले दर्जे के डिब्बों में भीड़ कम की जा सके ; और

(ख) यदि हां, तो ऐसा कब किये जाने का विचार है ?

रेलवे मंत्री (श्री जे० मु० पुनाखा) :

(क) बड़ी लाइन के पहले दर्जे के वर्तमान और भविष्य में बनने वाले 4 शायिकाओं वाले डिब्बे नये डिजाइन के होंगे जिनमें दो शायिकाओं के बीच के अन्तर को कम किये बिना 2 फुट चौड़ी तीन खिड़कियों की बजाय 3 फुट चौड़ी 2 खिड़कियों (शटर) की व्यवस्था है। इस तबदीली से कमरे के आकार या क्षमता पर कोई असर नहीं पड़ता, इसलिए भीड़-भाड़ कम करने का सवाल नहीं उठता।

रेल गाड़ियों से माल की चोरी

2148. श्री महाराज सिंह भारती : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) 1967-68 के दौरान भारतीय रेलवे की यात्री गाड़ी के डिब्बों से चुराये गये माल का ब्यौरा क्या है ; और

(ख) क्या सरकार का विचार बहुत से कनिष्ठी राजानाओं के भी रेलवे की सामान

से बदलने और ऐसे आवश्यक परिवर्तन करने का है ताकि चोरी की सम्भावनायें न्यूनतम हो जायें ?

रेलवे मंत्री (श्री जे० मु० पुनाचा) :

(क) सवारी गाड़ियों के मालयान और ब्रेकयान से चुराये गये माल का मूल्य 2,88,526 रुपये था (इसमें दक्षिण रेलवे और पश्चिम रेलवे के आकड़े शामिल नहीं हैं क्योंकि वे उपलब्ध नहीं हैं)। सवारी गाड़ियों के डिब्बों से चुराये गये बिजली और यांत्रिक फिटिंग्स का मूल्य 23,53,198 रुपये था। जो सामान ग्राम तौर पर चुराये जाते हैं, उनमें 1 जली फिटिंग्स के डायनमों पेट्री, लंब, निचले ढांचे के तार, बैटरियां, कैंट कपलर, पंखों और डायनमों के थ्रॉमचर, स्विच गियर, सेलकनेक्टर आदि हैं और यांत्रिक फिटिंग्स के रेक्सन, हाथ धरने के बर्तन, स्टाप काक, दर्पण, खिड़कियों के अल्यूमिनियम के फ्रेम, तौलिये तथा कमोड के रेल, फ्लॉशिंग काक आदि हैं।

(ख) जी हां, कीमती अलुमिना बिजली और यांत्रिक संघटक और तांबे के तारों को बदल कर सस्ता नरम इस्पात तथा ठलवां लोहे के संघटक और अल्यूमिनियम के तार लगाये जा रहे हैं, ताकि उनकी चोरी का आकर्षण कम हो। डिब्बों में ताला लगाने बटिया फिटिंग्स में छेड़-छाड़ न किया जा सकने वाली स्थिरक व्यवस्था करने, 1 जली के उपस्करों की झलाई और डिब्बाबन्दी, निचले ढांचे के तारों की क्लीटिंग और ट्रफिंग, घासाना से धोरो हो सकने वाले उपस्करों को डिब्बों से हटाने जैसी चोरी रोकने के उपाय किये गये हैं, ताकि समाज-विरोधी तत्वों द्वारा इनका निकास जाना कठिन हो।

दिल्ली में रेलवे कर्मचारियों के लिये क्वार्टर

2149. श्री कंवर लाल गुप्त क्या रेलवे मंत्री यह बताने को कृपा करेंगे कि :

(क) दिल्ली में कब्र करने वाले रेलवे कर्मचारियों की संख्या कितनी है

तथा उनमें से कितने कर्मचारियों को क्वार्टर दिये गये हैं ; और

(ख) आगामी दो वर्षों में रेलवे का कितने क्वार्टर बनाने का प्रस्ताव है तथा उनके निर्माण पर कितनी लागत आयेगी ?

रेलवे मंत्री (श्री जे० मु० पुनाचा) :

(क) रेल कर्मचारियों की संख्या 26,993 है जिनमें से लगभग 7,500 कर्मचारियों को क्वार्टर दिये जा चुके हैं।

(ख) दिल्ली क्षेत्र में 484 क्वार्टर बनाने का विचार है जिन पर 64.68 लाख रुपये की लागत आयेगी।

उद्योगों को लाइसेंस-मुक्त करना

2150. श्री कंवर लाल गुप्त :

श्री देवकी नन्दन पाटीबिया :

क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने कि कृपा करेंगे कि :

(क) आगामी दो वर्षों में किन-किन उद्योगों को लाइसेंस-मुक्त करने का सरकार का विचार है ;

(ख) पिछले दो वर्षों में कुछ उद्योगों को लाइसेंस-मुक्त करने का क्या परिणाम निकला है ;

(ग) क्या लाइसेंस-मुक्त करने की नीति के विरुद्ध सरकार को कोई प्रत्यावेदन प्राप्त हुआ है ; और

(घ) यदि हां, तो इस पर सरकार की क्या प्रतिक्रिया है ?

औद्योगिक विकास तथा समवाय-कार्य

मंत्री (श्री कलशवीर शर्मा अग्रवाल) : (क) कुछ ऐसे चुने हुए उद्योगों को जिनमें विदेशी मुद्रा का व्यय नहीं होता, लाइसेंस-मुक्त करने का प्रस्ताव सरकार के विचारधीन है। लाइसेंस-मुक्त किये जाने वाले उद्योगों की सूची अभी तैयार नहीं हो पाई है।

(ब) जब तक मन्दी के प्रभाव समाप्त नहीं हो जाते तब तक लाइसेंस भुक्त करने के प्रभाव को ठीक तरह से आश्चर्य में नहीं देखें।

(ग) जी, नहीं।

(घ) प्रश्न ही नहीं उठता

Export of Ores from Orissa by M.M.T.C.

Paradeep port is being utilised for the export of ore from Barajamda sector by providing special traffic handling facility at Nergundi Station.

Prior to devaluation of Indian rupee, when chrome ore from Orissa could not be exported due to its high price, the M.M.T.C. exported following quantities under barter deals:—

1964-65	32,000 Tonnes
1965-66	27,000 Tonnes
1966-67	37,000 Tonnes

2151. SHRI CHINTAMANI PANIGRAHI: Will the Minister of COMMERCE be pleased to state:

The low grade manganese ore from Orissa is being blended with manganese ore from other regions for meeting the specifications prescribed by foreign buyers.

Tariff Commission Review Committee

(a) the date of the inception of the Minerals and Metals Trading Corporation and the amount of its total net earnings year-wise till 31st March, 1968; and

2152. SHRI K. P. SINGH DEO:
SHRI D. N. DEB:
SHRI D. N. PATODIA:

(b) its role in the field of export of various kinds of ores from the Orissa region since it started operating there?

Will the Minister of COMMERCE be pleased to state:

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) The Minerals and Metals Trading Corporation came into existence from 1st October, 1963. The total year-wise net earnings of the Corporation are as under:—

(a) whether it is a fact that scrutiny of the Industries which have benefited from devaluation has been suggested by the Tariff Commission Review Committee;

Year	(In Crores of Rupees)
1963-64 (2nd half year)	0.05
1964-65	0.25
1965-66	1.06
1966-67	4.70
1967-68	1.26

(b) if so, the salient features of the recommendations made by the Committee;

(c) whether Government have accepted the recommendations; and

(d) if so, the steps proposed to be taken by Government in this regard?

(b) M.M.T.C. has moved following quantities of iron ore from Orissa for export through Calcutta, Paradeep and Visakhapatnam ports:

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). Yes, Sir. The Committee recommended that since the benefits of devaluation, in terms of price-competition with Imports, accrued also to industries which had not so far been subjected to a Tariff Commission inquiry, Government might initiate early action on a preliminary scrutiny of these industries, and on the basis of such scrutiny refer selected industries to the Tariff Commission for examining their case for protection.

1963-64	279,000 Tonnes
1964-65	700,000 Tonnes
1965-66	992,000 Tonnes
1966-67	885,000 Tonnes
1967-68	1,112,000 Tonnes
1968-69	632,000 Tonnes

(April to October).

Pending the commissioning of Daltari mine, the ore handling capacity at

(c) and (d). Government have accepted the recommendation. The Ministries concerned with the various industries are being consulted and if an inquiry on the lines contemplated by the Committee is considered necessary in any particular case, a reference will be made to the Tariff Commission accordingly.

NOTE: The recommendations of the Committee together with the Government's decisions thereon have already been laid on the Table of the House on the 19th November, 1968. These are also available with the Parliament Library.

Foreign Collaboration

2153. SHRI K. P. SINGH DEO:
SHRI D. N. DEB:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that there has been a sharp fall in foreign collaboration proposals from 241 in 1966-67 to 140 in 1967-68;

(b) if so, the reasons therefor; and

(c) the steps taken by Government to arrest the fall in foreign collaboration?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir. There has been a decline in the number of collaboration proposals approved by Government from 240 in 1966-67 to 140 in 1967-68.

(b) One of the reasons for the fall in foreign collaboration proposals approved during the year 1967-68 is the selective approach of the Government in the matter of according foreign collaboration approvals. With the increased level of technical development within the country, foreign technical collaboration is now not allowed in fields wherein technical know-how proposed to be imported is indigenously available or the product proposed to be manufactured with foreign collaboration is not of sufficient importance in the present context. The following may be the additional reasons

for the fall in the foreign investments/collaborations approved during the year 1967-68:—

- (i) Recession during 1967.
- (ii) Near drought conditions in the country in the past two years.
- (iii) Restrictions imposed by the capital exporting countries like the U.S.A. and the U.K. on the export of capital abroad.

(c) With a view to stream-lining the procedures for consideration of applications for foreign collaboration, it has been decided to set up a Foreign Investment Board exclusively for the purpose of dealing with foreign collaboration proposals expeditiously, so that industrialists are not debarred from applying for foreign collaboration in deserving cases.

Assistant Inspectors of Works

2154. SHRI HUKAM CHAND KACHWAI: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4612 on the 20th August, 1968 and state:

(a) whether it is a fact that Assistant Inspector of works grade 206—280, Works Mistries Grade 150—240 and Tally Clerks Grade 105—135 (of Western Railway) now absorbed in the alternative job of Clerks have been allowed weightage of service only while fixing their pay, i.e., they have been allowed Rs. 110/- plus increments equal to the number of years they have served in the category from which rendered surplus, irrespective of the nature of their previous service;

(b) if so, how the Railway Board's letter No. E(NG)II-67REI/58 dated the 29th April, 1968 does not go against the contents of last para of GMCCG'S letter No. 1086/30/10 dated the 16th October, 1966;

(c) whether the information promised in parts (c) and (d) of Question No. 4612 referred to above has been collected; and

(d) if so, details thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The pay in the manner indicated in the question has been allowed to Assistant Inspectors of Works. Works Mistries have been given the minimum of the sale of a Clerk viz., Rs. 110/- increased by a personal pay equal to the number of increments based on the completed years of service put in by them. The pay of Tally Clerks has been fixed under the normal rules.

(b) There is no contradiction. The Western Railway's letter does not spell out the details. In any case, the matter has been examined at great length by the Railway Board who have issued instructions which are final.

(c) and (d). The information has been collected and is contained in the statement laid on the Table of the House. [Placed in Library. See No. LT-2322|68.]

Delegation to Prague

2155. SHRI SAMAR GUHA Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the considerations on the basis of which personnel of the Indian delegation to the 23rd International Congress held in Prague on the 19th August, 1968 were selected and whether prior advice of Education Ministry was sought for such selection;

(b) whether Dr. S. Deb, present Vice-President of the Geological and Metallurgical Society of India, who was invited to preside over two important sections of the Congress was not included in the Delegation; if so, the reasons therefor;

(c) whether a foreign exchange of Rs. 300/- was not sanctioned to him to enable him to go to Prague and preside over the above two sections of the Congress;

(d) whether the Professor of Geology of Chandigarh University who was not a member of the official delegation was given all facilities to attend the Congress which were denied to Dr. Deb; and

(e) if so, the reason for such discrimination?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) The selection of the Indian delegation to the 23rd Session of the International Geological Congress held in Prague on the 19th August, 1968 was based on representations for office bearers of the 22nd Session held in New Delhi in 1964, Universities and State Departments of Geology and Mining. The composition of the delegation was finalised in consultation with the Geological Adviser to the Government of India who was the President of the previous International Geological Congress and the Ministry of Finance. The prior advice of the Ministry of Education was not considered necessary. However, proposals received from the Ministry of Education were considered along with other proposals.

(b) to (e). No, Sir. The selection of Chairman for the Sectional Meetings of the Congress was the responsibility of the Organising Committee of the International Geological Congress. The said Committee nominated Chairman for individual Sectional Meetings from registered attending members. Several Indian scientists other than Dr. S. Deb who were also Chairman/Secretary of other Committees etc. had also received similar invitations from the Czechoslovak Organising Committee, but all of them could not be included in the Indian delegation for reasons of economy in foreign exchange expenditure.

There were many requests especially from the University teachers to participate in the Conference. Many of them were to read papers and some of them had also been invited to preside over sectional meetings of the Congress. Two such persons were Dr. I. C. Pande of the Punjab University and Dr. C. Naganna of the Bangalore University. Since in these two cases, over and above the fact that they were to preside over sectional meetings, they also had been offered local hospitality covering entire expenses of their

stay in Prague, they were permitted to attend the Conference. Dr. S. Deb had not received any such offer of local hospitality covering his expenses and in view of the difficult foreign exchange position, his participation could not be approved. In so far as request of Dr. Deb is concerned it would be seen from above that no discrimination has been made against him.

कामोत्तेजक अश्लील साहित्य के आयात पर प्रतिबन्ध

2156. श्री प्रोम प्रकाश त्यागी : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि रूस सरकार ने अमरीका से आयातित कामोत्तेजक अश्लील साहित्य के देश में प्रवेश पर प्रतिबन्ध लगा दिया है ;

(ख) यदि हाँ, तो क्या सरकार का विचार भारतीय युवकों को सच्चरित्र बनाये रखने के लिये अश्लील साहित्य के आयात पर रोक लगाने का है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) जी, नहीं ।

(ख) अश्लील तथा प्रवाँछनीय साहित्य के आयात पर पहले से ही रोक लगी हुई है ।

(ग) प्रश्न नहीं उठता ।

पूर्वी यूरोप के देशों से व्यापार

2157. श्री प्रोम प्रकाश त्यागी :
श्री सीताराम केसरी :
श्री इन्द्रजीत गुप्त :

क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वी यूरोप के देशों के साथ व्यापार को बढ़ाने की सम्भावना पर विचार किया गया है ;

(ख) यदि हाँ, तो इसका व्यौरा क्या है ;

(ग) क्या इससे हमारी विदेशी मुद्रा की स्थिति पर कोई प्रतिकूल प्रभाव पड़ने की सम्भावना नहीं है ; और

(घ) यदि हाँ, तो दुर्लभ करेंसी क्षेत्रों के साथ अनुकूल व्यापार संतुलन बनाने के लिये क्या कार्यवाही करने का विचार है ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख). पूर्व यूरोपीय देशों के साथ होने वाली व्यापार बार्ताओं में व्यापार विस्तार की संभावनाओं का समय-समय पर पता लगाया जाता है, जिनमें आयात तथा निर्यात की उन मदों के व्यापार में वृद्धि करने पर बल दिया जाता है जिनमें विकास क्षमता विद्यमान हो । हमारा प्रयास यह रहता है कि अंतरम्परागत मदों विशेषतः इंजीनियरी तथा अन्य निर्मित माल के निर्यात में वृद्धि की जाए और इन देशों से औद्योगिक कच्चे माल, संघट तथा पुत्रों और उर्वरकों की अधिक प्राप्ति की जाये ।

(ग) जी, नहीं ।

(घ) प्रश्न नहीं उठता ।

Power for Bhilai Steel Project

2158. SHRI D. V. SINGH: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the Madhya Pradesh Electricity Board have requested the Bhilai Steel Project and the Hindustan Steel Limited for renewing and revising the agreement providing supply of power to the Bhilai Steel Project after the requirements of the said project increased beyond 46,000 KW as provided in the original agreement;

(b) the nature of the modifications sought in the agreement; and

(c) the Bhilai Projects reaction to this demand and the attitude of the Hindustan Steel Limited and of Central Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) Yes, Sir.

(b) The main modifications relate to an increase of 30 to 40 per cent in the original tariff of power consumed by the Bhilai Steel Plant after its expansion to 2.5 mt. capacity.

(c) This is primarily a matter for Bhilai Steel Plant and Hindustan Steel Limited and they are negotiating with MPSEB on the subject.

Import of Raw Material

2159. **SHRI K. P. SINGH DEO:** Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government had requested certain rupee trade countries for the supply of raw material, during the coming years instead of machines and spares;

(b) whether it is also a fact that the USSR have not agreed to the request made by Government;

(c) whether any other country has also expressed its inability to agree to the request made by Government;

(d) if so, names thereof;

(e) the quantity and the raw material which Government requested these countries to supply during the coming years;

(f) the effect on the industry as a result of the refusal to supply raw materials by the U.S.S.R. and other countries if any; and

(g) the steps proposed to be taken by Government in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SRAFI): (a) to (d). In trade negotiations with all the East Euro-

pean Countries including the USSR, the Government has been asking for the supply of raw materials in addition to the machinery and spares. All these countries including USSR have been supplying raw materials.

(e) Indications of India's total requirements of various kinds of raw materials have been given to these countries and the type of raw material and the extent to which they could be offered by a particular country is determined at periodical trade talks.

(f) and (g). Do not arise.

Licensing Policy

2160. **DR. KARNI SINGH:** Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are considering liberalising the general licensing policy in respect of large-scale industrial undertakings; and

(b) if so, by when the decision is likely to be arrived at?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) Proposals for selective delicensing of industries which do not require substantial amounts of foreign exchange are under consideration of the Government.

(b) The decision is expected to be taken shortly.

Freeze Drying Machines for Poultry Vaccine

2161. **SHRI D. V. SINGH:** Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Freeze Drying Machines for production of poultry vaccines are manufactured within the country;

(b) if so, by whom and the total annual production capacity; and

(c) if not, the steps being taken in that direction?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). The item Freeze Drying Machine is not manufactured in the country by any firm at present.

(c) A scheme for the manufacture of freeze drying machines has been received from a private firm and the same is under consideration.

Report of British Steel Corporation Experts Team

2162. **SHRI JYOTIRMOY BASU:**
SHRI MOHAMMAD ISMAIL:
SHRI GANESH GHOSH:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the British Steel Corporation experts team has submitted its report on the Durgapur Steel Plant;

(b) if so, details of the report;

(c) whether Government have examined the report;

(d) if so, decisions taken thereon; and

(e) if not, when the examination is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) Yes, Sir.

(b) to (d). The report is still under examination.

(e) Every effort is being made to complete the examination as early as possible.

Retirement of Railway Accounts Staff

2163. **SHRI NAMBIAR:**
SHRI P. P. ESTHOSE:

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3807 on the 13th August, 1968 regarding the retirement of Railway Accounts staff and state the special steps taken by Government to remove the stagnation of the Clerks Grade II of the Accounts Department at Rs. 180 in the initial grade?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): It is not proposed to take any steps other than those mentioned in the statement given in reply to the question referred to.

Promotion of Railway Staff on Seniority-cum Suitability Basis

2164. **SHRI UMANATH:**
SHRI NAMBIAR:
SHRI A. K. GOPALAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the total number of staff promoted on seniority-cum-suitability basis in the Accounts Departments of the Southern and South Central Railways according to Railway Board's letter No. E (NG) 66RR1|Economy|E(G)Pt. of 4th April, 1968;

(b) if not, the reasons for not implementing the Board's orders;

(c) whether any representation has been received in this regard by Government from some recognised Unions; and

(d) if so, steps taken by Government in this regard?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA):

Southern Railway

(a) Nil so far.

(b) There has been some difficulty in implementing the orders due to the formation of South Central Railway and the consequent bifurcation of cadre. The difficulty has since been resolved and arrangements are in hand to expedite implementation of the orders.

(c) Yes.

(d) Does not arise in view of the reply to part (b).

South Central Rly.

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Does not arise.

No.

Does not arise.

Death of Persons while Travelling on Foot-Board of Punjab Mail

2165. SHRI VISHWA NATH PANDEY:
SHRI BASUMATARI:
SHRI YASHWANT SINGH KUSHWAH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some persons were killed and many injured when they, while travelling on the foot-boards of the Punjab Mail from Bombay, were struck by a signal-post at the Jakhaura station near Jhansi on the 8th October, 1968;

(b) if so, the total number of persons killed and injured;

(c) the causes of the accident; and

(d) reaction of Government thereto?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). Three persons travelling by 5 Down Punjab Mail were killed and 13 injured.

(c) According to the provisional finding of the Commission of Railway Safety, the casualties resulted from a signal-post ladder fouling the actual moving dimensions. The signal-post ladder had been hit and distorted by a protruding steel billet loaded in a wagon of a Down Goods train which immediately preceded the 5 Down Punjab Mail.

(d) Suitable action will be taken on the receipt of the final report.

रेलवे सुरक्षा विशेष दल में जवानों की भर्ती

2166. श्री मोहन प्रसाद: क्या रेलवे मंत्री 13 अगस्त, 1968 के अतारंकित प्रश्न संख्या 3925 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) गोरखपुर, देवरिया तथा उत्तर प्रदेश के अन्य पूर्वी जिलों तथा बिहार के साथ लगने वाले जिलों के रहने वाले 145 जवान जिन्हें चुना जा चुका था उनकी डाक्टरी परीक्षा, पुलिस द्वारा जांच और एक्सरे की जांच किये जाने के बाद उनकी भर्ती रद्द किये जाने के क्या कारण हैं ;

(ख) 145 जवानों के चुनने, उनकी डाक्टरी परीक्षा, पुलिस द्वारा जंच तथा एक्स-रे जंच पर कितना व्यय हुआ, तथा सरकार और जवानों का कितना समय तथा परिश्रम बर्बाद हुआ ; और

(ग) भर्ती रद्द करने के जिम्मेवार अधिकारियों के विरुद्ध अब तक क्या कार्यवाही की गयी है ?

रेलवे मंत्री (श्री चं. मं. पुनाचा) :

(क) चुनाव प्रशिक्षण पदों के लिए किया गया था और कितनी व्ययता बरतने के सिद्धांतों में प्रशिक्षण पदों को ध्वस्त कर दिया गया

जिस के कारण उम्मीदवारों को भर्ती नहीं की जा सके।

(ख) चुनाव गोरखपुर मुकदालय के अधिकारियों को एक चुनाव समिति द्वारा किया गया था। इसलिए चुनाव पर कोई खर्च नहीं हुआ। इसके अलावा पुलिस सत्यापन पर रेलवे द्वारा कोई खर्च नहीं किया गया। डाक्टरी ज च के लिए भी उम्मीदवारों में कोई खर्च नहीं लिया गया। लेकिन एक-रे पर रेलों के लगभग 725 रुए खर्च हुए।

(ग) सवाल नहीं उठता।

Railway Telephone at the Private Residence of an M.P. in Patna.

2167. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a railway telephone cannot be removed outside the railway campus across the P.W.D. road according to the rules of Railways;

(b) if so, whether it is a fact that a railway telephone has been installed at the private residence of Shri A. P. Sharma, M.P. (Rajya Sabha) in Patna outside the railway campus;

(c) whether it is also a fact that Railways had to incur an expenditure of Rs. 6,000 for installing the telephone at his residence;

(d) the amount of quarterly bills received since the installation of that telephone and whether the payment of the bills has to be made by Railways; and

(e) if so, the propriety thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) There are no special rules of Railways governing the removal of Railway telephone outside the railway area across the P.W.D. road. The provision of any telephone out of Railway area is controlled by Department of Communications.

(b) At Patna, a Railway Telephone outside the Railway area has been installed

at the private residence of Shri A. P. Sharma, M.P., who is the General Secretary, National Federation of Indian Railwaymen.

(c) It is not correct that an expenditure of Rs. 6,000 has been incurred by the Railway Administration for installation of the said telephone. Only a non-recurring expenditure of Rs. 88.75 was incurred and the same will be recovered from the Federation.

(d) The annual rental for line wires payable to P&T by the Railways is Rs. 294 and this amount will be recovered from the Federation. In addition, the Federation will pay the service charges at the rate of Rs. 135 per annum to the Railways.

(e) Does not arise.

Price support for raw Cotton and raw Jute

2168. SHRI DEORAO PATIL: Will the Minister of COMMERCE be pleased to state:

(a) whether Government have since taken a decision regarding the creation of permanent official machinery for price support operation in raw cotton and raw jute; and

(b) if not, when the decision is likely to be taken and the reasons for the delay?

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

(b) Proposals for setting up Corporation/buffer stock agency for cotton jute are under active consideration.

Checking of Articles cooked in Railway Departmental Kitchens

2169. SHRI LOBO PRABHU: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are any orders for checking by higher officials the articles cooked in railway departmental kitchens;

(b) whether any officers check the quality and quantity of meals served from departmental kitchens as also from kitchens run by contractors; if not, the reasons therefor;

(c) whether it is a fact that there is no change in the menu of meals, specially those served on long distance trains;

(d) whether the Ministry has considered a selection grade for cooks in order to keep them on their toes;

(e) whether the Ministry propose to issue orders that the complaint book be produced at the same time as bills on long distance trains; and

(f) whether the private contractors will also be made to keep complaint books which they may produce on demand?

THE MINISTER OF RAILWAYS
(SHRI C. M. POONACHA): (a) Yes.

(b) Yes.

(c) It is not correct that there is no change in the menu of meals.

(d) Yes. There is a selection grade for cooks.

(e) No. This would not be practicable. There are a number of waiters, each one serving a number of passengers. A complaint book cannot be presented to the passenger with the bill.

(f) Yes. Contractors running Refreshment Rooms also maintain a complaint book at each establishment and are required to produce it on demand.

बीकानेर डिब्बीजन में फाटक का बन्द
किया जाना

2170. श्री ए० शा० बाबूपाल :
क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे के बीकानेर डिब्बीजन में कितने फाटक रेलवे विभाग द्वारा बन्द कर दिये गये हैं ;

(ख) क्या वहाँ की जनता तथा ग्राम पंचायतों ने यातायात के बेरोक टोक चलते

रहने के लिये उन्हें पुनः खोलने की माँग की है ; और

(ग) यदि हाँ, तो उस पर क्या कार्यवाही की गई है ?

रेलवे गंभी (श्री ए० एम० पुनाचा) :
(क) कोई नहीं:

(ख) और (ग) अप्रैल, 1968 में राजस्थान सरकार के मुख्य मंत्री का एक पत्र मिला था जिसके साथ उन्होंने डूंगरगढ़ (चुरू) की पंचायत समिति का एक पत्र इस आशय का भेजा था कि उत्तर रेलवे के बीकानेर-रतनगढ़ खण्ड पर बने कुछ पशु-समपारों को वाहनों के यातायात के लिये चौकीदार वाले/बिना चौकीदार वाले नियमित संपारों में बदल दिया जाय। राज्य सरकार को इस सम्बन्ध में बताया जा चुका है कि पशु-समपार केवल पैदल चलने वाले व्यक्तियों और पशुओं के लिए होते हैं। यदि बीकानेर-रतनगढ़ खण्ड पर बने पशु समपारों में से किसी को वाहनों के यातायात के लिए समपार में बदलना आवश्यक हो, तो उस पर ध्यान वाला पूरा खर्च (प्रारम्भिक एवं वार्षिक आवर्ती आदि दोनों) सम्बन्धित राज्य सरकार, सड़क-परिवहन प्राधिकारी को वहन करना होगा।

पशु-समपारों का वाहनों द्वारा अनधिकृत इस्तेमाल रोकने और दुर्घटना से बचाव के उद्देश्य से रेलवे ने ऐसे सभी पशु-समपारों पर खूंट गाड़ दिये हैं। पहुंच-भागों के दोनों ओर खाइयाँ भी खोदी गयी हैं।

रेलवे लाइन के पास भूमि पर खेती

2171. श्री ए० शा० बाबूपाल: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे के बीकानेर डिब्बीजन के नहरी क्षेत्र में रेलवे लाइन के पास बेकार पड़ी ऐसी भूमि का, जिसमें खेती की जा सकती है, क्षेत्र कितना है; और

(ख) क्या रेलवे बोर्ड स्थानीय कृषकों को उक्त भूमि में खेती करने की अनुमति देगा ?

रेलवे मंत्री (श्री जे. ए. मु. पुनाचा) :

(क) लगभग 489 एकड़ ।

(ख) जी हाँ । स्टेशन की सीमाओं के बाहर की भूमि नाम नियमों के अनुसार किसानों को दी जाती है ।

Foreign Collaboration Agreements

2172. SHRI M. SUDARSANAM: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to lay on the Table a statement showing the total number of foreign collaboration agreements pending for approval the terms of such agreements, the dates when they were submitted for approval and the reasons for the delay?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): In case all the details of a proposal for foreign collaboration are furnished by the party in the first instance, it normally takes three months to consult the different Governmental authorities and arrive at a decision. A list of cases pending decision over three months as on the 1st November, 1968, in the Ministry of Industrial Development and Company Affairs is being compiled and will be laid on the Table of the House.

Exporters Consortiums

2173. SHRI M. SUDARSANAM: Will the Minister of COMMERCE be pleased to state:

(a) whether there are any exporters' consortiums in India; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and

(b). Yes, Sir. According to information received, while there are no formal consortia registered as such, informal consortia have been formed in the following commodities:

(i) High Tension Power Transmission Lines.

(ii) All Aluminium and Steel Reinforced Aluminium Conductors.

(iii) Paper insulated lead covered power cables.

(iv) Two ad-hoc consortia for quoting against tenders issued by Iraq and Sudan.

Sale of Indian assets by Pakistan

2174. SHRI K. LAKKAPPA:
SHRI R. K. SINHA:
SHRI RAGHUVIR SINGH SHASTRI:
SHRI RAM GOPAL SHALWALE:
SHRI VALMIKI CHOU-DHARY:
SHRI D. N. PATODIA:
SHRI OM PRAKASH TYAGI:
SHRI SHIVA CHANDRA JHA:
SHRI Y. A. PRASAD:
SHRI S. R. DAMANI:
SHRI HEM BARUA:
SHRI SRADHAKAR SUPAKAR:
SHRI R. R. SINGH DEO:
SHRI N. K. SANGHI:
SHRI J. H. PATEL:
SHRI NARENDRA KUMAR SALVE:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Pakistan has sold by auction Indian assets estimated to be worth Rs. 100 crores, seized during and after the September, 1965 conflict; and

(b) if so, the steps taken by Government to meet the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). Having come to know that the Pakistan Authorities intended to dispose of certain Indian properties for which tenders were invited, the Government of India immediately lodged a strong protest with the Government of Pakistan pointing out that action, if taken to sell/dispose of seized Indian properties would be in violation of the Tashkent Declaration and contrary to international law and practice. No confirmation is so far available about the properties having since been sold.

कपड़ा उद्योग का आधुनिकीकरण

2175. श्री रामावतार शर्मा : क्या बाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने भारत में कपड़ा उद्योग के आधुनिकीकरण के लिये, प्रेषित राशि को जानने के लिये कोई सर्वेक्षण किया है;

(ख) यदि हाँ, तो देश में कितनी मिल्नों के आधुनिकीकरण की आवश्यकता है;

(ग) क्या सरकार ने इस बारे में कोई योजना तैयार की है; और

(घ) यदि हाँ, तो उसका व्यौरा क्या है?

बाणिज्य मंत्रालय में उप-मंत्री (श्री मूहम्मद शफी कुरेशी): (क) जी, नहीं।

(ख) प्रश्न नहीं उठता।

(ग) जी नहीं। परन्तु सूती कपड़ा उद्योग के आधुनिकीकरण में सहायता के लिये कुछ कार्यवाही की गई है, प्रथम की जा रही है।

(घ) प्रश्न नहीं उठता।

Galvanising Plant at Durgapur

2176. SHRI M. N. REDDY: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that the galvanising plant at Durgapur has been giving constant trouble resulting in its production below rated capacity;

(b) if so, the reasons for delay of six years for rectifying the defect and setting it in working order;

(c) the cumulative appropriate loss incurred as a result of its working below the rated capacity during the last six years; and

(d) by when this Plant would be set in working order and fully commissioned?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) There is no Galvanising unit in the Durgapur Steel Plant.

(b) to (d). Do not arise.

Export of Sewing Machines

2177. SHRI M. N. REDDY: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the Indian Sewing machines are becoming uncompetitive in prices and finish as against the Japanese machines and that there is always a chronic complaint of delay in shipment; and

(b) if so, the steps taken to remedy the situation and to step up the exports which have come down to £6,081 in the year 1967 as against £10,189 during the year 1965?

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

(b) Does not arise.

Export Incentives

2178. SHRI M. N. REDDY: Will the Minister of COMMERCE be pleased to state:

(a) whether Government are considering certain steps to give selective fiscal relief to induce uninterrupted flow of exports, extensive marketing services, adequate and timely credit on easy terms, cash incentive schemes, review of export duties from time to time and port facilities like safe custody, regularity in loading and unloading etc. in the interest of export promotion;

(b) if so, to what extent any of the measures categories above are under examination or are in the process of implementation or have already been implemented; and

(c) the results achieved so far?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). Facilities for exporters such as cash assistance on selected products, Export Markets Development Allowance, shipment credit at low rate of interest, deferred terms of payment for export of machinery, supply of some raw materials for export production at concessional price, and import replenishment for export production are already in force. Export duties are also reviewed from time to time and efforts are constantly made to streamline and simplify procedures connected with exports.

(c) The figures of exports during the last three years are as follows:—

	(Rs. in crores)
1966-67	1157
1967-68	1199
1967-68 (April-Sept.)	572
1968-69 (April-Sept.)	672

As will be seen from above figures, the exports have been rising, more particularly in the current year.

Indian Trade Commissioners and Commercial Attaches Abroad

2179. SHRI M. N. REDDY: Will the Minister of COMMERCE be pleased to state:

(a) whether Government are aware that most of the Indian Trade Commissioners and Commercial Attaches abroad do not care to pass on timely information about global tenders invited by countries where they are posted while their counterparts from the other countries possess all the drive and initiative to secure advance information about such tenders and keep their respective countries well informed in advance enabling them to secure substantial business resulting in augmentation of their exports;

(b) if so, steps taken by Government to remedy the situation;

(c) whether Government have considered the desirability of posting in these Commissions only those persons who possess necessary technical qualifications in the business sphere to ensure effective functioning; and

(d) if not, the reasons therefor?

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

(b) Does not arise.

(c) At the time of posting of Commercial Representatives abroad, their experience in the commercial field is kept in view.

(d) Does not arise.

Delays in getting Berth at Ports for Goods meant for Exports

2180. SHRIMATI ILA PALCHOU-DHURI: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that in order to encourage exports of most of the non-traditional engineering goods ex-

cluding Aluminium, Government have offered a concession of 25 per cent in Railway Freight for moving them from the manufacturing Centres to the ports;

(b) whether it is also a fact that in most of the cases when goods arrive at a port no berth is allotted on the scheduled date and the exporter has to move them elsewhere for storing until a berth is allotted; and

(c) if so, the steps proposed to be taken to remove this impediment and thus ensure exports in time?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Concession ranging from 25 per cent to 50 per cent in railway freight is being allowed on the export of a large number of non-traditional items including engineering goods as also utensils and conductors made of aluminium.

(b) and (c). Adequate facilities for storage of cargo prior to shipment exist at almost all the major Ports except at Bombay where at times the exporters of non-traditional goods experience difficulty due to limited storage capacity at the port. In order to remove this difficulty, the Port authorities have planned to reconstruct a warehouse with additional accommodation at the Prince's Dock and to construct a new warehouse at Frere Basin.

Forward Markets Systems in India

2181. SHRI HIMATSINGKA: Will the Minister of COMMERCE be pleased to state:

(a) whether the Dantwala Committee set up to review the forward markets system in India has submitted its report;

(b) if so, the main recommendations thereof; and

(c) the action which has been taken by Government thereon?

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

(b) The recommendations of the Committee are contained in Part II of Chapter IX of the Report, a copy of which has already been placed on the Table of the House on the 26th May, 1967.

(c) The recommendations are under the active consideration of Government.

Losses to Hindustan Steel Ltd.

2182. SHRI BABURAO PATEL:
SHRI K. P. SINGH DEO:
SHRI RAGHUVIR SINGH
SHASTRI:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the total loss in rupees suffered by the Hindustan Steel Ltd. in 1966-67 and 1967-68;

(b) how long will such deficit in Hindustan Steel Ltd. continue,

(c) the reasons why Hindustan Steel Ltd. has still not been able to form a board of management and how many months more it will take to do so;

(d) whether it is a fact that the present Hindustan Steel Ltd. management has been found to be inadequate to meet the changes that have occurred in the consumption pattern of steel;

(e) whether it is also a fact that as a result of this, certain categories of steel are produced in excess of the demand while the required ones are in short supply and if so, how Government propose to overcome these handicaps; and

(f) if not, reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a)

Hindustan Steel Limited sustained a loss of Rs. 205.5 million in 1966-67 and of Rs. 401.2 million in 1967-68.

(b) As explained in the Pamphlet "Performance of Hindustan Steel Limited" placed on the Table of the House on 5th April, 1968, the working results of the Company have been adversely affected by a number of factors some of which are of a basic nature and others like recessionary trends in the steel demand, disturbed industrial relations, damage to equipment etc. Within these limitations every effort is being made to improve the working of the Company as rapidly as possible.

(c) The Scheme of re-organisation of the Board of the Company as outlined in the Statement dated the 20th March, 1968, of the then Minister of Steel, Mines and Metals is under implementation. There is already a Deputy Chairman and the General Managers have been appointed in Rourkela and Bhilai and a Director-in-charge has been placed in charge of Durgapur and all of them have been appointed to the Board. Selection of the Financial Directors are under consideration.

(d) to (f). The Management of Hindustan Steel Limited is fully alive to the changes in the pattern of steel demand and are taking effective steps to meet them. This is being achieved through diversification of production, emphasis on production of Special and Alloy Steels, development of new sections, addition of new products like galvanised plain and corrugated sheets, electrolytic tin plates, electrical sheets, cold twisted ribbed bars for concrete reinforcement, etc. and by substantial exports of certain categories of iron and steel.

Bharat Heavy Electricals Ltd.

2163. SHRI D. N. PATODIA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government's attention

has been drawn to the reported statement of the Chairman of the Bharat Heavy Electricals Ltd., appearing in the "Statesman" of 10th July, 1968, that after 1970-71, the capacity of the plants of the company will remain mostly under utilised;

(b) whether it is a fact that the 12 million K.W. growth estimated during the Fourth Plan period will not produce enough orders to keep the two plants of the company running to full capacity;

(c) whether Government have taken a note of the existing situation and have initiated action to keep the capacity of the public sector projects fully utilised through diversification of production; and

(d) if so, the measures proposed to be taken to avert the huge loss that is likely to result from non-utilisation of the capacity of the plants?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir. The report actually appeared in the 'Statesman' of 8th October, 1968.

(b) to (d). The manufacturing capacity of Bharat Heavy Electricals Ltd. from 1970-71 onwards is yet to be tied up and this will depend on the new schemes to be implemented during the Fourth Plan period. However, the position of orders for Bharat Heavy Electricals Limited is under continuous review and efforts are being made to secure to the maximum extent possible. Steps are also being taken for diversification of production by introducing manufacture of small size turbo-sets, turbo-compressor and blowers at Heavy Power Equipment Plant at Hyderabad and industrial boilers at High Pressure Boiler Plant at Tiruchirapalli. The possibilities of developing export markets for the products manufactured by various units of Bharat Heavy Electricals Ltd., are also being explored.

Excise Duty on Tea

2184. SHRI D. N. PATODIA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government have decided to reduce the excise duty on tea;

(b) whether any scheme has also been finalised to plough back the profits, at least a part of it, for the improvement of the industry,

(c) if so, the details thereof; and

(d) whether the reduction in the excise duty has started augmenting export earnings on tea?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) The Government have withdrawn with effect from 1-10-1963 the special excise duty of 20 per cent on all varieties of tea except package tea.

(b) and (c) The Tea Board have advised tea producers, through their Associations, of the purposes for which the saving accruing to them from the relief in excise duty mentioned above should be utilised. The purposes so specified include replacement in and extension of planted area, purchase of machinery and equipment including irrigation equipment, renovation of factories, soil conservation and plant protection measures, improvement of communications within the plantation areas and financing tea research.

(d) It is too early to assess the effect of the reduction in excise duty on tea exports.

Trade with South Vietnam

2185. DR. RANEN SEN: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that it is the policy of Government to encourage trade with South Vietnam as a part

of American plan of trade with South Vietnam; and

(b) if so, the articles exported to South Vietnam and the name of the agency carrying on these exports?

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

(b) Exports from India to South Vietnam are taking place through normal commercial channels. A statement of exports to South Vietnam in the last three years is placed on the table of the House. [Placed in Library. See No. LT-2323] [68.]

Writer Uniforms for Railway Employees of Eastern Railway

2186. DR. RANEN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the issue of winter uniforms for the employees of the Eastern Railway stationed in Calcutta area (including Howrah, Sealdah, Bongaon etc.) has been stopped sometime back; and

(b) if so, reasons for the same?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) As per the criteria laid down for the issue of winter uniforms, these are admissible only in areas where average minimum temperatures prevailing during the coldest month of the year is 53°F (11.70C) or below for more than two years. As the Calcutta area (including Howrah, Sealdah, Bongaon etc.) do not fulfil the above essential condition, winter uniforms are not issued to the employees stationed in these areas.

Export of Onions to Ceylon

2187. SHRI C. JANARDHANAN: Will the Minister of COMMERCE be pleased to state:

(a) whether India is likely to lose the Ceylonese market for Onion ex-

ports as a result of emergence of Pakistan as a competitor;

(b) whether it is a fact that the prices quoted by the Indian exporters are much higher than those quoted by Pakistan;

(c) whether the high price of Indian Onion is one of the factors resulting in Ceylon approaching Pakistan for its requirements of Onions; and

(d) if so, the steps taken by Government to meet the competition from Pakistan in this respect?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (d). In view of prevailing high internal prices of onions due to failure of crops in some parts of the country, our export prices are comparatively higher than those quoted by Pakistan. A close watch on Ceylonese market is being kept, with a view to retain it for our onions and all possible remedial measures, as and when considered necessary, are being taken by the Government in this respect.

Import of Sulphur from Poland

2188. SHRI C. JANARDHANAN: Will the Minister of COMMERCE be pleased to state:

(a) whether Government have explored the possibility of importing sulphur from Poland on a long-term basis; and

(b) if so, the results thereof?

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

(b) Poland will supply to India during 1969, 110,000 tonnes of sulphur which will be progressively increased to 170,000 tonnes by 1973.

Messrs. Bennett Coleman & Co.

2189. SHRI BABURAO PATEL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) when precisely the proceedings against Messrs. Bennett Coleman & Company and its Directors will be completed;

(b) whether it is a fact that the Directors of Messrs. Bennett Coleman & Co., are adopting various ways of delaying the proceedings; if so, whether there is no remedy to meet the tactics of these people; and

(c) whether it is a fact that some serious allegations of irregular transactions were made against the present Chairman of the Company by some labour union and if so, the steps taken by Government against the Chairman?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) On an application by the Central Government a special Judge has been appointed to deal with the petition under Section 398 of the Companies Act, 1956 relating to Messrs. Bennett Coleman & Co., Ltd., It is estimated that this proceedings is likely to take 3 to 4 months' time after the commencement of day-to-day hearing though it is not possible to state precisely when the proceedings will be finally completed in the High Court. The proceedings under Section 388B of the Companies Act have been stayed by the Calcutta High Court pending disposal of the appeals filed by Shri S. P. Jain and Shri A. P. Jain. The appeals are likely to come up for hearing in the Calcutta High Court in January, 1969.

(b) Writs and appeals on technical grounds were filed by the ex-directors S/Shri S. P. Jain and A. P. Jain who are respondents in these cases. All possible steps available under the

law are being taken to ensure that the proceedings are conducted with least possible delay.

(c) A memorandum alleging some irregularities and illegalities committed by Shri D. K. Kunte, the present Chairman of the company was submitted by the *Times of India* Employees in August 1968. The books and documents relevant to this memorandum maintained at Delhi Branch of the company have been inspected by an officer of this Department. An inquiry is being conducted by the Registrar of Companies Bombay, who has called upon the company to explain the points arising from his enquiry and the inspection at Delhi. The reply is awaited.

Corruption charges against State Trading Corporation Officers

2190. SHRI BABURAO PATEL: Will the Minister of COMMERCE be pleased to state:

(a) the names and designations of the officers of the State Trading Corporation whose cases are being investigated by the C.B.I. for corrupt practices;

(b) the stage at which these investigations are at present and the time by which they would be completed for further legal action; and

(c) whether it is a fact that complaints of corruption in regard to certain transactions were made against the former Chairman, Shri B. P. Patel, and if so, the specific transactions and the total amount involved in them?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b) Cases against three State Trading Corporation officers are being investigated by C.B.I. As these cases have been registered recently and in one case, the investigation has just started, in the interest of investigation it will not be desirable at this stage to disclose any particulars.

(c) Complaints in regard to certain transactions handled by some of the

officers of S.T.C. including the former Chairman were received and are being examined. It is considered that it will not be in the business interests of the Corporation to disclose the details of these transactions.

Diamond deposits in Andhra Pradesh

2191. SHRI P. VENKATASUB-
BAIAH: Will the Minister of STEEL,
MINES AND METALS be pleased to
state:

(a) whether it is a fact that the National Mineral Development Corporation has submitted a proposal to survey and explore the areas in Kurnool and Anantapur Districts of Andhra Pradesh about the potentialities of diamond deposits;

(b) if so, the areas they have mentioned;

(c) whether it is also a fact that they have suggested that this exploration and survey should be done in co-operation with the Geological Survey of India.

(d) whether it is also a fact that there is a lack of equipment and machinery to carry on this work on a more intensive scale and also for testing the samples;

(e) whether the Corporation has also suggested that the submerged area under Srisaillam Project over river Krishna should be explored immediately; and

(f) if so, action taken in this matter?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) to (f). The National Mineral Development Corporation is conducting a preliminary feasibility study on the exploitation of the diamond deposits in Andhra Pradesh. For this purpose it is studying the data available on the subject and supplementing the study by assembling information through field parties. It is only after completion of these studies that a view can be taken by the Corporation and by

the Government regarding the specific areas where detailed prospecting and exploratory operations should be conducted.

Copper Deposits in Agnigundala

2192. SHRI P. VENKATASUB-
BAIAH: Will the Minister of STEEL,
MINES AND METALS be pleased to
state;

(a) whether any comprehensive
assessment of the availability of cop-
per deposits in Agnigundala in Guntur
district has been made;

(b) if so, the details thereof; and

(c) whether any programme of
work has been drawn up to start the
exploitation of these deposits?

THE DEPUTY MINISTER IN THE
MINISTRY OF STEEL, MINES AND
METALS (SHRI RAM SEWAK): (a)
Yes, Sir. Geological Survey of India
have surveyed the area in Guntur
District in Andhra Pradesh.

(b) Large scale mapping and ex-
ploratory drilling has been done in
Dhukonda, Nallakonda and Bandala-
mottu Blocks. Data obtained so far
indicates presence of copper deposits
in Dhukonda and Nallakonda Blocks
and mainly lead in the Bandalamottu
Blocks.

(c) The Hindustan Copper Limited
are conducting a feasibility study for
the development and exploitation of
the copper deposits.

**Retrenchment of Labourers in
Manganese Mines**

2193. DR. A. G. SONAR: Will the
Minister of STEEL, MINES AND
METALS be pleased to state:

(a) whether it is a fact that the
Manganese Mines at Ramtek and
Nagpur Tehsil of Nagpur District are
facing many difficulties due to acute
competition in this business;

(b) whether it is also a fact that
considering the present state of affairs

Government propose to retrench the
labourers in the mines;

(c) whether Government are aware
that there are some superfluous offi-
cers in the office of the Managing
Director of the above mines at Nag-
pur; and

(d) whether Government would
first retrench the superfluous officers
before they start retrenchment of
labourers?

THE DEPUTY MINISTER IN THE
MINISTRY OF STEEL, MINES AND
METALS (SHRI RAM SEWAK): (a)
Yes, Sir. The manganese ore mines in
the Ramtek and Nagpur Districts are
facing acute difficulties as a result of
several competition in the export
market.

(b) This is for the mining Com-
panies to decide. In view of the pre-
sent state of affairs in the manganese
ore mining Industry, mining Com-
panies in all likelihood may have to
effect all possible economies including
retrenchment to the extent desirable.

(a) and (d). It is presumed that
the Honourable member is referring
to Manganese Ore India Limited. The
Board of Management of this Com-
pany has critically examined the
staff position and are of the view that
in the context of depression in the
Industry, some staff, both in office
and the mines have become surplus.
Any retrenchment programme of such
surplus staff is the responsibility of
the management of the Company and
not of Government. The Company
has accordingly drawn up a phased
programme for retrenchment. This
has been discussed by the management
with the recognised Union and an
agreement has been signed between
the management and the Union under
the auspices of the Regional Labour
Commissioner, Jabalpur in a concilia-
tion proceeding held on 13-11-1968.
According to this, services of workers
above the age of 60 years or those who
have completed 30 years of service
would be terminated.

Small Car Project

2194. DR. A. G. SONAR:
SHRI DEORAO PATIL:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Government are seriously thinking of a Small Car project in the near future;

(b) whether it is also a fact that taking the Pande Committee recommendations into consideration, Nagpur is the best place for locating such a project;

(c) whether it is being set up under public sector or private one; and

(d) whether Government would consider locating such a project at Nagpur taking its geographical situation and other factors into account?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) The question of establishing a small car project in the country is under the consideration of Government.

(b) The Low Cost Car Committee set up in 1960 under the Chairmanship of Shri G. Pande did not undertake any detailed studies of the prospective sites for the location of the small car project. The Committee had, however suggested that the most appropriate location for the proposed plant should be found within the area bounded by Agra in the North, Raipur in the East, Hyderabad in the South and Nasik in the West.

(c) This aspect of the project will be considered after a decision has been taken regarding implementation of the project.

(d) The question of location of the project will be considered after a decision on the project has been taken. At that stage the suitability of Nagpur will be considered on merits along with the suitability of other locations which have also been suggested.

Joint Ventures between India and Ceylon

2195. SHRI HIMATSINGKA:
SHRI S. K. TAPURIAH:
SHRI RAGHUVIR SINGH
SHASTRI:
SHRI D. N. PATODIA:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether he recently visited Ceylon with a view to exploring potential for joint ventures of India and Ceylon;

(b) if so, what was the result of his visit and in what fields scope for joint ventures between the two countries was explored; and

(c) what follow-up action is being taken to finalise details of specific joint ventures in the varied fields?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) to (c). I paid a three day visit to Ceylon during October, 1968 in response to an invitation from the Government of Ceylon. I availed of the occasion to hold discussions with Mr. Philip Gunawardene, Minister of Industries and Fisheries, Government of Ceylon and his colleagues in the Government on a few joint industrial ventures which had been proposed and for exploring the prospects of furthering industrial collaboration between the two countries generally as indicated below:

(1) *Project for manufacture of commercial vehicles and bus chassis in Ceylon:*

All assistance and cooperation was assured from India to make the project a success.

(2) *Establishment of Machine Tool assembly & manufacture:*

The Hindustan Machine Tools Ltd. have just submitted a feasibility report

on the establishment of a plant for the assembly and manufacture of the simpler type of machine tools in Ceylon viz. Sliding Surfacing and Screw cutting Lathes, Double Ended Pedestal Grinder's, Bench Drilling Machines and Shaping Machines.

(3) *Plant for the manufacture of construction Machinerys*

I suggested that experts from Ceylon could visit our plants to see for themselves what we were presently producing and thereafter with the assistance of our experts work out a project in some detail spelling out its scope and their requirements. We would then be in a position to appreciate what was needed and to take concrete steps to meet those needs.

(4) *Joint Ventures with Ceylon to meet the joint demands of India and Ceylon:*

I said that India would be glad to consider specific proposals on the basis of utilisation of industrial raw materials available in either country for manufacturing products within that country with mutual assistance in equipment and technology, for consumption in both the countries to the extent needed and for export to third countries. In this context, the possibility of our being able to provide the necessary technical assistance for calcination of coke, manufacture of tubes tyres and rubber products, coconut products etc. was generally discussed.

Barium Chemicals Ltd. Andhra Pradesh

2196. SHRI K. M. ABRAHAM;
SHRI C. K. CHAKRAPANI;
SHRI K. RAMANI:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 6170-E on the 27th August, 1988 and state:

(a) whether Chilian nitrate quota is given to the Barium Chemicals Factory, Ramavaram, Andhra Pradesh;

(b) whether the factory, management has carried on production of Chilian nitrate;

(c) if so, what is the production and the total quantity produced so far and if not, reasons thereof;

(d) whether it is a fact that factory management has misused the quota of Chilian nitrate; and

(e) if so, the action taken thereon?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

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

Railway Station At Rudrampur Colony

2197. SHRI P. P. ESTHOSE;
SHRI K. RAMANI;
SHRI E. K. NAYANAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to open a Railway station at Rudrampur Colony, Kothagudem Collieries, Andhra Pradesh;

(b) if so, when the station is likely to be opened; and

(c) if not, reasons thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) In view of the answer to part (a), the question does not arise.

(c) The proposal was examined and it was found that the opening of a station at the proposed site would result in heavy recurring loss to the Railway.

Closed Textile Mills in Madras

2198. SHRI K. RAMANI;
SHRI NAMBIAR;
SHRI UMANATH:

Will the Minister of COMMERCE be pleased to state:

(a) the efforts made by Government to reopen the closed textile mills in Madras State;

(b) the number of mills opened so far;

(c) whether Government propose to take further action to reopen the remaining mills;

(d) if so, the details of the steps contemplated; and

(e) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (e) The number of cotton textile mills lying closed in Madras State at the end of October, 1968, was 25.

2. Investigation Committees under the Industries (Development and Regulation) Act, 1951, have been appointed to look into the affairs of 18 of these mills. The cases of the remaining mills are being looked into in consultation with the Government of Madras and the Textile Commissioner. In addition, the following relief measures to help the mills in Madras and other South Indian States have been taken, apart from several measures taken to impart a healthier tone to the cotton textile industry as a whole:—

(1) A special rebate of 5 per cent has been sanctioned, in addition to the normal rebate of 5 per cent, on the sale of handloom cloth by co-operative societies.

(2) Loans of Rs. 50 lakhs and Rs. 15 lakhs have been given to Madras and Andhra Pradesh Governments, respectively,

ly, for re-loaning to the Apex Co-operative Societies to enable them to purchase and stock yarn.

(3) It has been decided to stand guarantee for 20 per cent of margin money required for operation of the scheme for retention of stocks of yarn by the South India Mill-owners' Association and the Tamil Nad Millowners' Association, with a view to enabling them to obtain credit from the State Bank of India upto Rs. 5 crores

(4) A special additional assistance of Rs 2 per 10 lbs as freight differential has been allowed to stimulate the export of cone/chease yarn.

3. During the period April-October, 1968, 13 mills which had closed down during that period, or earlier, have reopened.

Reduction in Wages of Textile Workers in Madras

2199. SHRI NAMBIAR;
SHRI K. RAMANI;
SHRI UMANATH;
SHRI R. K. AMIN:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the Textile mill owners in Madras State are deliberately closing down their mills to pressurise the workers to accept wage cuts and increased work load;

(b) if so, whether Government have enquired into the matter;

(c) if so, the findings thereof; and

(d) the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI KURESHI): (a) No, Sir.

(b) to (d). Do not arise.

Industrial Production in States

2200. SHRI JYOTIRMOY BASU: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the total number of industrial licences granted under the Industries (Development and Regulation) Act, 1951 in each State from 1948-49 to 1967-68 year-wise; and

(b) the amount of capital invested in industries, the share of working capital in the total capital invested in industries and the rate of increase in industrial production State-wise and year-wise from 1948-49 to 1967-69?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). A statement is laid on the Table of the House. [Placed in Library, See No. LT-2324/68].

Bharat Darshan Tour

2201. SHRI JYOTIRMOY BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether "Bharat Kalyan Samiti" is responsible for organising 'Bharat Darshan Tour'?

(b) whether according to a booklet published by the above mentioned Samiti, Bharat Darshan Tour is conducted jointly by Bharat Kalyan Samiti and Tourist Department of the West Bengal Government?

(c) if so, who are the President and Secretary of the Bharat Kalyan Samiti?

(d) whether it is a fact that about a lakh of rupees were collected by the said Samiti from the public in the name of a conducted tour to Rajasthan, Saurashtra region by the Bharat Darshan special train?

(e) if so, whether the said conducted tour which was to commence on

the 23rd October, 1967, did not materialise at all;

(f) whether in spite of repeated reminders the money collected from the Public has not been refunded: and

(g) whether Government will order an immediate investigation into the whole affair and lay on the Table report of that investigation?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes, the Railways have been receiving requests from this Organisation for running special trains for Bharat Darshan tours.

(b) No information is available with the Railways.

(c) According to the letterhead used by Bharat Kalyan Samiti for correspondence with the Railways in regard to running of special trains, Shri Atulya Ghosh and Shri Gunada Majumdar are the President and General Secretary respectively of this Organisation.

(d) No information is available with the Railways.

(e) No, it did not materialise.

(f) No information is available with the Railways.

(g) The Government of West Bengal have been requested to enquire into the facts of the case.

Import substitution in Public Sector Undertakings

2202. SHRI GADILINGANA GOWD: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that several public sector undertakings have not appointed senior officers to scrutinise thoroughly the demand for parts and

components required by each assembly before they are imported so as to encourage indigenous substitution therefor:

(b) if so, the names of such undertakings and the steps taken in this regard:

(c) the procedure being followed in this respect in private undertakings:

(d) whether Government propose to tighten measures to discourage import of components and parts required by public/private sector undertakings; and

(e) if so, the features thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):
(a) and (b). Information is being collected and it will be laid on the Table of the House.

(c) to (e). All import applications from public/private sector undertakings are carefully examined and screened from indigenous angle by the Directorate General of Technical Development and import of only such of those items is recommended as are not indigenously available. The following measures are being taken to implement the import substitution programme:—

- (i) substitution of imported raw materials, components and spare parts with indigenously manufactured materials and components of same specifications or of comparable specifications and giving priority to their rapid development;
- (ii) reduction in the consumption of imported raw material and components per unit of production;
- (iii) progressive change over of production of chemicals and chemical products from inter-

mediates to their production from basic raw materials:

- (iv) acceleration of phased manufacturing programmes to achieve a greater indigenous content in the shortest possible time;
- (v) more rigorous scrutiny of the request for capital goods imports with a view to ensuring that the plant and equipment etc. which are already being produced in the country or are likely to be produced in the near future, are not allowed to be imported; and
- (vi) instructions to the concerned authorities both in the Central and State Governments to associate the DGTD with the planning of the projects from the very early stages, to ensure that the items of equipment which are capable of being developed within the country are not allowed to be imported for lack of timely planning.

Manufacture of Refinery Materials

2203. SHRI GADILINGANA GOWD:
Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 6171 on the 2nd April, 1968, and state:

(a) whether it is a fact that the Regional Research Laboratory, Hyderabad explored a device by which an appreciable percentage of oil with unique composition, well suited for the manufacture of petroleum materials and other fine chemicals, could be extracted from Kamala Seen a forest waste available in abundance in the forests of Uttar Pradesh and Bihar:

(b) if so, the details of action taken by Government in this direction;

(c) the reasons for the delay; and

(d) the names of the districts of the States of Uttar Pradesh and Bihar where this seed is available?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) Investigations on oil from Kamala seed at Regional Research Laboratory, Hyderabad, show its possible use in the manufacture of high priced perfumery and fine chemicals of good export potential.

(b) and (c). Bihar Government extract Kamala Powder (Rorhi) from Kamala fruits and supply it against demand. U.P. Government have furnished information about the seeds to private entrepreneurs. The Khadi and Village Industries Commission proposes to take up a pilot scheme during 1969-70 in Uttar Pradesh through the All India Non-edible oils Industry Association, Poona. The scheme is proposed to be worked for three years with a view to exploring the possibility of setting up economically viable processing units. In this work, advantage would be taken of the experience and knowledge already available with the various research laboratories, including the Regional Laboratory, Hyderabad.

(d) Kamala seeds are available in abundance in Bihar Forests. In U.P. they occur in the districts of Gorakhpur, Gonda, Bahraicha, Kheri, Pilibhit, Nainital, Bijnore and Dehra Dun as an undergrowth in some places in abundance and in some places sporadically.

Perfumery and Cosmetic Industries

2204. SHRI GADILINGANA GOWD: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that India imports large quantities of Citronella
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oil from Ceylon for perfumery and cosmetic industries;

(b) if so, the amount of Citronella oil imported during the years 1965, 1966 and 1967;

(c) whether it is a fact that Regional Research Laboratory, Jorhat undertook the experimental cultivation of Citronella grasses in Assam with commendable success; and

(d) if so, action taken by Government in this direction?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) and (b). The imports of Citronella Oil from Ceylon during the years 1964-65, 1965-66, 1966-67 and 1967-68 were as under:—

Year	Quantity (in tonnes)	Value (in Rs. '000')
1964-65	24	457
1965-66	10	126
1966-67	7	58
1967-68	17	170

(c) and (d). The Regional Research Laboratory, Jorhat, has undertaken the experimental cultivation of Citronella grasses in Assam. The Laboratory has widely publicised the results of the investigation to the importers and users of the Citronella oil. Two Tea Planters in Assam have taken interest in its cultivation and have cultivated a few acres on an exploratory basis on their waste land. Encouraged by their result they are now planning to cultivate it on a large scale and they are already negotiating the disposal of the oil with users like Hindustan Levers. Further, cultivation of Citronella grass has also been undertaken by industrial concerns, like M/s. Kelkard & Co., Bombay.

Senior and Junior Scale Officers on Zonal Railways

2205. SHRI GADILINGANA GOWD: Will the Minister of RAILWAYS be

pleased to refer to the reply given to Unstarred Question No. 2983 on the 6th August, 1968 regarding senior and junior scale officers on the Zonal Railways and state:

(a) whether the information has been collected; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS
(SHRI C. M. POONACHA): (a)
Yes.

(b) The details were placed on the table of the House on 12-11-1968.

Industrial Policy of U.P.

2206. SHRI GADILINGANA GOWD:
Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that industrial policy of Uttar Pradesh is being changed in order to accelerate pace of industrial development; and

(b) if so, the details thereof and the results expected to be achieved?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). The Government of Uttar Pradesh are making efforts to step up industrial production both by assisting the existing units in all possible ways and promoting the growth of new ones. One of the measures in this regard is the major policy announcement of the State Government to consider the cases of new industrial units for exemption from sales tax for an initial period of 3 years besides giving the following facilities:—

Land

Land is provided on long term lease on no profit no loss basis under the Industrial Area Scheme.

Price Preference

Price Preference of 5 per cent to the goods of local manufacturers is admissible under the U.P. Store Purchase Rules.

Power

A rebate of 15 per cent on total amount of electricity bills is given to new industries for a period of three years from the date of taking power supply. Concession of 0.5 paise per KWA is allowed to electro-chemical and electro-metalurgical industries.

Financial assistance

Loans upto a limit of Rs. 20 lakhs are given for industrial purposes by the U.P. Financial Corporation Kanpur. They have liberalised most of the terms and conditions for assistance to small scale industries. The U.P. State Industrial Corporation, Kanpur undertakes the job of underwriting of public issues of new companies.

Attempts are also being made to promote the development of ancillary industries specially for the supply of parts and components required by big private and public sector projects. It is proposed to open Sample Rooms at Varanasi, Kanpur and Ghaziabad where blue prints, designs and samples of the various products required by the major units in the State will be displayed. Necessary technical assistance will also be provided to enable the units to supply the raw materials.

Development of industries is expected to get a fillip in U.P. as a result of these measures.

पूर्वी रेलवे के स्टेशनों पर कीटनों

2207. श्री रामाबलार झास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वी रेलवे द्वारा बानापुर, झांझा धीर मधुपुर आदि

स्टेशनों की कैंटीनों को विभाग द्वारा चलाये जाने के निम्न निर्धारित कर दिये जाने के बावजूद इन कैंटीनों का प्रबन्ध अभी भी ठेकेदारों के पास है;

(ख) क्या यह भी सच है कि इन कैंटीनों के बिजली के कनेक्शन कई वर्ष पहले काट दिये गये थे और इसके फलस्वरूप इन कैंटीनों में भोजन करने वाले व्यक्तियों को बहुत असुविधा होती है;

(ग) यदि हां, तो इसके क्या कारण हैं; और

(घ) इन कैंटीनों को सुव्यवस्थित रूप से चलाने के लिये सरकार क्या कार्यवाही करने का विचार कर रही है ?

रेलवे मंत्री (श्री च० मु० पूनाचा) :

(क) दानापुर, झांसा और मधुपुर स्टेशनों के सामय भोजनालयों की प्रसंतीषजनक सेवाओं तथा करार की शर्तोंको भंग करने के कारण इनके ठेके पूर्व रेलवे द्वारा समाप्त कर दिये गये। ठेकेदार रेलवे परिसरों को खाली करने के बजाय मामलों को प्रदालत में ले गये और मामले न्यायाधीन हैं। फिर भी, इन स्टेशनों पर विभागीय भोजनालय चलाने का कोई निर्णय नहीं लिया गया।

(ख) जी हां, मधुपुर को छोड़कर।

(ग) ठेकेदार द्वारा बिजली खर्च न देने के कारण दानापुर और झांसा के भोजनालयों की बिजली काट दी गयी।

(घ) मधुपुर में एक अलग परिसर को भोजनालय के लिए आवंटित किया गया है जिसे एक नया ठेकेदार चला रहा है। लेकिन प्रदालत द्वारा फैसला देने के बाद ही झांसा और दानापुर के विषय में समुचित कार्यवाई की जा सकती।

Light Railways Run by Private Companies

2208. SHRI R. K. SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of employees employed in the Light Railways run by Private Companies;

(b) the number of men facing un-employment as a result of the suspension or closure of some of the Railways;

(c) whether the Ministry of Labour, Employment and Rehabilitation has suggested the taking over of these lines by Government?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) 4631.

(b) There has been no closure of any of the Light Railways. There was, however, a lock out over the Light Railways in the Martin Burn Group recently which has since been lifted in accordance with orders of Government. The employees are not facing un-employment.

(c) No.

फतवा-इस्लामपुर लाइट रेलवे लाइन के पार की भूमि

2209. श्री रामाचलार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि फतवा-इस्लामपुर लाइट रेलवे लाइन पर गाड़ी सेवा खालू होने के समय से उक्त लाइन के समीप 15 एकड़ भूमि बिना प्रयोग में लाये पड़ी है;

(ख) यदि हां, तो क्या रेलवे प्रशासन का विचार इस भूमि को कृषि के उद्देश्य के लिये रजिस्टर करने का है ताकि अधिक भूनाज सुभाषों का आविष्कार को सफल बनाया जा सके;

(ग) यदि हां, तो क्या उस क्षेत्र के एक किसान ने एक वर्ष पहले इस बारे में रेलवे बोर्ड को एक आवेदन पत्र दिया था; और

(घ) यदि हां, तो उक्त भूमि को उसके नाम रजिस्ट्रार न करने के क्या कारण हैं ?

रेलवे मंत्री (श्री च० मु० पुनाचा) :

(क) रेल-पथ के दोनों ओर रेलवे के पास भूमि की केवल मंकीर्ण पट्टियां हैं जिनमें से अधिकांश में गड्डे हैं । 15 एकड़ भूमि का कोई टुकड़ा, जो काम में नहीं आ रहा है, उपलब्ध नहीं है ।

(6) 'अधिक अनाज उपजाया' आन्दोलन को प्रोत्साहित देने के उद्देश्य से रेल प्रशासन उपलब्ध भूमि के छोटे टुकड़े का लाइसेंस केवल अपने कर्मचारियों को देता है ।

(ग) इस तरह के किसी आवेदन के रिक्वाइर्ड का पता नहीं लगाया जा सकता है ।

(घ) मवाल नहीं उठता ।

Sand for Stowing for Collieries

2210. SHRI S. R. DAMANI: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that collieries are experiencing difficulty in meeting their requirements of sand for stowing;

(b) whether any surveys have been conducted about the reserves and availability of sand its substitute for stowing;

(c) whether it is also a fact that two Committees have been appointed by Government to inquire into the availability of sand and its requirements for stowing purposes; and

(d) if so, when the Committees are likely to submit their reports?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) Government has no information in respect of any serious shortage of sand for stowing purposes at present.

(b) Surveys have been conducted about sand reserves and its availability. Efforts are being made to explore substitute stowing material as well.

(c) Committee on Productivity and Modernisation has been investigating the possibility of introducing methods of work which reduce dependence on sand. The question of assessing effects of dams across rivers on reserves of sand near coalfields is being remitted to another Committee.

(d) Study of problems remitted to the first Committee is of a continuing nature and interim reports on some aspects will be received from time to time. Report of the Second Committee will take some time.

Assessment of Coal and Steel requirements towards the end of the 4th Plan

2211. SHRI D. N. PATODIA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the Indian Institute of Applied Economic Research has been entrusted with the task of assessing the country's need for coal and steel towards the end of the Fourth Five Year Plan period;

(b) if so, whether the study has been completed; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) to (c): The study entrusted to National Council of Applied Economic Research is in respect of estimates of requirements of iron and steel during the Fourth Plan period. The figures projected by NCAER are under examination. As regards coal, no such study has been given to them.

**Mineral Attaches in Indian Missions
Abroad**

2212. SHRI K. P. SINGH DEO:
Will the Minister of STEEL, MINES
AND METALS be pleased to state:

(a) whether Government propose to appoint Mineral Attaches like Commercial and Cultural Attaches at Indian Missions abroad;

(b) if so, the countries where Mineral Attaches are proposed to be appointed;

(c) the expenditure likely to be incurred thereon; and

(d) the benefits likely to be derived as a result thereof?

THE DEPUTY MINISTER IN THE
MINISTRY OF STEEL, MINES AND
METALS (SHRI RAM SEWAK):
(a) Yes, Sir.

(b) In U.S.A., U.S.S.R., Brazil, Australia, Japan and U.K. for the present.

(c) The expenditure is likely to be of the order of Rs. 2.50 lakhs per year.

(d) Based on the studies, which the Mineral Attaches would be required to conduct in foreign countries, they would assist in following up the world trends in the supply of and demand for mineral and metals, the fluctuations in their prices, their bearings and problems of stock pilings and tariff etc. This will keep the country in touch with the technological advances and the matters connected with the mineral economics and research. Besides, India can seize opportunities for export of minerals in favourable markets and import its own requirements cheaply from favourable sources and at the same time the country can consider proposals about joint ventures on mineral development in certain developing and under-developed countries beneficial to its own development.

Closure of Beedi Factories

2213. SHRI A. K. GOPALAN:
SHRI C. K. CHAKRAPANI:
SHRI P. GOPALAN:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether the units of Mangalore Ganesh, Bharath, Great Durbar Beedi Factories have been closed down in Kerala;

(b) whether any investigations have been made into the causes of their closure; and

(c) if so, the steps taken to enable them to start functioning again?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED.): (a) to (c). The information has been called for from the Government of Kerala and it will be laid on the Table of the House when received.

Land Routes for Trade with Afghanistan ..

2214. SHRI HEM RAJ: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 8275 on the 23rd April, 1968 and state:

(a) the progress made to get the land route for trade with Afghanistan opened through Pakistan;

(b) the routes being used at present for the export of Indian commodities to Afghanistan; and

(c) whether Government propose to channelise its exports to Afghanistan by air?

THE DEPUTY MINISTER IN THE
MINISTRY OF COMMERCE (SHRI
MOHD. SHAFI QURESHI): (a) Government's efforts to persuade Govt. of Pakistan to open the land route through Pakistan for Indo-Afghan trade, have not met with any success so far.

(b) All goods from India intended for Afghanistan are at present moving via Bombay-Karachi route.

(c) A suggestion for air-lifting Indian goods to Afghanistan at concessional rates, is under examination.

A.C.C. Vickers-Babcock Factory

2215. SHRI MOHAMMAD ISMAIL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state when the A.C.C. Vickers-Babcock Factory, Durgapur started production?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): M/s. A.C.C. Vickers Babcock, Durgapur, are licensed under the Industries (D&R) Act, 1951 for the manufacture of the following items and they have reported production for these items as indicated below:

Name of the items	Date of commencement of production
1. Boilers and Pressure Vessels	May 1962
2. Cement Mill Machinery	May 1962
3. Items of General Machinery such as Mining Machinery, Ball Mill, Crusher etc.	January 1968

चाय पर निर्यात शुल्क समाप्त करना

2216. श्री यशवंत सिंह कुशावाह : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार के चाय पर निर्यात शुल्क समाप्त करने की माँग प्राप्त हुई है; और

(ख) यदि हाँ, तो उसे पर सरकार की क्या प्रतिक्रिया है ?

वाणिज्य मंत्रालय में उद्योग-मंत्री (श्री मुहम्मद शफी कुरेमी) : (क) जी हाँ ।

(ख) सरकार ने 1 अक्टूबर, 1968 में चाय उद्योग को राहत देने के लिये किये जाने वाले कार्यों की घोषणा कर दी है, जिनमें चाय पर निर्यात शुल्क में कमी भी शामिल है । चाय पर निर्यात शुल्क में हाल ही में की गई कमी से होने वाले प्रभाव पर मतत ध्यान दिया जा रहा है ।

ग्रन्थबारी कागज का उत्पादन

2217. श्री यशवंत सिंह कुशावाह : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में ग्रन्थबारी कागज की वार्षिक आवश्यकता कुल कितनी है और उसमें से कितनी मात्रा देश में तैयार की जाती है और कितनी मात्रा का आयात किया जाता है ;

(ख) ग्रन्थबारी कागज के आयात पर प्रति वर्ष कितनी विदेशी मुद्रा खर्च की जा रही है; और

ग) ग्रन्थबारी कागज के उत्पादन में देश को आत्म निर्भर बनाने के लिये क्या क्या कार्यक्रम तैयार किया गया है और क्या लक्ष्य निर्धारित किये गये हैं ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कर्मचारी अली अहमद) : (क) और (ख)। इस समय ग्रन्थबारी कागज उद्योग की वार्षिक प्रतिबन्धित माँग का अनुमान 1.7 लाख से 2 लाख मी० टन प्रति वर्ष लगाया गया है । देश में इस समय ग्रन्थबारी कारखानों का उत्पादन लगभग 30,000 मी० टन प्रति वर्ष है और प्रति वर्ष लगभग 15 करोड़ रु० से 15 करोड़ रु० के मूल्य का लगभग 1.2 लाख से 1.3 लाख मी० टन ग्रन्थबारी कागज का आयात किया जाता है ।

शेष प्रावश्यकताएं छापाई के सफेद कागजों का प्रयोग करके पूरी की जाती हैं ।

(ग) ऐसी ग्राहता हैं कि चौथी योजना के अंत तक प्रखबारी कागज की मग 2.6 लाख मी० टन से बढ़ कर 3 लाख मी० टन प्रति वर्ष हो जायेगी । देशी उत्पादन बढ़ाने के उद्देश्य से देश में प्रखबारी कागज कारखाने की वर्तमान उत्पादन क्षमता ज. 30,000 मी० टन से बढ़ा कर 75,000 मी० टन वार्षिक कर दिया गया है । इसमें प्रतिरिक्त चौथी योजना की अवधि में सरकारी तथा गैर-सरकारी क्षेत्र में क्रमशः 75,000 मी० टन और 60,000 मी० टन वार्षिक क्षमता वाला प्रखबारी कागज का एक-एक कारखाना स्थापित करने का प्रस्ताव है ।

झांसी के निकट दुर्घटना

2218. श्री यशवन्त सिंह कुशाबाहू : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि

(क) अक्टूबर 1968 में अ मी स्टेशन के निकट मिगनल से एक रेलगाड़ी के टकरा जाने के परिणामस्वरूप हुई क्षति का ब्यौरा क्या है;

(ख) उक्त दुर्घटना के सम्बन्ध में पुलिस कितने अधिकारी और कर्मचारी गिरफ्तार किये गये हैं और उनके विरुद्ध क्या आरोप लगाये गये हैं; और

(ग) क्या रेलवे सुरक्षा प्रायुक्त भी इस रेलगाड़ी में यात्रा कर रहे थे और दुर्घटना के बाने में उनके द्वारा दिये गये प्रतिवेदन का संक्षिप्त विवरण क्या है ?

रेलवे मंत्री (श्री च० म० पुनावा) :

(क) और (ग) माननीय सदस्य का प्राण्य सम्बन्धतः इस दुर्घटना से है जो 6-10-1968 को जखोरा स्टेशन पर नं० 5 डाउन पंजाब टाक गाड़ी के साथ हुई थी । इस दुर्घटना

में रेल सम्पत्ति की कोई हानि नहीं हुई । रेल संरक्षा के उपायुक्त इस गाड़ी में यात्रा कर रहे थे । रेल संरक्षा के आयोग के अनन्तिब निष्कर्षों के अनुसार, सिगनल के खम्बे की सीढ़ी वास्तविक चल प्रयागों का उल्लंघन कर रही थी । उस सीढ़ी से टकरा जाने के कारण कुछ व्यक्ति हताहत हुए थे । नं० 5 डाउन पंजाब टाक गाड़ी से कुछ ही समय पहले जाने वाली डाउन मालगाड़ी के एक डिब्बे में लदी एक इस्पाती छड़ के बाहर निकलजाने से सीढ़ी को ठोकर लग गयी और वह टेढ़ी हो गयी ।

(ख) पुलिस ने अभी तक किसी को गिरफ्तार नहीं किया ।

ग्वालियर-भिन्ड लाइन पर चलने वाली रेलगाड़ी में भीड़-भाड़

2219. श्री यशवन्त सिंह कुशाबाहू : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ग्वालियर भिन्ड संकरी (नैरो गेज) लाइन (मध्य रेलवे) पर यात्रियों की संख्या इतनी अधिक है कि उन्हें डिब्बों में स्थान नहीं मिलता और सैकड़ों यात्रियों को प्रतिदिन डिब्बों की छत पर बैठकर यात्रा करनी पड़ती है;

(ख) ग्वालियर-भिन्ड लाइन पर चलने वाली रेलगाड़ी में कितनी सीटें होती हैं और गत छः महीनों में यात्रियों की दैनिक प्रोमत क्या है;

(ग) क्या उक्त गाड़ी में यात्री डिब्बों की संख्या बढ़ाने अथवा एक अन्य गाड़ी चलाने अथवा वर्तमान मिलीजुली यात्री एवं माल गाड़ी के स्थान पर एक पृथक मालगाड़ी और एक पृथक संचारी गाड़ी चलाने प्राप्ति संबंधी सुझाव दिये गये हैं; और

(घ) यदि हां, तो सरकार का विचार किन-किन सुझावों पर विचार करने तथा किंवाचित करने का है ?

रेलवे मंत्री (श्री ए० मु० पुनाचा) :
 (क) यह सच है कि ग्वालियर-भिड़ खण्ड पर गाड़ियों के तीसरे दर्जे के डिब्बों में भीड़ रहती है लेकिन यह सच नहीं है कि सैकड़ों यात्री हर रोज डिब्बों की छत पर यात्रा करते हैं ।

(ख) इस खण्ड पर गाड़ियों में बैठने की कुल 1204 जगह हैं । अप्रैल से सितम्बर, 1968 के 6 महीनों में यात्रियों की संख्या प्रतिदिन औसतन 2,756 रही है । यह उल्लेखनीय है कि गाड़ियों में भीड़-भाड़ का यह कोई माप-दण्ड नहीं है क्योंकि हो सकता है, एक ही सीट पर एक के बाद एक कई यात्री बैठे हों ।

(ग) जी हां ।

(घ) इस खण्ड पर भीड़ को कम करने के लिए, जहां तक व्यवहारिक और प्रौचित्य

पूर्ण है, गाड़ियों की संख्या बढ़ाने के प्रश्न पर विचार किया जा रहा है ।

रेलवे इंजनों, यात्री डिब्बों तथा माल डिब्बों का निर्माण

2220. श्री यशवन्त सिंह कुशावाहा :
 क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले वर्ष छोटी लाइन पर प्रयोग के लिये देश में अलग अलग कितने रेलवे इंजिन, यात्री डिब्बे तथा माल डिब्बे गये थे और बनाये कितनी संख्या में इनका आयात किया गया था; और

(ख) अगामी वर्ष के लिये ऐसे कितने इंजिन, यात्री डिब्बे तथा माल डिब्बे बनाने के हेतु क्या लक्ष्य निश्चित किये हैं ?

रेलवे मंत्री (श्री ए० मु० पुनाचा) :

(क) छोटी लाइन का स्टॉक

	1967-68 में रेलवे कारखानों में निर्मित	1967-68 में निजी क्षेत्र में निर्मित	1967-68 में आयात
(i) रेल इंजन अर्थात् लोको	कुछ नहीं	कुछ नहीं	कुछ नहीं
(ii) सवारी डिब्बे	कुछ नहीं	कुछ नहीं	कुछ नहीं
(iii) माल डिब्बे	कुछ नहीं	कुछ नहीं	कुछ नहीं

(ख) अगले वर्ष अर्थात् 1968-69 के लिए निर्धारित लक्ष्य

	रेलवे कारखानों में	निजी क्षेत्र में	प्रस्तावित आयात
(i) रेल इंजन अर्थात् लोको	कुछ नहीं	कुछ नहीं	कुछ नहीं
(ii) सवारी डिब्बे	10	कुछ नहीं	कुछ नहीं
(iii) माल डिब्बे	15 'एन ओ एल' टाइप 15 'एन सी एल' टाइप	कुछ नहीं	कुछ नहीं

बाय प्रादिकी खाली तथा खालों के निर्वसित पर प्रतिबन्ध

2221. श्री रामचरण : क्या वाणिज्य मंत्री 19 मार्च, 1968 के प्रतारकित प्रश्न संख्या 4406 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) ग्या बलों की अत्यधिक कमी उनके ऊंचे मूल्यों दूध, की अत्यधिक कमी, उसके बहुत अधिक दामों, खाद्यानों की कमी तथा भारी मात्रा में दुग्ध चूर्ण आदि के आयात को ध्यान में रखते हुए सरकार का विचार गोवंश के पशुओं की खालों तथा जमड़े आदि गोमांस जैसे उनके उत्पादों के निर्यात पर प्रतिबंध लगाने का है; और

(ख) यदि नहीं, तो विदेशी मूद्रा अर्जित करने के अलावा इसके क्या कारण हैं ?

वाणिज्य मंत्री (श्री बिनेश सिंह) :

(क) गोजातीय पशुओं की कच्ची खालों और चमड़ियों और गोमांस के निर्यात पर रोक लगी हुई है।

(ख) प्रश्न नहीं उठता।

Export of Tea to Sudan

2222. SHRI BENI SHANKER SHARMA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact a five Members Delegation from Sudan visited India in the second week of September, 1968 and held talks with various Tea Exporters;

(b) whether any agreement was reached for increased export of Tea to that country; and

(c) if so, details thereof?

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

(b) The visit was in the nature of a study tour. No "agreement" was proposed or discussed.

(c) Does not arise.

Import of High Pressure Cylinders

2223. SHRI JUGAL MONDAL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 4439 on the 20th August, 1968 and state:

(a) whether the information relating to the category of high pressure cylinders imported by the Railways, Defence, Civil, Departments, State Governments, Public Undertakings and Autonomous bodies and private industries during the years 1966, 1967 and 1968 so far, in terms of rupee and their number, has since been collected; and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) and (b). Statistics are not being maintained separately regarding various categories of imported gas cylinders. Imports of L.P. Gas Cylinders have been banned during the period, but some L.P. Gas Cylinders might have been imported against licence issued earlier. The information showing the value of imports and quantities in tonnes of gas cylinders as available is given below:—

Quantity in tonnes
Value in Rs. '000
(Post Devaluation Rate)

Description	1965-66		1966-67		1967-68		1968-69 (upto July, 1968)	
	Qty.	Val.	Qty.	Val.	Qty.	Val.		
Compressed gas cylinders.								
(a) of iron or steel	3192	14551	3822	16636	2552	12243	1007	3992
(b) of aluminium and aluminium alloys	90	361	54	343	20	136	3	19

Export of Films**Exhibition of Indian Films in U.S.S.R. and Arab countries**

2224. SHRI K. N. PANDEY: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 6170-D on the 27th August, 1968 and state:

(a) whether the information regarding export of Films has been collected;

(b) if so, the names and addresses of the Producers of the Films; and

(c) the amount of foreign exchange earned by these Films during the above period and the names of the countries where these have been exhibited?

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

(b) and (c). A statement containing the information asked for is laid on the Table of the House. (Placed in Library: See No. LT-2325/68).

2225. SHRI K. N. PANDEY: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 6170-G on the 27th August, 1968 and state:

(a) whether the information regarding exhibition of Indian Films in U.S.S.R. and Arab countries has since been collected; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir. It has been possible to collect information pertaining to parts (a) and (c) of the Unstarred Question No. 6170-G, replied on the 27th August, 1968. The information relating to part (b) thereof could not be collected so far since the number of films exhibited is well over nine hundred..

(b) A statement containing the details is enclosed.

Statement

(a) The number of films produced in India which have been exhibited in the U.S.S.R. and Arab countries during the period from 1962 to 1967 and first six months of 1968.

As many as 2344 prints of Indian films covering more than 900 films were exhibited.

(b) The names and addresses of the producers which have sent the films to the above countries during the above period; and

It is regretted that it has not been possible to collect the names and addresses of producers of such a vast number of films.

(c) The names of these films which earned the highest foreign exchange in the above countries during the same period.

The films "SANGAM" and "PYAR MAHOBAT" had earned the highest foreign exchange in U.S.S.R. and Arab countries respectively.

Accumulation of Stocks of Cloth

2226. SHRI HIMATSINGKA:
SHRI S. K. TAPURIAH:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that there is a huge accumulation of cloth stocks lying uncleared with the textile mills and that this accumulation has been increasing;

(b) if so, the latest position in this regard;

(c) the average accumulation of these stocks during the years 1965, 1966, 1967 and 1968 so far; and

(d) the steps taken by Government to ensure expeditious and smooth clearance of these stocks in future?

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

(b) Does not arise. However, total cotton cloth stocks with the mills at the end of October, 1968, were 265.9 thousand bales, out of which 120.1 thousand bales were unsold and 145.8 thousand bales sold but not lifted.

(c) A statement given the information is attached.

Statement

Average of Month-end Stocks of Cotton cloth with the Mills

(in thousand bales)

Year	Unsold	Sold (Unlifted)	Total
1965	185.9	180.0	366.6
1966	133.9	148.2	282.1
1967	120.2	134.6	254.8
1968 (Jan-Oct.)	122.4	140.4	262.8

(d) Does not arise.

Shortage of Coal for Steel Factories

2227. SHRI D. N. PATODIA:
SHRI RAGHUBIR SINGH
SHASTRI:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that the Steel mills are facing acute shortage of coal;

(b) whether the coal industry has represented to Government that this shortage has arisen mainly because of lack of cooperation on the part of the Railways;

(c) whether it is also a fact that against the supply schedule of 6,600

wagons per month the Railways could supply only 1,177, 923 and 143 wagons during June, July and September respectively; and

(d) if so, steps taken by Government to restore the supply of coal to steel mills?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) During the later part of October, 1968, the day-to-day supply of coal fell short of consumption, resulting in depletion of coal stock at the steel plants. The supply position has, however, since improved and the steel plants are gradually building up stocks.

(b) No, Sir.

(c) The daily average supply schedule for the steel plants is 1,100 wagons, against which the actual sup-

plies made were 1314 wagons in June, 1328 wagons in July and 1342 wagons in September, 1968.

(d) The Railways Joint Director, Transportation (Coal), Calcutta, and the Coal Controller are maintaining close liaison with the Steel Plants and the loading railways to ensure maximum movement of coal to steel plants.

डब्ल्यू. डी. एम. का प्रशिक्षण

2228. श्री शिव कुमार शर्मा :
डा० सूर्य प्रकाश पुरी :
श्री रामावतार शर्मा :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि डब्ल्यू. डी. एम. और डब्ल्यू. डी. एम.—2 मुख्य लाइन पर बड़ी लाइन के डीजल इंजनों के बारे में प्रशिक्षण के लिये निरक्षर व्यक्तियों को बिना उनका इन्टरव्यू लिये भेजा जा रहा है और डब्ल्यू. डी. एम.—4 के बारे में प्रशिक्षण के लिये हाई स्कूल पास व्यक्तियों को भेजा जा रहा है; और

(ख) यदि हाँ, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री च० मु० पुनाचा) :

(क) जी नहीं ।

(ख) सवाल नहीं उठता ।

Rent of Retiring Rooms at Stations

2229. SHRI K. M. KOUSEK: Will the Minister of RAILWAYS be pleased to state:

(a) the criterion for fixing the rent of the Retiring Rooms at the Railway stations; and

(b) if there is no such criterion, what method Government propose to adopt with a view to ending great disparities in rent?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The

charges for retiring rooms at railway stations are required to be fixed at a level which is reasonable with reference to the conditions of the locality and facilities provided in the retiring rooms.

(b) In view of the answer to part (a), the question does not arise.

Improvement of Village Economy

2230. SHRI K. M. KOUSEK: Will the Minister of COMMERCE be pleased to refer to the reply given to Starred Question No. 771 on the 21st May, 1968 and state:

(a) steps proposed to be taken to improve the village economy; and

(b) whether such measures have been tried in any particular area and if so, with what result?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). The information regarding measures to improve village economy through the development of village industries is being collected and will be laid on the Table of the House in due course.

दिल्ली और बीकानेर डिवीजनों में सहायक स्टेशन मास्टर्स का स्थायीकरण

2231. श्री जगन्नाथ राव जोशी :
श्री प्रमल बिहारी बाजपेयी :
श्री नारायण स्वरूप शर्मा :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली और बीकानेर डिवीजनों में क्रमशः 1946 और 1956 से सहायक स्टेशन मास्टर्स का स्थायीकरण अनिर्णीत पड़ा है तथा अन्य डिवीजनों में भी यही स्थिति है;

(ख) यदि हाँ, तो इसके क्या कारण हैं;

(ग) क्या सरकार का विचार सभी सम्बन्धित सहायक स्टेनन मास्टरो को स्थायी करने का है;

(घ) यदि हाँ, तो कब;

(ङ) क्या उक्त कर्मचारियों को उनकी नियुक्ति की तिथि के एक वर्ष बाद से स्थायी किया जायेगा; और

(च) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री च० मु० पुनाचा) :

(क) से (च). सूचना मंगायी जा रही है और सभा-पटल पर रख दी जायेगी।

Requirements of Aluminium in Fourth Five Year Plan

2232. SHRI SITARAM KESRI: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the estimated requirement of Aluminium in the country at the end of the Fourth Five Year Plan;

(b) the number of units licensed to manufacture Aluminium and their capacity; and

(c) the number of units planned for the Fourth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) The Planning Group on Non-Ferrous Metals, which was constituted to formulate plans/schemes for the production of non-ferrous metals during the Fourth Five Year Plan (1973-74), has estimated the demand for aluminium at the end of the Fourth Plan at 3,15,000 tonnes per annum (including 50,000 tonnes for export). This estimate of demand is tentative and will be finalised after the Plan outlays on various concerned sectors including power, etc. have been defined by the Planning Commission.

(b) and (c). The following units are at present licensed or holding

letters of intent for expansion of their existing smelters or for setting up new smelters:

A-Existing installed capacity.

(i) Indian Aluminium Company.

(a) Alwaye (Kerala)—15,850 tonnes per annum.

(b) Hirakud (Orissa)—20,000 tonnes per annum.

(ii) Hindustan Aluminium Corporation Rihand (U.P.)—60,000 tonnes per annum.

(iii) Madras Aluminium Company Mettur (Madras)—12,500 tonnes per annum.

(iv) Aluminium Corporation of India Ltd. Asansol (West Bengal)—8,700 tonnes per annum.

B-New Expansion Schemes:

I. Public Sector.

Bharat Aluminium Co. Ltd.

(a) Koyna (Maharashtra)—50,000 tonnes per annum.

(b) Korba (Madhya Pradesh)—1,00,000 tonnes per annum.

II. Private Sector.

(a) Indian Aluminium Co.

(i) Belgaum (Mysore)—New Smelter-30,000 tonnes per annum.

(ii) New Expansion 70,000 tonnes per annum.

(b) Hindustan Aluminium Corporation.

Rihand (U.P.)—60,000 tonnes per annum.

(c) Aluminium Corporation of India—

Asansol West Bengal)—Expansion 3,800 tonnes per annum

(d) J.K. Industries Orissa (new)—30,000 tonnes per annum.

The above schemes will be taken up for implementation during the Fourth Five Year Plan but there may be spill-over in respect of some of them to Fifth Plan.

Amendment of the company Ltd.

2233. SHRI SITARAM KESRI:
SHRI R. K. SINHA:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether any fresh proposals have been under consideration to amend the Company law; and

(b) if so, the main features thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). Sir, except for the amendments proposed in the Companies (Amendment) Bill, 1968 introduced in the House on the 10th May, 1968, no further amendments are contemplated at the moment.

Exploitation of Iron Ore

2234. SHRI SITARAM KESRI: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether any agreement has been entered into among Japan, United States and India regarding the exploitation of iron ore in the Kudremukh deposits; and

(b) if so, the terms of the agreements?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) and (b). The Government have accorded approval to the undertaking by the National Mineral Development Corporation Limited techno-economic feasibility and pilot plant studies of the Kudremukh Iron Ore Deposits in collaboration with the Marcona Corporation of the U.S.A. and three Japanese Trading Companies (Mitsui and Company Limited, Okura Trading Company Limited and Nissho-Iwai Company Limited, collectively called as MON). A decision on the commercial exploitation of the Kudremukh iron ore deposits will be taken after completion of the above mentioned studies and the results known to Government.

A statement setting out the terms and conditions subject to which the studies would be carried out is laid on the table of the House. [Placed in Library. see No. LT-2326/68].

General Manager of Durgapur Steel Plant

2235. SHRI D. N. PATODIA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that the Central Bureau of investigation had made adverse remarks against the present General Manager of the Durgapur Steel Plant;

(b) if so, in what connection the Central Bureau of Investigation was asked to comment; and

(c) the considerations which weighed with Government while appointing him as the General Manager of the Plant?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) There is no officer designated as the General Manager of the Durgapur Steel Plant at present. The Director-in-Charge performs the duties of the General Manager. The Central Bureau of Investigation have communicated no adverse remarks against him.

(b) Does not arise.

(c) The Director-in-charge of Durgapur Steel Plant was selected on the basis of his qualifications, technical ability, administrative capability and qualities of leadership.

Booking of Scooters from Government Quota

2236. SHRIMATI NIRLEP KAUR: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the up-to-date position in regard to booking of various types of scooters

from the Government quota (category-wise); and

(b) the time by which the present list is likely to be exhausted?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) The total number of applications for allotment of Lambretta and Vespa scooters from various categories of officers pending in the Ministry of Industrial Development and Company Affairs is as under:

Lambretta scooters	7,900 Nos.
Vespa Scooters	15,800 Nos.

(b) With the special quota presently fixed for the purpose, all the officers whose names are included in the waiting lists are likely to get allotment of scooters within the next five years or so. As, however, the production of scooters is going up from year to year, it will be possible to increase the special quota also proportionately and in that case the waiting lists will be cleared in a short period.

Bookings for Lambretta Scooters

2237. SHRIMATI NIRLEP KAUR: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that M/s. Amba Motors Ltd. of Jhandewallan, New Delhi, started booking of Lambretta Scooters with effect from April, 1967, but so far they have not allotted a single scooters; and

(b) if so, the reasons therefor and the average quota of this firm per quarter?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). M/s. Amba Motors, New Delhi, started book of orders for Lambretta scooters with effect from the 1st April, 1967. They are getting from the manufacturers, on an average, 50

scooters per quarter. However, in accordance with the instructions issued by the Controller of Scooters, they are supplying these scooters against the orders booked by the other dealer in Delhi, M/s. Allied Motors, New Delhi prior to the 1st April, 1967. It is only after completing delivery against all the earlier orders that they will start delivery of scooters against orders booked by themselves.

Quality of Vespa Scooters

2238. SHRIMATI NIRLEP KAUR: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the quality of Vespa scooter has deteriorated whereas the price has increased;

(b) if so, the steps taken or proposed to be taken to keep a check on the quality;

(c) what was the price of the scooter when it was introduced and what is the price at present; and

(d) the reasons for such a steep increase when the quality has deteriorated?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) and (b). A few complaints have been received from the customers about defects in their Vespa scooters. As and when such complaints are received, they are taken up with the manufacturers for remedial action. In addition, the various recommendations made by the Motor Car Quality Enquiry Committee on improving the quality of cars, most of which are applicable to scooter industry, have also been communicated to scooter manufacturers and they, and through them, their dealers, have been advised to implement the various recommendations of the Committee.

(c) The ex-factory retail prices of Vespa Scooters (exclusive of excise duty and surcharge thereon) in 1966

and now, as approved by Government, are as under:—

Selling price in 1960	Present selling price
Rs. 1964 -	Rs. 2402 -

(d) The increases allowed in the price of this make of scooter from time to time are due to increases in Government levies, increases in price of tyres and tubes and increases in costs due to substitution of imported components by indigenous components.

Booking of Scooters in Delhi

2239. SHRIMATI NIRLEP KAUR: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the number of scooters of various types booked with different dealers in Delhi as on the 31st October, 1968;

(b) the average quota of different dealers for different types of scooters; and

(c) the approximate time each dealer will take in disposing of the entire booking?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED):

(a) The number of orders for scooters pending with the various dealers in Delhi as on the 31st October, 1968, is as under:—

- (i) for Lambretta scooter 9,231 Nos.
- (ii) for Vespa scooter 30,137 Nos.
- (iii) for Fantabulus scooter 3 Nos.

(b) The average quota of Vespa scooters for the Delhi dealers for sale against the normal bookings is about 670 Nos. per quarter. Lambretta dealers in Delhi get an average quarterly quota of about 183 scooters. In the case of Fantabulus scooter, the dealer in Delhi gets his full requirements.

(c) As the current rate of supply it will take about 11 to 12 years for clearing all the outstanding orders for Vespa scooters and about 10 years for Lambretta scooters. The production of scooters is, however, going up rapidly and the supply position is expected to improve from year to year.

Supply of Billets

2240. SHRI E. K. NAYANAR: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether Government are aware of the shortage of supply of raw materials (billets) to the only Steel Re-Rolling Mill in Kerala i.e., Western India Steel Company, Calicut; and

(b) if so, steps Government have taken to supply more billets to this Company?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) and (b). At present, there is a shortage of billets in the country as a whole. It is not peculiar to any one Unit situated in a particular region. Steps are being taken to make a re-assessment of the demand and a system will be evolved for equitable distribution of billets after taking into account all relevant considerations such as requirements of exports, regional imbalances and types of products rolled from billets.

Confirmation of Employees in Olavakkot Division (Kerala)

2241. SHRI E. K. NAYANAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there are some employees in the Railway Engineering Department, Olavakkot Division (Kerala State) who have not been confirmed even after putting in more than five years' service; and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and

(b). Information is being collected and will be laid on the Table of the Sabha.

India's Exports and Imports handled by the S.T.C.

2242. SHRI ABDUL GHANI DAR: Will the Minister of COMMERCE be pleased to state:

(a) the total value of exports to and imports from each country during the years 1966-67, 1967-68 and 1968-69 (upto 15th October, 1968) and the value of wool, wooltops/yarn, Stainless-steel, Steel-wires and mutton tallow imported during the period;

(b) the percentage to total value of exports and imports handled by the State Trading Corporation or by any other Government agency;

(c) whether these exports and imports were undertaken by the State Trading Corporation itself or through any commission agent;

(d) the exact procedure adopted by the S.T.C. for trade through the commission agents and the amount of commission paid to them during this period;

(e) the percentage to total value of exports made by the private parties during this period and the total amount granted to them by way of incentives for the export of woollen and other textile goods; and

(f) the steps taken by Government to exercise control on the consumption and prices of imported goods?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (f). Information is being collected and will be laid on the Table of the House.

Transfer of Officers in Commerce Ministry

2243. SHRI ABDUL GHANI DAR: Will the Minister of COMMERCE be pleased to state:

(a) the number of Officers in his Ministry who are working as Under

Secretaries or on higher posts and have not been transferred for the last five years;

(b) their names, designations and the dates from which they took over charge in the Secretariat at Delhi;

(c) whether any promotions have been made in their cases and if so, the names of the Officers promoted and the basis of their promotions;

(d) the reasons for their continuing in the Secretariat; and

(e) whether any complaints or objections were raised against these Officers?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) 18.

(b) The particulars are furnished in the statement laid on the Table of the House. [Placed in Library. See No. LT-2327/68.]

(c) Three officers, viz., Sarvashri V. B. Mainkar, Raghbir Dayal and V. R. Rao, were promoted in the Ministry of Commerce from the posts of Deputy Director (Weights & Measures), Deputy Director (Exhibitions) and Deputy Director (Commercial Publicity) to the posts of Director (Weights and Measures), Joint Director (Exhibitions) and Director (Commercial Publicity), respectively. Sarvashri Mainkar and Raghbir Dayal were promoted on the recommendations of Departmental Promotion Committees presided over by a Member of the Union Public Service Commission. The promotion of Shri V. R. Rao was on ad hoc basis.

(d) Of the 18 officers, 5 are permanent officers of the Ministry of Commerce. In their case, the question of transfer does not arise. 7 officers belong to Central Secretariat Service who are essentially meant for manning posts in the Secretariat. The remaining officers who are on deputation are being retained in the public interest.

(e) No, Sir.

Despatch of Fruit Wagons by Fast Trains

2244. SHRI K. M. KOUSHIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that fruits like, banana, orange, mango booked by full load wagons in special trains from various stations of Vijayawada, Nagpur and Bhusaval to Delhi, if carried by direct trains, can reach destination within 36 hours, 24 hours and 24 hours respectively;

(b) whether it is a fact that the wagons carrying these parcels are usually detached at Itarsi and are attached to other slow trains with the result that the consignments are made available for unloading after 5, 6 or 7 days respectively;

(c) whether it is also a fact that normally the authorities do not take any step to assess the losses sustained by the consignees due to delays in transit; and

(d) if so, action proposed to be taken to despatch the fruits wagons by fast trains to prevent not only loss of time but also damage to the consignment?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) Wagons received by special trains are not normally detached at Itarsi. Wagons received by passenger/parcel trains terminating at Itarsi, have to be detached and connected by passenger/parcel trains originating from Itarsi.

(c) No. Wherever consignments are received in a damaged condition, the damage is assessed on demand from the consignee.

(d) Every feasible action is being taken to expedite movement of fruit wagons by running special trains, maintaining a special watch on the movement of individual wagons, etc.

Overbridge connecting Belgaum and Shahpur

2245. SHRI JAGANNATH RAO JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a number of associations and people of Belgaum have submitted a memorandum to him for the construction of an overbridge connecting Belgaum and Shahpur (Mysore State); and

(b) if so, when the work is likely to be taken in hand?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) Under the extant rules, proposals, for construction of road over/under bridges in replacement of busy level crossings are required to be sponsored by the State Government indicating the relevant priority and the year in which they would be able to provide funds towards Road Authority's share of the cost of the work, as required under the extant rules.

There is no firm proposal from the Government of Mysore for the construction of this particular overbridge so far.

Post of Loco Foreman in Loco Shed of Western Railway

2246. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is no post of Loco Foreman (Grade I) even in the major Loco Sheds of the entire Western Railways whereas, this post is in operation on other sister Railways;

(b) whether it is also a fact that on the Western Railway, the post of Divisional Maintenance Inspector is not in existence?

(c) if so, the reasons therefor; and

(d) whether overment propose to bring the Western Railway on par with other Railways regarding these posts and if so, when?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) On the Western Railway every major Loco Shed is provided with a post of Loco Foreman Grade I.

(b) to (d). On the Western Railway, Loco Inspectors (Maintenance) at headquarters Office look after the maintenance side on the Divisions and hence no posts of Loco Maintenance Inspectors have been provided in Divisions. A proposal is, however, under consideration to convert one of the existing posts of Loco Inspectors on each Division into that of Loco Inspector (Maintenance).

Rest Room in KJUL

2247. **SHRI RAMAVATAR SHASTRI:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that electric fans, mosquito nets and cots have not been provided in the Rest Room situated in quarter No. 75-B at KJUL Station on the Eastern Railway;

(b) whether it is also a fact that due to this the relieving staff are performing duties without proper rest which is also a cause of Railway accidents; and

(c) if so, action Government propose to take against those responsible and provide necessary facilities in the said Rest Room?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (c). The information is being collected and will be laid on the table of the Sabha.

Pandu-Malligaon Headquarters Office

2248. **SHRI HEM BARUA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that recently prohibitory orders were imposed at the Pandu-Malligaon Headquarters Office as also certain doors were closed by the Railway Administration there with iron bars, thus converting the

office building into a prison-house; and

(b) if so, what is the position at present and the specific reasons on account of which these measures were taken?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The District Magistrate Kamrup, Gauhati, issued orders on 16th October 1968 to be effective for 6 months under Assam Maintenance of Public Order Act prohibiting procession/assembly of five or more persons within Malligaon Railway Headquarters compound and also declared certain areas within that compound as protected places under the same Act.

The Office building was not converted into a prison-house but in order to prevent entry of unauthorized persons into these premises some unnecessary openings and doors had to be properly secured.

Supply of Raw jute to Mills

2249. **SHRI HEM BARUA:** Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government propose to ration the supply of raw jute to mills; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). In the context of an exceptionally short crop this year, it has been considered necessary to relate production of finished goods on a planned basis to the availability of raw material and the needs and requirements of both domestic and overseas consumption. The total quantity of jute earmarked for distribution among the mills during the month of November, 1968 has been allocated to the mills by the Jute Commissioner in proportion to their production of jute goods during the period 1st July, 1967 to 30th June, 1968.

Allotment of Raw films to Film Producers

2250. SHRI JUGAL MONDAL: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 5910 on 27th August, 1968 and state:

(a) whether the information regarding the allotment of Raw Films to Film Producers has since been collected by Government;

(b) if so, the details thereof; and

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

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

(b) A statement containing the desired information is laid on the Table of the House. [Placed in Library. See No. LT-2328[68].

(c) Does not arise.

Indian Motion Picture Export Corporation

2251. SHRI ARJUN SINGH BHADORIA: Will the Minister of COMMERCE be pleased to state:

(a) whether the Indian Motion Picture Export Corporation has been able to explore markets for the Indian films;

(b) if so, in which countries and the terms of exports to these countries;

(c) whether any film has been exported so far by the Corporation; and

(d) if so, the names thereof?

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

(b) IMPEC have exported Indian films to the following countries:—

(1) U.K.

(3) East Africa (Kenya, Tanzania, Uganda, Ethiopia, Somalia, Eritrea).

(3) Sudan

(4) West Africa (Nigeria, Ghana)

(5) North Africa (Algeria, Morocco, Tunisia, Lybia).

(6) Turkey.

(7) Iran.

(8) Middle East Countries (Iraq, Syria, Lebanon, Jordan etc.)

(9) Persian gulf countries.

(10) Afghanistan.

(11) Mauritius.

(12) Burma.

(13) Thailand.

(14) Singapore.

(15) Malaysia.

(16) Fiji.

(17) West Indies.

(18) Ceylon.

(19) U. S. A.

(20) Canada.

(21) U. S. S. R.

Pictures are generally sold on an outright basis. In few cases, they are sold on a minimum guarantee basis. Pictures are also now being given on a distribution basis in respect of Singapore, Malaysia territories.

(c) Yes, Sir.

(d) The names of the films are given in the statement laid on the Table of the House. [Placed in Library. See No. LT-2329[68].

Railway Track between Mysore and Chamarajanagar

2252. SHRI SIDDAYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any steps have been taken since 1952 to improve the railway track between Mysore and Chamarajanagar on the Southern Railway;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to

(c) The present standard of track between Mysore and Chamarajenagar is adequate to carry the present traffic. Track renewals are being carried out as and when required.

Tea Plantation of Tripura and Cachar

2253. SHRIMATI JYOTSNA CHANDA: Will the Minister of COMMERCE be pleased to state:

(a) whether Government are aware of the difficulties confronted by the common tea producing tea plantations of Cachar and Tripura; and

(b) if so, whether Government propose to give tax relief and other incentive to such estates which deserve extraordinary relief measures?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Apart from the difficulty regarding transport of teas from Tripura to Calcutta, for which a subsidy in air freight is given, Government are not aware of any difficulties confronted by common tea producing tea plantations of Cachar and Tripura.

(b) Does not arise.

Idle Capacity

2254. SHRI LOBO PRABHU: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) what was the idle capacity in the textile, sugar and motor industries in 1965, 1966 and 1967;

(b) what was the capacity for sugar and textiles sanctioned to co-operatives during the same three years;

(c) how much of the investment in the co-operative sector during the same years was financed by Government and Government institutions and how much by co-operative share holders; and

(d) the steps taken by Government to engage the full capacity of the motor industry?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (d) The information is being collected and will be laid on the Table of the House.

Cancellation of Coal Mining Leases

2255. SHRI LOBO PRABHU: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether he has made a statement regarding cancellation of coal mining leases in the private sector for failure to keep the programme;

(b) if so, the corresponding position in the public sector;

(c) the areas leased out and those exploited in the two sectors, separately; and

(d) the reasons for failure to keep the programme in private sector and public sector?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) to (d) A statement was made by Minister, Steel, Mines and Metals calling upon the private sector holding huge reserves of coking coal in the middle zone of Jharia coal fields, which contains the best part of the economically mineable reserves to take adequate steps to exploit these reserves and increase coking coal production so as to meet the increasing demand therefor. He also called upon TISCO and IISCO, who are owning captive mines with large reserves to become self-sufficient within the next 7 or 8 years and not be dependent on market collieries for supply of coking coal. One of the reasons for the lessees not developing these areas might have been the want of assured offtake. But during the Fourth Plan period the coking coal demand is expected to go up to 28 million tonnes according to the present indications. The public sector is programming to produce in all about 9 million tonnes per annum by the end of the Plan period and the balance

production has to come from the private sector which has to increase its present level of annual output by about 7 million tonnes.

Corporation for Export of Fruits and Vegetables

2257. SHRI LOBO PRABHU: Will the Minister of COMMERCE be pleased to state:

(a) the basis on which the Institute of Foreign Trade recommended Corporations for the export of Fruits and Vegetables;

(b) whether the Institute has considered the *per capita* consumption of fruits and vegetables in the country as compared with that of the U. S. A. and U. K. and if so, the respective figures;

(c) whether it is the policy of Government to encourage the export of these commodities even if it causes internal prices to rise beyond the means of the common people; and

(d) whether Government propose to examine the rise in prices of these commodities during the last three years to test the grievance that the diet of people in the country is being sacrificed?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) The Survey conducted recently by the I.I.F.T. pointed out vast opportunities available to India in the export fields for fruits and vegetables provided the production and exports are organised in a systematic manner. The factors outlined in the Survey Report clearly indicate the necessity of the creation of centralised agencies which would be able to take up the challenging task of large scale horticultural exports. The Survey has, therefore, recommended the creation of 3 All India Corporations, one for augmenting exports of bananas, another for developing exports of fresh fruits and vegetables and a third for effecting accelerated exports of processed fruits and vegetables items.

(b) The *per capita* consumption of fruits and vegetables in India as well as the surveyed countries was taken into consideration while making the survey recommendations aimed at increasing the exports of horticultural items from India. A statement showing *per capita* consumption of fresh fruits and vegetables in surveyed countries is laid on the Table of the House. [Placed in Library. See No. LT-2330/68].

(c) and (d) Export of fresh fruits and Vegetables is negligible as compared to their total annual production in the country and as such it has little impact either on internal prices or supply.

Halts between Sakri—Pandaul and Ghogardiha—Nirmal Stations

2258. SHRI SHIVA CHANDRA JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the works on making railway halts between Sakri and Pandaul (Ugna Halt) and between Ghogardiha and Nirmal (NER) have been started;

(b) if so, when they are likely to be completed; and

(c) if not, the reasons for delay?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (c) Opening of a halt between Sakri and Pandaul has been decided upon, but the construction work could not be taken in hand because the railway administration received representations for a change in the location of the halt.

The proposal for opening of a halt between Ghogardiha and Nirmal could not be accepted. It was not found justified on either financial grounds or as a public amenity.

Export of Tigers

2259. SHRI SHIVA CHANDRA JHA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that India sells tigers to foreign countries;

(b) if so, the number of tigers exported during the last five years and to which countries, separately; and

(c) the amount of foreign exchange earned thereby?

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

(b) and (c) A statement showing number and value of exports of tigers, country-wise, during 1963-64 to 1967-68 is laid on the Table of the House. [Placed in Library. See No. LT-2331|68].

Production Oriented Policy

2260. SHRI SHIVA CHANDRA JHA:
SHRI RAMACHANDRA VEERAPPA:
SHRI R. R. SINGH DEO:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Government are planning to adopt a new "Production-Oriented" policy instead of the past "Welfare-Oriented" for rural industrialization;

(b) if so the broad details thereof; specially from the point of view of industrialization of North Bihar; and

(c) what new plans Government to implement for the rapid industrialization of North Bihar?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c) A statement is laid on the Table of the House. [Placed in Library. See No. LT-2332|68].

Railway Lines Connecting West Dinajpur

2261. SHRI YAJNA DATT SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the fact that the border District of West Dinajpur in West Bengal is not directly connected with the rest of the country by railways and communications now obtaining in this District are inadequate to ensure efficient administration and other development works;

(b) if so, whether people of the area have represented to Government for the necessity of railway lines connecting the District with other parts of the State;

(c) whether West Bengal Government have also recommended on first priority basis the construction of the railway lines—Khejuria-Malda-Ekhalakhi-Balurghat-Hill in 1954 and again in 1965;

(d) if so, the reasons for not providing railway facilities to that area; and

(e) whether Government propose to include the project in the next Plan programme and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The Railways are not aware of any handicap in the development of the West Dinajpur due to lack of rail facilities.

(b) and (c) Yes.

(d) and (e) Due to the difficult financial position and owing to the fact priority had to be given to other projects, this line could not be considered for construction during the First Three Five Year Plans. Due to the continuing difficult ways and means position, this line is not likely to merit adequate priority for construction in the 4th Five Year Plan too.

Industrial Projects in Assam

2262. SHRI B. N. SHASTRI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) what are the Industrial Projects that are proposed to be undertaken by the Central Government in the public sector in Assam during the Fourth Five Year Plan period; and

(b) whether Government are aware that *per capita* income in Assam had gone down below the National Income index during the Third Five Year Plan period and if so, whether this fact will be kept in view while allocating new industries in Assam?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b) The Fourth Five Year Plan is still under preparation and the industrial projects which are likely to be taken up in Assam during this Plan will be known only after the Plan is finalised. *Per capita* income in Assam had gone down below the National Income index during the Third Five Year Plan period. Primarily the selection of locations for Central projects is governed by techno-economic considerations. Other factors such as *per capita* income or backwardness of the area also taken into account.

ब्रिटिश इंडिया कारपोरेशन के कार्यों की जांच

2263. श्री रामावतार शर्मा : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) ब्रिटिश इंडिया कारपोरेशन के कार्यों की जांच करने वाले जांच आयोग के निर्देश पर क्या हैं ; और

(ख) इस आयोग द्वारा कब तक प्रति-वेदन प्रस्तुत किये जाने की संभावना है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कलचंदीन शर्मा महोदय) : (क)

बुकि ऐसा समझा गया था कि मेसर्स ब्रिटिश इंडिया कारपोरेशन लिमिटेड नामक औद्योगिक उपक्रम जिन के तीन एकक (1) कानपुर बूलन मिल्ल, कानपुर (2) न्यू इजर्टन बूलन मिल्ल, धारीबाल तथा (3) नार्थ वेस्ट टेनरी एण्ड शू फेक्टरी (कूपर एसन) ये उनका प्रबन्ध इस प्रकार से चलाया जा रहा था कि वह ऊनी वस्त्र उद्योग, चमड़ा, उद्योग तथा सार्वजनिक हित में नहीं था, इस लिए केन्द्रीय सरकार ने पटना उच्च न्यायालय के सेवा मुक्तन्याय धीश श्री सरजू प्रसाद सिंह को इस उपक्रम से सम्बन्धित मामले की परिस्थिति की जांच करने के लिए नियुक्त किया है ।

(ख) ऐसी भाशा है कि जांच पर लगभग तीन मास लग जायेंगे ।

Heavy Engineering Corporation, Ranchi

2264. SHRI RAM AVTAR SHARMA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that quarters of nearly 300 employees of Heavy Engineering Corporation, Ranchi belonging to the majority community are being got vacated for allotment to employees of the minority community;

(b) if so, the reasons therefor, and

(c) the efforts being made by Government to put an end to acts encouraging communalists?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir.

(b) Does not arise.

(c) Efforts have been made by the Heavy Engineering Corporation management to disperse Muslim employees, who are at present temporarily housed in some hostels, to various sectors in the HEC colony. With such dispersal and various measures being taken by the management to ensure that the

various communities in the colony can live together in harmony, the situation is expected to normalise shortly.

इस्पात इयुब निर्माण उद्योग

2265. श्री रामावतार शर्मा :
 श्री रामचन्द्र बीरपा :
 श्री रा० रा० सिंह बेच :

क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हाट रोल्ड स्ट्रिप्सों के उत्पादन में कमी हो जाने के कारण इस्पात नल निर्माता उद्योग को बड़ी कठिनाई का सामना करना पड़ रहा है ; और

(ख) यदि हां, तो सरकार द्वारा इस उद्योग की सहायता के लिये क्या कार्यवाही की जा रही है ?

इस्पात, खान तथा धातु मंत्रालय में उप-मंत्री (श्री राम सेवक): (क) इस्पात नल निर्माण उद्योग को गर्म बेलित स्ट्रिप प्राप्त करने में कठिनाई घा रही है जिसके कारण निम्नलिखित हैं :—

- (i) दुर्गापुर की स्केल्प मिल में कठिनाई घाने से उत्पादन कम हो गया है,
- (ii) इस्पात के नलों के निर्यात में वृद्धि और
- (iii) राउरकेला इस्पात कारखाने द्वारा गैलवेनाइजिंग और इलेक्ट्रोलिटिक टिमिंग लाइनों के लिए गर्मबेलित स्ट्रिप का अधिक उपयोग ।

(ख) इस्पात नल निर्माण उद्योग की सहायता के लिए सरकार ने उद्योग और संयुक्त संघर्ष समिति से परामर्श करके राउरकेला इस्पात कारखाने और टाटा धातु

एण्ड स्टील कम्पनी से मात्र ले कर उद्योग की विभिन्न इकाइयों को स्केल्प की सप्लाई बढ़ाने की व्यवस्था की है ।

Bombay Company (P) Bombay

2266. SHRI JYOTIRMOY BASU: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the Bombay Company (P), Limited, Bombay which is a British-owned Company has decided to close down its Branch Office in Delhi;

(b) if so, whether Government have issued necessary permission to close down its branch;

(c) whether Government have ensured that legitimate dues of the workers will be cleared; and

(d) if so, what safeguards have been taken in this regard to ensure that they do not liquidate their assets before clearing the dues of the workers?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (d) The information is being collected and it will be laid on the Table of the House.

12.30 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

NON-WORKING OF SUGAR FACTORIES

SHRI S. S. KOTHARI: (Mand-saur): I call the attention of the Minister of Food and Agriculture to the following matter of urgent public importance and I request that he may make a statement thereon:—

"The situation arising out of more than 150 sugar factories in the country not starting work owing to unattractive price of sugarcane fixed by the Government."

THE MINISTER OF FOOD AND AGRICULTURE (SHRI JAGJIWAN RAM): The Central Government fixes only the minimum price of sugarcane payable by sugar factories. For 1968-69, the same basic minimum price was fixed as for 1967-68, viz., Rs. 7.37 per quintal linked to a recovery of 9.4 per cent. The actual sugarcane price paid by the sugar factories is dependent on the prices paid by producers of gur and khandsari.

The date of commencement of crushing operations is decided by individual sugar factories on the basis of estimated cane availability, the period of maturity of the cane and incentives, if any. According to the information received upto the 25th November, 1968, 65 factories, out of 205, have already commenced crushing operations for the 1968-69 season, as against 121 factories which went into production last year upto the corresponding date. In Maharashtra, Gujarat, Andhra Pradesh, Mysore, Madras, Kerala and Pondicherry, the number of sugar factories which have commenced crushing operations is higher, viz. 60 as against 49 which commenced crushing operations upto the corresponding date last year.

Crushing operations have been somewhat delayed in the Northern States mainly in U.P. and Bihar. The sugar factories in West Uttar Pradesh generally start crushing operations by about the middle of November and those in East Uttar Pradesh and North Bihar about a fortnight later. Only 4 factories in West Uttar Pradesh and one factory in East Uttar Pradesh have so far gone into production, as against 52 factories which went into production upto the corresponding date last year. No factory in Bihar has so far gone into production.

The sugar factories in U.P., Bihar and other Northern States have not commenced production because no agreement has yet been reached

between the factories and the growers, as to the price to be paid for sugarcane this year. Last year, due to shrinkage of area under sugarcane and drought conditions prevailing at the time of sowing, the total supply of sugarcane had declined. There was, therefore intense, competition from gur and khandsari. The high prices which were expected to prevail in the free market and other concessions given by the Government to the industry enabled them to pay high prices for sugarcane. As a result of the effect of partial decontrol, the area under sugarcane has increased and the total production of sugarcane is larger this year. The excise duty rebate which was granted last year will not be available to the industry this year and levy quantity to be secured by the Government has been raised by 10 per cent. As a result of these factors the industry is anticipating a steep fall in the price of sugar in the free market as compared to last year. Whatever may be the position, the price paid to the grower should not be less than the paying capacity of the factories and the latter should not be determined on an unduly low price expectation in the free market.

As mentioned above, the minimum price of sugarcane fixed by the Government is a notional price and it should be possible for the factories to pay this year prices much higher than the minimum price.

It is understood that negotiations are going on between the industry and the sugarcane growers and some settlement may emerge shortly to the satisfaction of both parties.

SHRI S. S. KOTHARI: The hon. Minister is a silent spectator when the sugar industry is being consumed in the flames of a cold war of attrition between the mills and the sugarcane growers with regard to the price of sugarcane. The hon. Minister himself has admitted that about 150 sugar mills have not yet commenced production. It is already late Conse-

quently, the workers, the sugar-cane growers, and the mills have suffered, and the excise revenue of Government has also suffered damage. Besides, there are reports in the newspapers that the sugar prices in the country have started spurning. This is a dismal picture. The Government or the Minister is entirely responsible for this state of affairs, because a minimum price of Rs. 7.36 per quintal of sugarcane is so low that the sugarcane grower is not prepared to sell the sugarcane at that price. In this context what really happened was that the factories were prepared to pay a higher price and they thought that out of the 40 per cent sugar sold in the free market they would be able to make up the loss. But this year the hon. Minister has disturbed the equilibrium. He has raised the levy of sugar to 70 per cent without realising what the consequences would be.

Now the mills are not prepared to pay the higher price because, firstly, they feel that the free sugar is only 30 per cent; secondly the price would come down to Rs. 250 per quintal and thirdly the excise duty rebate which was available last year would no longer be available this year.

My indictment of Government is that it has failed to evolve an integrated cane price structure for sugar mills, so that between the sugar mills, khandasari and gur production, the cane may be properly allocated on a rational basis. Will the hon. Minister increase the minimum price of sugarcane from Rs. 7.36 to 9.50 per quintal? Secondly will he reduce the excise duty on sugar correspondingly so that within the present price structure of sugar itself the increase in the price of cane could be absorbed, without the consumer having to face an increased price for sugar? Will he also revert to the previous status quo that is, by reducing levy sugar to 60 per cent as it was before, when an equilibrium had been achieved, so that the mills may be prepared to pay more for sugarcane?

This is a vital problem. My final question is this: why has the Government failed to create a fund for modernisation and rehabilitation of machinery of sugar factories, as was recommended by the expert committee known as the Gundu Rao Committee, to reduce costs of production? What steps are Government going to take to resolve the crisis? All these questions are interconnected and he understands them very well. Let him come out with a solution.

SHRI JAGJIWAN RAM: He has raised several questions. As I have stated. I said so last year also—the minimum price that has been fixed is a notional price. As I have already stated, sugar factories can afford to pay a price higher than the minimum price. Therefore, any upward revision of the statutorily fixed minimum price will inevitably lead to an increase in the price of controlled sugar.

SHRI S. S. KOTHARI: Reduce the excise duty to absorb it.

SHRI JAGJIWAN RAM: Whatever question the hon. Member has put is from the angle of the industrialist alone, Government have to consider a sugar policy taking into consideration the interests of the cane grower, the sugar producer and the consumer. The sugar factory owners are meeting tomorrow and I am hoping that good sense will prevail and they will offer such prices to the growers as will get them the cane and the factories will start within the next few days.

SHRI K. N. PANDEY: (Padrauna): In spite of the fact that the hon. Minister has given a graphic picture with Shri Ranga saying 'Hear, hear' in between, the situation is very serious. Shri Ranga comes from Andhra where there are 20 factories. There the State Government, ignoring the Central Government, fixed the cane price at Rs. 10 per quintal. But out of 20 factories, 4 are not working . . .

SHRI RANGA (Srikakulam): Why are they not working?

SHRI K. N. PANDEY: Let him not interrupt.

This notional rice which has been fixed by Government has proved unrealistic because of the fact that no cultivator supplied cane at this price last year, nor are they going to supply this year, nor are they going to do so in the future. Last year, the cultivator got in Northern India Rs. 10 to Rs. 17; in Andhra he got only Rs. 11, and in certain parts of Maharashtra he got Rs. 10 to Rs. 16. If this price was real why should not the cultivator supply to the sugar factory? The price was raised because of the fact that the sugar price in the free market went very high and out of that the mill-owner gave in a higher price for the entire cane, even for that sugar which was called levy sugar. This year he has fixed the same price with a slight modification making the levy sugar 70 per cent and reducing the free sugar to 30 per cent, but even if you raise the free quota to 50 per cent., it is not going to work because this type of formula has created false hopes in the minds of the cultivators who think "God knows how much money the factories are making, we are getting much less". At the same time this type of formula has brought the sugar factories into the political arena because every party is demanding a different price, some people want Rs. 23 and some others want Rs. 25 per quintal.

He said just now that the interests of the consumers have also to be considered. There are people in the cities and people in the villages. No villager has got his ration of sugar at the rate fixed by the Government. So, how has he benefited the consumer?

He has totally ignored the interests of the workers because the workers used to come in the first week of November and so far they have not

come because they have not been called by the mill-owners. Still he is painting a rosy picture.

In view of these facts, unless he is ready to increase the basic minimum price, the factories are not going to work. May I know from him if he has consulted the growers and other parties in fixing his notional price? If this price was not fixed in consultation with them, may I know whether any negotiation going on between the cultivators and the factory owners will be worthwhile?

SHRI JAGJIWAN RAM: The hon. Member has made many presumptions which he should not have done. For instance, he says that last year when the minimum price was fixed the cane was not available at that price. It was not the Government's intention and I had made it quite clear in the House that this was a notional minimum price. I will remind him and he will recollect that it was made very clear from the very beginning that the whole scheme was conceived so that the grower would get a price higher than this price. Therefore, it was never expected that the grower would offer his sugarcane at this price. Nor is it expected this year that the grower will offer the sugarcane at the minimum fixed price.

श्री एस० एम० जोशी (पूना) : तो फिर इस प्राइस को क्यों रखते हैं ?

SHRI JAGJIWAN RAM: Therefore, this presumption that no grower will supply at this price is not relevant because that is not the intention.

SHRI S. M. BANERJEE (Kanpur): They will not supply.

SHRI JAGJIWAN RAM: In certain areas factories have started crushing and in certain areas where the factories have not started crushing there is stiff competition from gur and khandsari, and therefore a

manoeuvrability has been provided to the sugar factories so that they can offer an attractive price to the sugarcane cultivators in order to attract sugarcane to the factories in competition with gur and khandsari. As I have said negotiations have started between the factories and the cane growers and the factory owners are meeting tomorrow and I am hoping that some solution will be found to the satisfaction of both parties.

श्री रघुबीर सिंह शास्त्री (बागपत) :

प्रध्यक्ष महोदय, इस समय गन्ना उत्पादक किसान की यह हालत है कि उसे एक एक दिन नहीं, बल्कि एक एक मिनट मुश्किल हो रहा है और मंत्री महोदय कहते हैं कि बातें चल रही हैं। यह गर्ने की फ़सल किसी एक साल नहीं होती है, वह हमेशा होती है। ये बानें सितम्बर और अक्टूबर में ख़रम हो जानी चाहिए थीं, लेकिन हमारे मिनिस्टर साहब कह रहे हैं कि अभी बानें चल रही हैं। किसान चाहता है कि या तो सरकार फ़ैक्टरियों को चलवाये और या उन्हें अपने क्रशर से गन्ना पेरने की इजाजत दे। लेकिन सरकार न तो किसानों को क्रशर चलाने की इजाजत देनी है और न ही मालिकों को अपनी फ़ैक्टरियाँ चलाने के लिए कहती है।

इस मामले में तीन पार्टियाँ हैं : गन्ना-उत्पादक, मिल-मालिक और केन को-आपरेटिव फ़ेडरेशन। ये तीनों ही पार्टियाँ सरकार की इस नीति और इन फ़ैसलों से असंतुष्ट हैं और तीनों यह डिमांड कर रही हैं कि केन को प्राइस बढ़ानी चाहिए। मैं मंत्री महोदय से यह जानना चाहता हूँ कि उन्हें इस में क्या दिक्कत है कि वह तीनों पार्टियों को सितम्बर, अक्टूबर में एक राउंड टेबल कॉन्फ़रेंस में बिठा कर फ़ैसला कर लिया करे। प्राग लगने पर कुम्भा खोपने की नीति हमारी समझ में नहीं आती है। हर साल गन्ना-उत्पादक किसानों के साथ यह खेल नहीं खेलना चाहिए। मंत्री महोदय को इस प्रकार की एक स्थायी भोजनरी बनाने में क्या दिक्कत

है, जिस से तीनों पार्टियाँ सितम्बर, अक्टूबर में एक राउंड टेबल कॉन्फ़रेंस में बैठ कर फ़ैसला कर लिया करे ?

मंत्री महोदय को इस में क्या दिक्कत है कि जिन किसानों के पास बिजली की पावर और ट्रैक्टर हैं, उन्हें गन्ना कल करने की इजाजत दी जाये। इस समय उत्तर प्रदेश की 71 ग़ुगर फ़ैक्टरियों में से केवल 5 चालू हुई हैं। उत्तर प्रदेश में यह इलैक्शन का साल है। अफ़सरों में यह ख़बर घाई है, और बहुत ज़बरिस्त अफ़काह है, कि उत्तर प्रदेश के कांग्रेसी नेता इस सब से बड़ी इंडस्ट्री से अपने इलैक्शन फ़ंड के लिए काफ़ी रुपया मांग रहे हैं। शायद इसी लिए सरकार द्वारा उत्तर प्रदेश के मिल-मालिकों पर कोई दबाव नहीं डाला गया है और गन्ना-उत्पादक किसानों को उन की दया पर छोड़ दिया गया है। क्या सरकार इस बारे में अपनी पालिसी को साफ़ करेगी ? जिस प्रकार वह कानून द्वारा किसानों को गन्ना देने के लिए मजबूर करती है, वह उसी प्रकार कानून द्वारा मिल-मालिकों को अपनी मिलें चलाने के लिए मजबूर क्यों नहीं करती है ? मैं यह जानना चाहता हूँ कि क्या सरकार इस बारे में कोई कदम उठायेगी।

श्री जगजीवन राम : माननीय सदस्य ने कहा है कि केन प्रोमट, क्रशर वालों और फ़ैक्टरी वालों, इन तीन दलों को एक जगह पर बिठाया जाये।

श्री रघुबीर सिंह शास्त्री : क्रशर वाले नहीं केन को-आपरेटिव फ़ेडरेशन।

श्री जगजीवन राम : केन प्रोमट में केन प्रोमट फ़ेडरेशन था गई है। लेकिन इन तीनों से भी जो बड़ा बल है, उस के बारे में उन्होंने कोई चिन्त नहीं किया। वह है बीनी का खाने वाला।

श्री रघुबीर सिंह शास्त्री : वह केवल 12 फ़ीसदी है।

एक माननीय सदस्य : श्रीर पैसा खाने वाला ?

श्री जगजीवन राम : वे तो सब तर्जुबे की बानें हैं ।

इस प्रश्न पर विचार किया जा सकता है । वह भागे की बात है । इस समय तो प्रश्न इस साल का है । जहाँ तक गुड़ का सवाल है, किसानों ने बराबर हम से यह प्रश्न किया और हम इस बात को साफ़ कर देना चाहते हैं कि पिछले साल जब हम ने यह नीति लागू की, तो हमने यह साफ़ किया था कि गुड़ पर कोई प्रतिबन्ध नहीं लगेगा और हमने कोई प्रतिबन्ध नहीं लगने दिया ।

श्री रणजीत सिंह (खलीलाबाद) : गुड़ तो गुड़ ही रह गया, मंकी जककर हो गये ।

श्री जगजीवन राम : जिन के नमीब में गुड़ बनना रहता है, वह गुड़ ही रहता है ।

इस माम भी हम साफ़ करना चाहते हैं कि इस साल भी गुड़ पर कोई प्रतिबन्ध नहीं लगेगा ।

माननीय सदस्य, शास्त्री जी, ने यह प्रश्न उठाया कि जिन किसानों को पम्प चलाने के लिए बिजली मिली हुई है, क्या वह उम बिजली का इस्तेमाल क्रशर चलाने के लिए कर सकता है या नहीं । यह तो उत्तर प्रदेश और बिहार की सरकारों से बात करने का विषय है कि क्या बिजली विभाग के नियमों के अन्तर्गत किसान को अपनी क्रशर चलाने की इजाजत नहीं दी जा सकती है । मैं दोनों सरकारों के मामले इस बात को ला रहा हूँ कि अगर किसी किसान के पास बिजली का कनेक्शन है, जिन से पम्प चलता है, तो उस से क्रशर चला कर उस के अपने इस्तेमाल के लिए गुड़ बनाने में क्या एतराज है ।

जहाँ तक यह किसानों की बात है उस में हम इस चीज को पूरा देखेंगे और इस साल जिन

जैसा अभी कहा, उस को दोहराना ही पड़ेगा, मुझ को इस में कोई शक नहीं है कि जो हम ने न्यूनतम मूल्य निर्धारित किया है उससे अधिक प्राज भी किसानों को मिलना चाहिए और मिलने के बाद ही कारखाने चलाए जाएंगे और जैसा मैंने कहा हमारी कोशिश है कि जल्दी में जल्दी कारखाने चलें ।

जहाँ तक उन्होंने राजनीति की बात उठाई है मैं इस का उत्तर देना नहीं चाहता । कौन प्रकृष्ट है कौन बुरा है यह तो समय बनाता है ।

श्री बाल गोविन्द वर्मा (मेरो) : सरकार ने स्टेट्यूटरी प्राइस जो फिक्स की है उस के बावजूद और फायदा उठाने के बावजूद भी मिलने पैसा देना नहीं चाहती । यह 200 रुपया केवल, शुगर का दाम लगा रही है और उस के हिस्सा में 8 रुपया मन गन्ने का दाम जोड़ रही है जब कि प्राज भी मार्केट में शुगर का दाम 425 रुपया चल रहा है और पार साल भी यही प्राइस चल रही थी और तब उन्होंने 13.40 का भाव दिया था । तो अब कौन भी ऐसी बात हो गई है कि वह 13.40 नहीं दे सकती और 8 रुपया दाम लगाने की सोच रही है ? इस में साफ़ जाहिर होना है कि हमारी बेबसी का फायदा मिल माविक उठाना चाहते हैं । वह जानते हैं कि कारखानों में बारगेनिंग पावर नहीं है, इन में यूनियन नहीं है, यह परिजोबल कर्मांडी है इसलिए मजबूर हो कर गन्ना कारखाने हम को देंगे । तो मैं जानना चाहता हूँ गवर्नमेंट से कि शुगर बनाने में क्या खर्चा बढ़ता है, घसग घसग मर्दों पर फिक्स हिस्सा से खर्चा आता है और यह भी कि मिल मालिक हमारा शोषण न कर सकें इस के लिए मैं जानना चाहूँगा कि क्या गवर्नमेंट कोई एक रोजनेबल प्राफिट मिल मालिकों के लिए फिक्स करने जा रही है ताकि वह हम को एक्सप्लायट न कर सकें और क्या अविष्य में गवर्नमेंट कोई ऐसा फारमूला बनाने जा रही है कि प्राफिट मिल मालिकों में, सेक्टर में और कारखानों में समान रूप में वितरित हो सके ।

श्री जगजीवनराम : इन्होंने एक प्रश्न यह किया कि चीनी बनाने में किस किस मद में क्या खर्च होता है तो उसके लिए तो कार-मूला बना हुआ है, सेन कमीशन का भी फर-मूला है और टैरिफ कमीशन ने भी देखा है इस चीज को तो उन के लिए तो मैं मदस्य महोदय को राय दूंगा कि मदन की लाइब्रेरी में सेन कमीशन की रिपोर्ट होगी, उस को देखें तो विस्तार में मालूम हो जायेगा कि किम-किम मद में क्या खर्च होता है ।

जहाँ तक ये दूसरी बात रही, मैं खुद अपने जवाब में बताया है कि इस मामले जो कारखानों के मालिक यह समझ रहे हैं कि चीनी का दाम बहुत नीचे चला जायेगा और उसके आधार पर गन्ने का दाम देना चाहते हैं यह मुनासिब नहीं है । अगर इन्होंने मेरे जवाब को मुना होता तो इस प्रश्न का जवाब देने दिया है और इसके लिए कहा है कि जो हम ने न्यूनतम दाम निर्धारित किए हैं उस से अधिक दाम गन्ने का फैक्ट्रीज दे सकती हैं और देना चाहिए ।

SHRI S. KANDU (Balasore): Sir, before you go on to the next item on the agenda, I request that you may be pleased to allow some time for discussing this topic. There is a lot of things to say; it is a very important topic.

MR. SPEAKER: I cannot assure anything now; I cannot promise anything when anything is raised on the floor of the House by surprise. A request may be made and I can consider it.

12.53 hrs.

RE. QUESTION OF PRIVILEGE

MR. SPEAKER: Now, the point is, yesterday, Shri George Fernandes raised a question of privilege about the arrest of Shri Madhu Limaye and I heard him, and then I said that I would like to call on the Home Minister to make a statement about it later on. Now that Shri Madhu Limaye is here, and since he has expressed a desire that he would like

to place certain facts before the House, I permit him to do so.

श्री मधु लिमये (मुंबेर) : अध्यक्ष महोदय, खुदा का शुक है कि अब तक गृह मंत्री जी सुप्रीम कोर्ट को बरखास्त करने में कामयाबी हासिल नहीं कर पाये हैं और इसीलिए आज मैं प्राप की खिदमत में हाजिर हो सका हूँ । (ध्वजघान) धरे, ताला लगा दिया था 15 दिन तक हमारी जमान पर, अब तो मुन लीजिये । अध्यक्ष महोदय (ध्वजघान)

मभी सर्बश्रीम देशों में जहाँ-जहाँ संसदीय प्रणालियाँ हैं पार्लियामेंट को, उन की कमेटीयों को और उन के सदस्यों को कुछ अधिकार, कुछ संरक्षण, कुछ विशेषाधिकार दिए गए हैं । हमारे देश में भी जिन लोगों ने संविधान बनाया उन्होंने भी इस मदन के लिए, मदन की कमेटीयों के लिए और सदस्यों के लिए संबिधान की धारा 105 (1), (2), (3) प्रादि के अन्तर्गत कुछ विशेषाधिकार प्रदान किए । इन विशेषाधिकारों का जब भंग होता है तो इस को समूचे सदन की मान-हानि का मवाल मान कर उठाया जाता है । आज मैं प्राप के सामने बिरोधी दल के सदस्य या समाजवादी दल के सदस्य के नाते नहीं बोल रहा हूँ । मैं इस मदन के एक साधारण सदस्य के नाते बोल रहा हूँ और प्राप के मार्फत, मदन नेता यहाँ बैठे हैं, मदन के दूसरे माननीय सदस्य हैं, उन को मैं अपील करना चाहता हूँ कि 15 दिन तक मुझे इस संसद् की कार्य-वाही में हिस्सा लेने में बाँधत किया गया यह बड़ा अग्याय हुआ उसको बे देखें । मेज पार्लियामेन्टी प्रैक्टिस का बहुत संज्ञेय में अपनी बात मैं रखूंगा क्योंकि बहुत ज्यादा समय मैं नहीं लेना चाहता उसका एक ही हिस्सा मैं प्राप को पढ़ कर सुनाऊंगा । वह पृष्ठ 120 और 121 पर है :

"Obstructing members of either House in the discharge of their duty.

[श्री मधु निमये]

Arrest of members.

It is a contempt to cause or effect the arrest, save on a criminal charge, of a member of the House of Commons during a session of Parliament or during the forty days preceding, or the forty days following a session.

The privilege of freedom from arrest does not extend to criminal charges and upon the same principle, the internment of a member under regulations enabling the Home Secretary to detain persons in the interests of public safety or the defence of the realm has been held not to constitute a breach of privilege.

Although the privilege of freedom from arrest does not extend to criminal charges, it is the right of each House to receive immediate information of the imprisonment or detention of any member, with the reason for which he is detained. The failure of a judge or magistrate to inform the House of the committal to prison of member on a criminal charge or for a criminal offence, would, therefore, constitute a breach of privilege."

अध्यक्ष महोदय, इस बात को सफाई से रखने के लिए इतना हिस्सा काफी है और इस में दो विशेषाधिकार के और दो मानहानि के सवाल उठ सकते हैं। अगर कोई जुर्म नहीं है, अगर कोई इल्जाम नहीं है जिस को क्रिमिनल चार्ज कहते हैं तो वह विशेषाधिकार का भंग है और जब वह होता है तो समूचे सदन को मानहानि का सवाल उस को माना जाता है।

18 hrs.

दूसरा विशेषाधिकार का भंग यह हुआ है कि जो मजिस्ट्रेट किसी भी सदस्य को गिरफ्तार करेगा या जेल देगा, उस को इस सदन को इतिला देनी चाहिये और यदि तत्काल और तुरन्त वह इतिला नहीं देता है तो

वह भी विशेषाधिकार का भंग माना गया है तथा उसके लिए अनुशासन की कार्यवाही रखी गई है। हमारी इस सभा ने भी इस के लिये नियम बनाया है। मैं आपका ध्यान नियम सं० 229 की ओर खींचना चाहता हूँ—इस सदन को कैसे पता चलेगा कि किसी सदस्य को क्रिमिनल चार्ज को लेकर गिरफ्तार किया गया है या किसी दूसरे कारण को लेकर गिरफ्तार किया गया है—उस के लिए इस सदन ने नियम सं० 229 बनाया है, जिसके तहत हम लोगों का तुरन्त इतिला देने की कार्यवाही की जाती है। इस नियम का नाम है—
Intimation to Speaker by Magistrate of arrest, detention etc. of a member.

यह नियम इस प्रकार है —

"When a member is arrested on a criminal charge or for a criminal offence or is sentenced to imprisonment by a court or is detained under an executive order, the committing judge, magistrate or executive authority, as the case may be, shall immediately intimate such fact to the Speaker indicating the reasons for the arrest, detention or conviction, as the case may be, as also the place of detention or imprisonment of the member in the appropriate form set out in the Third Schedule."

थर्ड शैड्यूल में ए, बी, सी है, लेकिन इस में केवल ए लागू होता है, इस लिए मैं सिर्फ ए पढ़ता हूँ—

"I have the honour to inform you that I have found it my duty, in the exercise of my powers under Section..... of the (Act), to direct that Shri..... Member of the Lok Sabha, be arrested|detained for..... (reasons for the arrest or detention, as the case may be).

Shri M.P. was accordingly arrested|taken into custody at..... (time) on..... date and is at present lodged in the..... Jail, (place)."

इस लिए, अध्यक्ष महोदय, केवल सैकशन देना, खण्ड देना, कानून की धका बतलाना काफी नहीं हैं, रीजन्ज भी, वजुहात बतलाना पड़ता है—यह बहुत महत्वपूर्ण है।

अब मेरे केस में क्या हुआ ? मुझे बड़ा अफसोस है, आज मैं दर्द और वेदना से बोल रहा हूँ—यह एक गम्भीर मामला है, पार्टी का मामला नहीं है—दर्द और वेदना इस लिए है कि जब ता० 6 को मुझे गिरफ्तार किया गया तो सदन का सत्र ता० 11 से शुरू होने वाला था—मेज की किताब में बतलाया गया है कि 40 दिन पहले से—अर्थात् इम्यूनिटीज के लिए, संरक्षण के लिए, विशेषाधिकार के लिए जो मियाद है, उस समय के अन्दर—अर्थात् चार-पाँच दिन के अन्दर इस मभा का सत्र प्रारम्भ होने वाला था, लेकिन मुझे गिरफ्तार कर लिया गया। फिर भी इस सदन के किसी भी सदस्य ने मुझे नहीं बचाया

SHRI R. D. BHANDARE (Bombay Central): Save a criminal charge.

श्री: मधु लिमये : मैं उस पर भी आ रहा हूँ, अब इतना बेवकूफ नहीं हूँ, जब कि सुप्रीम कोर्ट के द्वारा मुक्ति पाई है। आप क्या बात कर रहे हैं ? ठीक है आपकी तरह एल० एल० बी० नहीं हूँ, लेकिन एक माधारण सदस्य की बात सुन लीजिये।

श्री रा० डी० भण्डारे: मैंने बेवकूफ कभी नहीं कहा है। I only said:

"Save a criminal charge".

श्री: मधु लिमये: मैं खुद यही बात एम्फेसाइज कर रहा था।

अब, अध्यक्ष महोदय, नियम 229 में सब से पहले कब इतिहास मिली ? यह आपका नवम्बर, 8 का पार्ट II बुलेटिन है। हमारे यहाँ नियम है कि जब इस सदन का सत्र न हो रहा हो तो अध्यक्ष बुलेटिन पार्ट II 2433(A1)LSD-9.

के द्वारा इस बात को प्रकाशित करते हैं, जब सदन बैठता है तो आप स्वयं 12 बजे, प्रकोत्तर के बाद, यह इतिहास सदन को देते हैं। ता० 8 को सदन नहीं था, इस लिए आपने बुलेटिन पार्ट II में छापा है। क्या छापा है ?

"Arrest of Shri Madhu Limaye The following telegram, addressed to the Speaker, Lok Sabha, was received on the 7th November, 1968:—

'Monghyr,

Dated the 6th November, 1968. This morning at 9 A.M. Shri Madhu Limaye, Member, Lok Sabha, along with 14 others arrested at Lakhisarai Railway Station in connection with violation of orders under Section 144 Cr. P.C.

Collector."

यह कलेक्टर से आया है।

अब, अध्यक्ष महोदय, पहला उल्लंघन 229 का देखिये—हमारा नियम क्या है ? कमिटींग मैजिस्ट्रेट को इतिहास देनी चाहिये। कलेक्टर मेरे केस में कमिटींग मैजिस्ट्रेट नहीं है, उस का मेरे केस से सम्बन्ध नहीं है, यह वह जानता भी नहीं था कि मुझे किस कारण से गिरफ्तार किया गया है। लेकिन नियम 229 का उल्लंघन कर के वह न केवल आपको इतिहास देता है, बल्कि गमत इतिहास देता है, जिससे 520 सदस्यों को गुमराह किया गया। सदन नेता क गुमराह किया गया, प्रा:क: गुमराह किया गया कलेक्टर को इतिहास देने के लिए यहाँ कोई ब्यवस्था नहीं है, लेकिन फिर भी वह इतिहास देता है और गमत इतिहास देता है श्री: में जो कमिटींग मैजिस्ट्रेट था—कौन कमिटींग मैजिस्ट्रेट ?—एस० डी० धो० इन्वार्ज, मुंबर, जिसने बुद्ध जैन की हिरासत में रखने का फैसला किया था, उस को पुष्प इतिहास देनी चाहिये थी, लेकिन उसने इतिहास नहीं दी—यह दूसरा उल्लंघन हुआ।

[श्री मधु लिमये]

प्रब तीसरा उल्लंघन —जिन-जिन जेलों में मुझे रखा गया, वे जगहें आपको बतलानी चाहिये थीं, क्योंकि मुझे पत्र-व्यवहार करना पड़ता है और आप भी उत्तर दे सकते हैं। सब से पहले मुझे मुघेर डिस्ट्रिक्ट जेल में रखा गया, जहाँ तक बुलेटिन और लोक सभा की कार्यवाही से सम्बन्ध पाया हूँ, उस की कोई इतिला नहीं है....

MR. SPEAKER: There is another bulletin.

श्री मधु लिमये : वह भागलपुर का है, बुट्टेर डिस्ट्रिक्ट जेल की कोई इतिला नहीं है। उस के बाद मुझे भागलपुर भेज दिया गया और भागलपुर के जेल-सुपरिन्टेंडेंट ने जब मुझ से प्रेम से बात की तो मैंने उन को कहा कि मैं आपके हित में कहता हूँ कि आपको ऐसी इतिला देनी पड़नी है, कृपा करके आप इतिला दीजिए

श्री शशि भूषण (खारगोन) : जेल में भी प्रेम करते हैं ?

श्री मधु लिमये : सब लोग करते हैं, कभी-कभी आप भी करते हैं।

गो, अध्यक्ष महोदय, भागलपुर जेल सुप्रीन्टेन्डेन्ट का ध्यान जब मैंने इस ओर दिलाया, तब उसने आपको इतिला भेजी और अध्यक्ष महोदय, वही एक घादमी हैं, जिसने इस सम्बन्धी कार्यवाही में आपको सही जानकारी दी, जिसे मैं पढ़कर सुनाता हूँ। यह आपके नवम्बर II के बुलेटिन में छपी है, जिस दिन कि इस सत्र का प्रारम्भ हुआ था। कोई नहीं कह सकता, आप नहीं कह सकते, सदन नेता नहीं कह सकती कि नवम्बर, 11 को जब लोक सभा का सत्र शुरू हुआ, सदन के सामने : ही जा कारी नहीं थी। भागलपुर के जेल सुप्रीन्टेन्डेन्ट ने बड़ा प्रच्छा काम किया— उन्होंने यह कहा कि —

"The following wireless message, addressed to the Speaker, Lok Sabha, was received on the 10th November, 1968:—

'Bhagalpur,

Dated the 10th November, 1968.

This is to inform the honourable Speaker, Lok Sabha, New Delhi that Shri Madhu Limaye, Member, Lok Sabha, has been received in this Jail on the 9th November, 1968 under the warrant for intermediate custody (Section 344 Cr. P.C.) and is charged under Section 151|107|177(3) Cr. P.C., by the S.D.O., Monghyr.

Superintendent, Central Jail, Bhagalpur (Bihar)."

उस के बाद यहाँ कई दफा सवाल उठाने पर आपने शायद गृह मंत्री जी को फरमाया कि आप कुछ जानकारी इकट्ठी करके बतलायें। प्रसल में सही जानकारी मैंने आपको भेजी थी तथा उस में सुप्रीम कोर्ट के लिए भी ज. बहुत जरूरी कागज था, वह भी मैंने किसी तरह से प्राप्त करके आपको भेजा था—पुलिस रिमान्ड रिपोर्ट तथा मैजिस्ट्रेट का रिमान्ड ऑर्डर, ऑर्डर-शीट, जिसके बिना कोई फैसला नहीं हो सकता है। अब, अध्यक्ष महोदय गृह मंत्री जी ने ता० 10 को—यानी लोक सभा शुरू होने के 8 दिन बाद तथ मेरी गिरफ्तारी के 13 दिन बाद—एक पोस्टमैन का काम किया। मैं पूछना चाहता हूँ कि क्या इतना एक्सपेन्सिव पोस्टमैन, खर्चीला पोस्टमैन, हम को रखना चाहिए, जिसकी साढ़े चार हजार रुपये तनखाह हो.....

सं ब-कार्य तथा सं-तर मंत्री (डा० राम सुभग सिंह) : 2250 रु० है।

SHRI PILOO MODY (Godhra):
The Prime Minister knows his tankha.

श्री मधु लिमये: धरे भाई, यह गो जाहिर बात है।

इन्होंने 6-7 लाइन का एक बयान दिया है। मैं पूरा नहीं पढ़ता हूँ, लेकिन आई स्पष्टन को देखिये जो मैं सिनो-सिक आफ डिबेट्स से पढ़ कर सुनाता हूँ—

"Shri. Madhu Limaye was arrested under the direction of a

magistrate on duty on November 6, 1968 at Lekhisaria under Section 151/107 Cr. P.C. and Section 188 I.P.C."

अध्यक्ष महोदय, यह सदन जानता है और इस देश के दूसरे सदन भी जानते हैं कि मन्त्री लोग असत्य भाषण हमेशा किया करते हैं लेकिन झड़ाई लाइन में तीन असत्य बातें यह एक मिनिस्टर के लिए भी उच्चांक, रिकार्ड है जोकि चव्हाण साहब ने स्थापित किया है। वे तीन असत्य बातें क्या हैं? पहली बात यह है कि मेरी गिरफ्तारी "एंट दि डायरेक्शन आफ दि मैजिस्ट्रेट" नहीं है। धारा 151 में मेरी गिरफ्तारी है। मैं आपकी खिदमत में पेश करना चाहता हूँ कि धारा 151, जाब्ता फौजदारी इस प्रकार है :—

"Arrest to prevent such offences.

A police officer—not a Magistrate—knowing of a design to commit any cognizable offence may arrest without orders from a Magistrate and without a warrant the persons so designing if it appears to such officer that the commission of the offence cannot be otherwise prevented."

नो मैजिस्ट्रेट की आज्ञा पर जो गिरफ्तारी है वह जाब्ता फौजदारी के 64 और 65 सेक्शन में है जोकि मेरे खिलाफ नहीं है। इस लिए चव्हाण साहब का यह कथन कि मैजिस्ट्रेट के कहने पर मेरी गिरफ्तारी की गई, वह एक प्रकार से मेरी गैर-कानूनी गिरफ्तारी को पानूनी लिबास पहनाने का प्रयास है इसीलिए वह कहते हैं कि मैजिस्ट्रेट की आज्ञा पर मेरी गिरफ्तारी की गई। लेकिन मुझ तो पुलिस अफसर ने धारा 151 में पकड़ा है।

MR. SPEAKER: We have also received a communication, a telegram, dated 8th November from Shri K. B. Mathur, Magistrate First-Class, Monghyr that he has been arrested under his orders.

श्री मधु लिमये : यानी गिरफ्तारी और कमिंटमेंट जिस दिन हुआ उसके बाद ! तो वह तो आफ्टर वाट है, बाद में सोची हुई बात है।

MR. SPEAKER: It is all right; go ahead.

श्री मधु लिमये : मैं तो 6 तारीख की बात कर रहा हूँ।

तो मैं कह रहा था कि 6 तारीख को जब 15 दिन का मुझे रिमान्ड हुआ तो वह एस० डी० प्रो०, मुंगेर ने किया है और गिरफ्तारी 151 में है। चव्हाण साहब ने 117 जाब्ता फौजदारी जिक्र न कर 188 ताजीराते हिंद का किया है। ये सारी बातें आपके सामने हैं इसलिए अब मैं इतना वाली बात को छोड़ कर उस बात पर आता हूँ जिसको लेकर भंडारे साहिब को बड़ी परेशानी है कि क्या मेरे खिलाफ कोई क्रिमिनल चार्ज या आफेंस है। . . . (अपवाह) . . .

तीन दफायें मेरे खिलाफ लगाई गई हैं। एक तो 151 है। इसमें कोई चार्ज, आफेंस नहीं है। अगर पुलिस अफसर को ज्ञान होता है कि मैं कोई काग्निजेबिल, आफेंस करने जा रहा हूँ तो वह गिरफ्तार कर सकता है लेकिन उसमें कोई आफेंस नहीं है। अब 107 है, कम्प्लेंट यानी अगर कोई व्यक्ति शांति भंग करता है या ऐसी कोई खबर है तो शिकायत हो सकती है। अब यहां पर जज मुस्ला साहब बैठे हुए हैं, चटर्जी साहब भी जज हैं। क्रिमिनल प्रोसीजर कोड पर यहां कितना भाष्य हो चुका है कि 107 की तहत जो शिकायत की जाती है, यह क्रिमिनल चार्ज नहीं है, न यह अक्वायेज्शन है और न कोई आफेंस है। धारा 117 तो एम्बायरी किस ढंग से की जाए, उसके बारे में है। इसलिए, मेरे खिलाफ कोई क्रिमिनल चार्ज नहीं है, कोई सस्पेंडेंटिब आफेंस नहीं है, न मेरी गिरफ्तारी प्रिवेंटिव डिटेन्शन ऐक्ट की तहत है और न

[श्री मधु लिमये]

मेरे लिए कोई कन्विकशन है ट्रायल के बाद: चार बातें हैं नियम में क्रिमिनल चार्ज, क्रिमिनल आफेन्स, कन्विकशन और इम्प्रिजनमेंट अंडर ए वैलीडली इनैक्टेड ला प्रोवाइडिंग फार प्रिवेन्टिव डिटेन्शन, मतलब है प्रिवेंटिव डिटेन्शन ऐक्ट। इन चारों में से कोई चीज नहीं है। संविधान लागू होने के बाद 18 सालों में इस तरह का केस देखने में नहीं आया है। आज मेरे ऊपर यह बीता है। लेकिन इस देश में गैर-कांग्रेसी सरकारें भी हैं, हमारे कांग्रेस पार्टी के भाई इस बात को भी समझें, जो मेरे ऊपर बीता है वही उनके ऊपर भी बीत सकता है। इसलिए इसमें कांग्रेसी और गैर-कांग्रेसी का कोई सवाल नहीं है। मैं दावे के साथ कहता हूँ कि अगर कोई गैर-कांग्रेसी सरकार आप लोगों के साथ इस तरह का व्यवहार करती है और मुझे उसकी इत्तला मिलती है तो सबसे पहले मैं रहूंगा आप लोगों के लिए लड़ने के लिए, इसमें कोई शुबहे की बात नहीं होनी चाहिए।

अब मैं आपका ज्यादा समय नहीं लेना चाहता। मैंने जो सुझाव आपको दिया है, वह आपके विचारार्थ रखता हूँ। मैं कोई जल्दी ग़ाजी भी नहीं करना चाहता। अगर आपकी और नेता मदन की यह राय है कि सुप्रीम कोर्ट के अंतिम फैसले तक इन्तज़ार किया जाए तो उसमें भी मुझे कोई एतराज नहीं है। इसलिए मैंने जो सुझाव दिया है उसे आपके और सदन के विचारार्थ रखता हूँ। गृह मंत्री जी भी यह न समझें कि मैं कोई व्यक्तिगत बात उनके खिलाफ करता हूँ, ऐसी कोई बात नहीं है। जैसा मैंने कहा कि गैर-कांग्रेसी सरकारों में कांग्रेसियों के बिरोध यही बात हो सकती है। इसलिए यह किसी पार्टी का सवाल न मान कर, समूचे सदन का सवाल है ऐसा माना जाये। यह एक अनोखा, यूनीक केस है इसलिए हम इस पर ठीक ढंग से सोचें।

मैंने जो प्रपोजल आपके सामने रखा है उसको सुना कर बैठ जाऊंगा। यह मैं अपने मन से नहीं पढ़ रहा हूँ बल्कि जो है उसी को पढ़ रहा हूँ :

"Refence by the Speaker under 227."

"That in exercise of the powers given to the Speaker under rule 227 the hon. Speaker should ask the Committee of Privileges, that after taking into consideration all the facts and records of the case of the arrest and detention of Shri Madhu Limaye in Bihar, it should give its findings on the following issues."

श्री शशि भूषण : सुप्रीम कोर्ट को राय देने का आपको अधिकार नहीं है।

श्री मधु लिमये :

"(1) Whether sections 151, 107 and 117(3), under which Shri Madhu Limaye was arrested and remanded, relate to any criminal charge or criminal offence referred to in Rule 229."

मैं नहीं चाहता कि आप मेरी राय मानें बल्कि आप अपने विवेक से करें।

"(2) Whether the arrest and subsequent remands of Shri Madhu Limaye amounted to a breach of the Members' immunity from arrest 40 days before the beginning of the Session."

"(3) Whether his arrest and remands by the G.R.P.S. in-charge, Kiul, Bihar, and S.D.O. in-charge and S.D.O., Sadar Monghyr, Bihar, constitute a breach of privilege and contempt of the House."

"(4) Whether the Collector, who was not the committing Magistrate in this case, was required to send any intimation to..."

the Speaker, whether he sent any wrong information to the House and was guilty of contempt.

"(5) Whether S.D.O. in-charge and S.D.O., Sadar Monghyr....

यह दो अलग अलग हैं अध्यक्ष महोदय । एक को सेकेन्ड अफसर कहते हैं और एक को फर्स्ट अफसर कहते हैं । इसलिए गलत-फहमी न हो ।

"(5) Whether S.D.O. in-charge and S.D.O., Sadar Monghyr committed contempt by not sending intimation to the Speaker as required by rule 229."

"(6) Whether it is not the duty of the Home Minister to ascertain the truth or otherwise of the information relating to Members' arrest and detention, especially when the arrest . . ."

I want to underline the word 'especially'

"... especially when the arrest and detentions take place in union Territories and States which are under President's rule, and whether, in cases of *prima facie* breach of privilege or illegality, he should not intervene to secure Members' release or whether he should be allowed to act merely as a Postman."

"(7) Whether the Home Minister has in this case conveyed any wrong information to the House and has been guilty of contempt."

"The Committee should also make recommendations with regard to penal action, if any."

"The Committee may also make suggestions in respect of changes in relation to sending of intimation of arrest, etc., if necessary...."

"The Committee should make its report by 15th March, 1960.

"Shri Madhu Limaye be allowed to attend those meetings of the

Committee which are devoted to the taking of evidence so that he can point out to the Chairman if and when false evidence is given to the committee."

कमेटी जब सोचेगी कि क्या निर्णय करना है, उस मीटिंग में मैं नहीं जाना चाहता लेकिन चूँकि मेरे से संबंधित सारा मामला है इसलिए जब एविडेंस ली जायगी मैं बैठा रहूँगा, कोई गलत बात होगी तो सिर्फ बेयरमैन से कहूँगा । इतने से मुझे संतोष हो जायेगा ।

श्री एस० एम० जोशी (पूना) : कमिन्स प्रोसीजर कोड की दफा 107 पार्लियामेंट के मेम्बरों पर लगाना उचित नहीं है....

MR. SPEAKER: It is an important matter no doubt. But, as Mr. Madhu Limaye himself pointed out, the Supreme Court is seized of it and they have asked him to produce himself there. I think, as suggested by him, and I am sure the Home Minister and the Leader of the House will agree, we will wait for this. I would certainly give it importance because, as he himself pointed out just now, it is not the concern of any particular party or the opposition. In this country there are bound to be different Governments in different States, belonging to different parties. Therefore, let us all consider it as a matter of policy, not one against the other. We should give serious thought, without giving a narrow political colour to it. Let the Supreme Court give the judgement. After that we shall consider it.

The House will adjourn now and meet at 2-20 P.M.

13.22 hrs.

The Lok Sabha adjourned for lunch till twenty minutes past Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at Twenty-four Minutes Past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair.]

PAPER LAID ON THE TABLE

JUTE (LICENSING AND CONTROL) AMENDMENT ORDER

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFFI QURESHI): On behalf of Shri Dinesh Singh, I beg to lay on the Table a copy of the Jute (Licensing and Control) Amendment Order, 1968, published in Notification No. S O 3893 in Gazette of India dated the 30th October, 1968, under sub-section (6) of section 3 of the Essential Commodities Act, 1955. [Placed in Library, See No. LT-2312] 68].

DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1968-69.

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): I beg to present a statement showing Supplementary Demands for Grants in respect of the Budget (Railways) for 1968-69.

14.25 hrs.

STATUTORY RESOLUTION RE: INDIAN RAILWAYS (AMENDMENT) ORDINANCE AND INDIAN RAILWAYS (AMENDMENT) BILL—contd.

MR. DEPUTY-SPEAKER: The House will now resume further consideration of the following resolution moved by Shri George Fernandes, on the 25th November, namely:—

"This House disapproves of the Indian Railways (Amendment) Ordinance 1968 (Ordinance No. 10 of 1968) promulgated by the President on the 14th September, 1968."

The House will also take up further consideration of the following motion moved by Shri C. M. Poonacha on the 25th November, 1968, namely:—

"That the Bill further to amend the Indian Railways Act, 1890, be taken into consideration."

SHRI S. KUNDU: (Balasore): I rise to oppose this Bill with all the force at my command. I feel that this Bill appears very innocent on the face of it and to be innocuous, but surreptitiously and indirectly it is going to crush the trade union rights for even, which the workers have achieved after long years of struggle. If anyone were to read carefully the provisions of this Bill he will arrive at this irresistible conclusion that the Bill has been brought forward only to do away with the trade union rights and the rights of arbitration and the right to go on strike, once and for all. Therefore, I would call this Bill a black bill, a Bill which is anti-people and which is a draconian piece of legislation.

When I see this Bill and I look at Shri C. M. Poonacha, I am reminded of a legislation which was passed in 1800 in England, known as the Combination Act. There a similar provision was made whereby strike was declared illegal and to organise a Union was declared illegal and workers had to undergo a lot of suffering and had to wage a series of struggles for nearly 20 years, till in 1820 another Bill was passed after which the Combination Act was repealed.

SHRI R. D. BHANDARE (Bombay Central): Anti-combination Act.

SHRI S. KUNDU: Let not my hon. friend try to show off his knowledge and call it Anti-Combination Act. It was called the Combination Act.

SHRI R. D. BHANDARE: I withdraw my remark.

SHRI S. KUNDU: So, 1820 is a landmark in the struggle of the trade union workers throughout the world.

Let us not go back now by a hundred years and let us not turn the wheel of change hundred years back, and let us not be told that collective bargaining is necessary to get a bulb or a flush-out latrines.

Collective bargaining is the most important right which the trade union workers have achieved through organised struggle. This should not be whittled down in any way. The Railway Minister may say 'How do I take it away by passing this legislation?' I would submit that collective bargaining inevitably gives the light to strike. When I have a right to strike, I have a right to abandon the work, and when I abandon the work, Shri C. M. Poonach's sword, which this Bill is, would hang on my head. Therefore, I call this Bill as anti-people and anti-worker.

The Ordinance which this Bill seeks to replace was issued a few days before the strike was announced. Giving the reasons for the promulgation of the ordinance, this is what the hon. Minister has stated in the statement placed by him on the Table of the House:

"In the context of the strike which was threatened on the 19th September, 1968 by certain organisations of the Central Government employees including a section of railway servants, large-scale incidence of concerted action as mentioned above was apprehended."

In the context of the strike, this Ordinance was promulgated to check disturbances. On the contrary today history will show that large-scale firing, lathi charge and teargassing were resorted to by the railway police on the innocent workers, and by the different State police which led to loss of 10 valuable lives of railway workers, injury to hundreds of people and imprisonment of many. The Minister's statement has been completely falsified. On the contrary, the railway with all their force swooped on these poor workers and tried to

crush them. The Bill is *malafide* in the sense that it does not do or purport to do what it says in the Bill.

Before I go further, I would give a little history of the reasons for bringing this Bill now or the Ordinance as it was at that time. The reason was to crush a popular demand for a need-based minimum wage. I do not want to go into details. What are we going to decide here? Some members have brought in the name of democracy. They contend that democracy will be in peril if the workers resort to strike or create disturbance. I would remind them: you cannot keep democracy unless you give a fair deal to the struggling workers, those do not have a house, do not have a tap or well for drinking water, do not have any reasonable facilities for medical help and so on. Democracy will not remain and will not be meaningful unless the basic minimum amenities are afforded to the people. Today freedom is there, to die, to starve. There is no real freedom to organise themselves for bringing about betterment for large sections of our people, i.e., workers and peasants.

Therefore, this demand which was pinpointed by the ILO and other conferences concerning the need of a need-based minimum wage was reiterated and focussed through the railway workers and the Central Government employees. Behind it was a great purpose of building an egalitarian society, of giving a boost to the stagnant social, economic and political morass in which we find ourselves today. 19 September, 1968 will go down in the history of the trade union movement of India as a red letter day.

In this perspective, the Railway Ministry and Government ought to have considered this demand. They ought to have welcomed it because sometimes there are different and dangerous forces which thwart the expression and deter Government for doing their duty. They should have welcomed this movement of the

[Shri S. Kundu]

workers and accepted their demand of a need-based minimum wage if they really stood for a socialist society.

The JCM was created with the concept that the principle and forum of arbitration in-built in it should be able to settle questions on which there are differences when referred to it. It was inbuilt in it because it was decided that strike should not be resorted to capriciously. But the Government made a mockery of the JCM. Long-pending demands of the workers, demand pending for years and years have been put in cold storage, completely frozen. When there was a demand for invoking arbitration according to the provisions of the JCM, it was refused. What alternative, I ask, was there for the workers to bring to a fruitful conclusion the principle of arbitration than to resort to a token strike? Government was so much annoyed and afraid at this. Would the heavens have fallen if Shri Poonacha would have arrived late at Delhi being late by 24 hours? The other day the entire ministerial team was absent from the House for more than half an hour as a result of which we had to break our business and adjourn for half an hour. Thereby we incurred a loss of thousands to the national exchequer. How did it happen? Heavens would not have fallen if there was a delay of 24 hours. It is unfortunate that the Government looks at the democratic movement of the trade union workers in such a silly way. It is strange to find while the attitude of capitalist governments has changed towards the workers, this so-called democratic socialist Government are thinking of cutting down the workers' rights.

During the last year and this year in Japan wages have increased by more than 13 per cent, and the most interesting point is that during the same period their expenditure on essential items like cloth, food, medicines etc., has gone down by 1.5 per cent. And there is a capitalist sys-

tem there. So, the modern capitalists are thinking that unless they give a fair deal to the workers, productivity would not increase, but Mr. Poonacha and others in this so-called socialist, democratic Government want bit by bit to reduce the rights already enjoyed by the workers.

I would like to read out to you the resolution passed by the Asian Regional Conference of I.L.O. which took place from 2nd to 15th September in Tokyo this year. It says:

"The development of strong, independent, responsible and democratic organisations of employers and workers which can engage in collective bargaining, participate in joint, tripartite bodies for consultation or co-operations on economic and social questions and perform other useful functions in the improvement of the economic and social life constitute a basic condition for the establishment of a system of labour-management relations."

But our Government comes out with this legislation to cut down the rights of workers. They have accepted this resolution in principle, but they are not going to implement it. The I.L.O. has also passed a resolution against it.

Somebody raised the question of Mahatma Gandhi. It will be my proud privileges to draw the attention of this House to what Gandhiji did in 1917. In Ahmedabad there was textile workers strike at that time. The Ahmedabad textile workers wanted a raise in their wages. The management agreed and when backed out, Gandhiji said the management had to give a 35 per cent rise in wages, but the management did not agree, and Gandhiji went on a hunger strike and he said, "I shall not take any food nor use a car till you get a 35 per cent increase or all of you die in the fight for it." That is what he prescribed for the workers at that time because he felt the demands of the trade union workers and their

rights were very much genuine. I do not know what we are going to prescribe to the Congress people.

Now I would refer to some of the provisions of this Bill.

MR. DEPUTY-SPEAKER: Please conclude. That can be done when we discuss the clauses.

SHRI S. KUNDU: The matters sought to be included in 100A and 100B of this Bill are already there in the various enactments of the Railway Act. As was pointed out, in section 47 the railways can make rules, and there arbitrary powers have been given. A worker can be put under suspension or dismissed if there is dereliction of duty. This was framed by the Britishers, nothing has been changed. Now after 20 years of freedom, this so-called democratic, socialist Government wants to bring this legislation which even the Britishers never thought of. They say 'We are not going to do anything with the strike'. I know many people have been saying that this Bill has nothing to do with strikes. If they are genuine, I have an amendment which says except in case of a strike, let them accept it and prove their *bona fides*.

श्री प्र० सि० महगन (बिलासपुर):
 उपाध्यक्ष महोदय, रेलवे मंत्री ने इंडियन रेलवेज एक्ट, 1890 में जो तरमीम इस सदन में रखी है मैं उस पर अपने विचार प्रकट करना चाहता हूँ। हमने यह देखा है कि सरकार को यह तरमीम करने की जरूरत क्यों पड़ी। इंडियन रेलवेज एक्ट, 1890 के सेक्शन 100 में कहा गया है :

"If a railway servant is in a state of intoxication while on duty, he shall be punished with fine which may extend to fifty rupees, or, where the improper performance of the duty would be likely to endanger the safety of any person travelling or being upon a railway, with imprison-

ment for a term which may extend to one year, or with fine, or with both."

इस समय देश में जा हालत है, जिसको स० जानते हैं, उसमें इस तरमीम को लाना अवश्यक प्रतीत हुआ है। आज जो लोग रेलों को चलने में रुकावट डालते हैं, वर्तमान एक्ट के अधीन सरकार उनके खिलाफ कार्यवाही नहीं कर सकती है। इसीलिये सेक्शन 100 के बाद "एवांडनिंग ट्रन एटसेट्टा विदाउट एषारिटी" के सम्बन्ध में क्लज 100 ए प्रीर "प्रान्स्ट्राकिंग रानिंग घ्राफ ट्रन एटसेट्टा" के सम्बन्ध में क्लज 100 बी जोड़ दी गई हैं। ये सीधी-साधी क्लोजिज हैं प्रीर रेलों को ठीक प्रकार से चलने के लिये उन्हें इस कानून में रखना बहुत जरूरी है।

जो माननीय सदस्य इस बिल का विरोध कर रहे हैं, मैं उनसे पूछना चाहता हूँ कि क्या गांधी जी के जमाने में देश में इस तरह की बातें हुई थीं।

श्री स० कुण्डू : मैंने अभी पढ़कर सुनाया है।

श्री प्र० सि० महगन : मैं कोई नया नहीं हूँ। मैं 1920 से इन कामों में दिलचस्पी ले रहा हूँ। प्रीर उनमें हिस्सा ले रहा हूँ। मैं कलकत्ते में पढ़ा हुआ हूँ। मैं वहाँ से बंगाली कालेज का पढ़ा हुआ हूँ। मैं कलकत्ते को भी जानता हूँ। जिस वक्त हम लोग पढ़ते थे, उस वक्त भी राजनीतिक प्रीर ट्रेड यूनियन प्रान्दोलन किये जाते थे जिन में हम लोग भाग लेते थे। लेकिन आज हमें देश में जा एंड आर्डर मेंटेन करने की जरूरत है। आज यह भी आवश्यक है कि हमारी रेलों सुचारु रूप से काम कर सकें। इसीलिये सरकार को यह जरूरत पड़ी कि इंडियन रेलवेज एक्ट में संशोधन करने के लिये जो प्रॉपोजिज जारी किया गया था, उन क. कानूनी रूप दिया जाये।

मैं आपके सामने रायल कमीशन प्रान ट्रेड यूनियन एंड एम्प्लायर्स एसोसिएशनस

[श्री श्री सिंहल]

1965-68 की रिपोर्ट में से, जो कि यूनाइटेड किंगडम की पार्लियामेंट में जून, 1968 को पेश की गई थी, कुछ पंक्तियां पढ़ कर सुनाना चाहता हूँ। इस रिपोर्ट में बताया गया है कि अपने सदस्यों के इन्टरेस्ट्स को प्रागे बढ़ाने में ट्रेड यूनियन्स का क्या रोल होना चाहिये। इसमें "इन्टरेस्ट्स" को इस तरह से डिफाइन किया गया है :—

"Interests" here is taken to mean the interests of the members of a trade union as such members. Such interests will include:—

- (a) Wages and conditions of work;
- (b) Effective consultation with managements at national, district and shop level;
- (c) 100 per cent trade union membership;
- (d) Participation in the conduct of the union's affairs, at all levels;
- (e) Fidelity to union rules and decisions;
- (f) Help in personal problems;
- (g) Help in dealing with grievances;
- (h) Help in legal matters;
- (i) Maintenance of full employment;
- (j) Maintenance of the real value of wages.

जो दोस्त ट्रेड यूनियन्स एंकिविटीज और मार्क्सवाद की बात करते हैं, मैं उन्हें बताना चाहता हूँ कि मैं भी कामशल क्लास एंकोसिएशन, गाइड एंकोसिएशन और एंस्टिटेड स्टेशन मास्टर्स एंकोसिएशन का आफिस-बियरर हूँ। मैं इन शर्तों को अच्छी तरह से जानता हूँ। अगर मेरे दोस्त

ठंडे दिल से सोचेंगे, तो उन्हें पता चलेगा कि जो कुछ मैं कह रहा हूँ, वह ठीक है या नहीं। हमें देश में शान्तिपूर्ण ढंग से, मजदूरों के वास्तविक हितों का ध्यान रखते हुये, एक उचित तरीके से ट्रेड यूनियन मूवमेंट को चलाना चाहिये। (व्युत्थान) मैं अपने दोस्त को बताना चाहता हूँ कि यह नक्सलवाड़ी नहीं है और यह नक्सलवाड़ी नहीं हो सकता है। हम इन बातों को खूब समझते हैं। हमारे दोस्त गुप्ता साहब, बिलासपुर गये थे। हमने उनका भ्रार किया, उनसे मिले और अपने खयालात जाहिर किये।

श्री इन्द्रजीत गुप्ता (अलीपुर) :
 वहां पर जोरों की हड़ताल हुई थी।

श्री श्री सिंहल : मैं उससे इन्कार नहीं करता हूँ। लेकिन मैं बतलाना चाहता हूँ कि कि हड़ताल कैसे हुई। बिलासपुर में असिस्टेंट मैकेनिकल इंजिनियर डिबीजनल सुपर्निटेंडेंट, कलेक्टर और पुलिस कप्तान स्टेशन पर थे। मैं यह दावा करने के लिये नैयार हूँ कि जितनी भी गाड़ियां बिलासपुर गईं, वे सब वहां से पास हुईं। मंत्री महोदय अपने चार्ट से यह बात देख सकते हैं। बिलासपुर से गाड़ियां स्टार्ट भी हुईं। लेकिन शाहडोल में जो लोग लोडिंग और अनलोडिंग करते हैं, उनकी कृपा हमारे दोस्तों पर है, वे उनका रास्ता देखते हैं और उनकी कोआपरेटिव उनके हाथ में है। हमारे दोस्तों ने कहा कि हम लोडिंग और अनलोडिंग नहीं करने देंगे। इसका नतीजा यह हुआ कि वहां पर सब गाड़ियां ठप्प हो गईं, वहां से गाड़ियां चल नहीं सकीं।

इसके बावजूद हमारे दोस्त कहते हैं कि इस एमेंडमेंट को लाने की जरूरत नहीं है। आखिर इस सरकार की कोई जिम्मेदारी है। मैं यह बताना चाहता हूँ कि मूवमेंट

उन्हे हाथों से नहीं चलती है ; गवर्नमेंट चलाने के लिये ल हे के हाथ चाहिये । हम अपनी गवर्नमेंट का हमेशा साथ देंगे, जैसे कि हम अब तक देते आ रहे हैं । हम यह नहीं कहते कि हम हम से गलतियां नहीं होतीं । हमसे गलतियां होती हैं और हम उनको दूर करने के लिये तैयार हैं ।

हम चाहते हैं कि टेम्पोरेरी स्टाफ के जिन लोगों को सस्पेंड कर दिया गया है, उनके मामलों पर सिम्पेथेटिकली विचार किया जाये । सरकार की तरफ से यह प्रतिबन्ध लगाया गया है कि जिन लोगों को फिर रख लिया गया है, उनके कन्डक्ट का तीन साल तक देखा जायगा । मुनासिब यह होगा कि एक साल तक उनके कन्डक्ट को देखा जाये ।

साल भर कन्डक्ट को देखने के बाद भी यदि वह कन्डक्ट नहीं सुधारते हैं तो मत लीजिए । लेकिन यदि कन्डक्ट सुधारते हैं और वह लोग ठीक रास्ते पर आते हैं तो उनके लिये आपको विचार करना चाहिये । इसके साथ-साथ जो आपका परमानेंट स्टाफ है, बहुत से लोग, यदि आप रजिस्टर को देखें जिसमें कि वह लोग अपना टाइम लिखते हैं आने का तो उसमें बहुत से लोगों ने अपने दस्तखत किये हैं और दस्तखत करने के बाद यदि वे बाहर चले गये हैं तो उनको निकालना कहां तक वाजिब होगा इस पर भी हमें विचार करना होगा । इन सारी चीजों के साथ यह जो तरमीम लाया गया है इसकी मैं सहे देल से तार्ईद करता हूं और मैं यह चाहता हूं कि यह जितनी जल्दी हो सके इसको लागू करके कड़ाई के साथ में एडमिनिस्ट्रेशन चलायें । मैं पुनाचा सांहद से कहता हूं कि यह बहुत ठंडे दिल के हैं मैं इनसे एपी नहीं करता बहुत सी बातों में । मैं चाहता हूं कि आप कड़े ह इये । यदि आप रेलवे एडमिनेट्रेशन चलाना चाहते हैं तो आपको कड़ा होना पड़ेगा । ठंडे हाथों से एडमिनिस्ट्रेशन नहीं चल सकता ।

श्री सत्यनारायण सिंह (वाराणसी) : उपाध्यक्ष महोदय, रेलवे मंत्री महोदय द्वारा जो विवेक पेश किया गया है मैं इस का विरोध करता हूं और माननीय श्री जार्ज फरनेन्डीज द्वारा रजे गए प्रस्ताव का समर्थन करता हूं । मैं एक बात कहना चाहता हूं कि इस पार्लियामेंट के अन्दर बहुत दिन से बहस चल रही है और बहस के पहले 19 सितम्बर को जब हड़ताल की बात थी तो सरकार के लिए हमने सोचा था कि विवेक से काम लेनी और अपने भागों के ऊपर जिन के द्वारा सरकार चलती है, जिन की मदद से चलती है, उन की भांगों पर सहानुभूतिपूर्वक विचार करेगी । लेकिन अध्यादेश जारी कर और उस को लागू करते सरकार ने यह साफ़ कर दिया कि सरकार अपने ही भागों के साथ बात करने के लिए और शांतिपूर्ण ढंग से मामले को हल करने के लिए तैयार नहीं है और जिस को देश ने यह समझा कि यह काला कानून है इस के जरिये से जनता को जो वाजब भांग हैं, मेहनतकश की जो वाजब भांग हैं उन को दबाने और उन को अर्थात्कित करने की कोशिश की जा रही है । मैं यह कहना चाहता हूं कि जहां पर श.षण होता है, अत्याचार होता है, जुल्म होता है वहां पर सच्ची शांति और स्थायी शांति कायम नहीं हो सकती है । अगर सरकार उन की भांगों पर सहानुभूतिपूर्वक विचार करती तो समस्या का हल निकल सकता था और देश के अन्दर जिस शांति को, जिस कानून और व्यवस्था को कायम करने की आप बात करते हैं वह कायम होती, सही मानों में लोगों के मन की भावनाओं पर इस का अमर पड़ता । लेकिन यह कानून पास कर के आप उसी अत्यचार को, उसी दमन को उसी शोषण को और ज्यादा बढ़ाना चाहें हैं जिस से सरकार और सरकार के जो भांग हैं, सरकारी कर्मचारी हैं उन के बीच में भ्रूण प्रसंतोष और कोष और बढ़ेगा । क्या सरकार यह समझती है कि इस तरह के काले कानूनों को स्थायी रूप दे कर शांति कायम की जा सकती है? अगर ऐसी बात सरकार के विमान में है तो सरकार उस को निकाल दे और हम यह

[श्री मरय (राय ग सिंह)]

कहना चाहते हैं कि पूरा देश मिल कर, डट कर सरकारी कर्मचारियों के साथ ऐसे कानून का विरोध करेगा और ऐसे कानून को हमेशा के लिए स्थायी रूप देने के लिए, स्थायी तौर पर अर्थात्कित करने के लिए जो कोशिश है उस को चकनाचूर किया जा सकेगा। हम यह जानना चाहते हैं आप ने जो आर्डिनेंस जारी किया था, उस आर्डिनेंस की जो धज्जियां उड़ें और जो सरकारी कर्मचारी अपनी मांगों के लिए लड़ने के लिए मैदान में उतरने के लिए मजबूर हुए, उस के बाद आप ने एक एक कदम पीछे हटने की कोशिश की लेकिन आज भी एक प्रेस्टिज का बवाल बना कर के उन की मांगों पर सहानुभूति-पूर्वक विचार करने के बजाय आप इस काले कानून को स्थायी कानून बनाने की कोशिश कर रहे हैं, ऐसी हालत में मैं साफ समझता हूँ कि आप ईमानदारी के साथ इस पर विचार करें और सोचें कि क्या इस कानून को स्थायी बना देने के बाद कोई रास्ता रह जायगा जिस के जरिए से कर्मचारी अपनी मांगों को अपनी भावनाओं को, जो उन की मुसीबतें हैं उन को आप के सामने रख सकेंगे ? आप क्या सारे रास्तों को बन्द नहीं कर रहे हैं ? संविधान में दिए हुए अधिकारों को खत्म कर के, उन पर आघात कर के उन तमाम रास्तों को जिस के जरिए से शांतिपूर्ण तरीके से वह अपनी मांगों को आप के सामने रख सकते थे, सामूहिक वारगेनिंग के जरिए से जिन का हल खड़ा किया जा सकता था, उन तमाम रास्तों को बन्द कर देने के बाद कौन सा रास्ता बाकी रह जायगा ? किस रास्ते से वह अपनी मांगों को आप के सामने रख सकेंगे ? क्या यह कानून पास करने में यह मान्यता नहीं है कि आप तमाम शांतिपूर्ण तरीकों को बन्द कर दे रहे हैं ? जनतंत्र पर आघात कर रहे हैं ? अनैतिक तरीके से अपनी मांगों के लिए खड़े होने का जो उन का अधिकार है उस को छीन करके आप एक दूसरे रास्ते की तरफ लोगों को जाने के लिए मजबूर नहीं कर रहे हैं ? वह कौन रास्ता होगा यह मैं आप से पूछना चाहता हूँ इस को बन्द करने के बाद और फिर आप

यहां बैठ कर चीखेंगे कि कोई अशांति पैदा कर रहा है, कोई बहका रहा है, कोई तोड़ फोड़ करने वाले मजदूरों को बहका रहे हैं। क्या रास्ते को बन्द कर देने के बाद आप के ऊपर सारी जिम्मेदारी इस की नहीं जायगी कि आप ने ही शांति के तमाम रास्तों को, संविधान में दिए गए अधिकारों को खत्म कर के तमाम लोगों को दूसरे रास्ते पर चल कर के अपनी समस्याओं का समाधान ढूंढने के लिए मजबूर किया ? मैं समझता हूँ कि इतिहास में आप के ऊपर एक कलंक लगेगा कि आप ने पूरे सेंट्रल गवर्नमेंट के कर्मचारियों को, तमाम मजदूरों को, मेहनतकशों को मजबूर कर दिया ऐसे रास्ते पर चलने के लिए जिस रास्ते को वह पसन्द नहीं करते हैं, जिन रास्ते पर वह जाना नहीं चाहते हैं, उस रास्ते की तरफ आप उन को जबरदस्ती ढकेल रहे हैं। हम यह जानते हैं और इतिहास इस बात का साक्षी है। आप लोग ऐसे नहीं बैठे हुए हैं सरकार में जो इतिहास को न जानते हों, या पढ़े लिखे समझदार लोग नहीं हैं, ऐसी भी बात नहीं है। अपने राष्ट्र का इतिहास है और दुनिया का इतिहास है, क्या ऐसे काले कानूनों को स्थायी बना कर के कहीं दुनिया में जनता की लड़ाइयों को रोका गया ? जिन लोगों ने इस तरह की साजिश की क्या बे धूल में नहीं मिला दिए गए ? ऐसे काले कानून का सहारा लेने वाले क्या इतिहास में टिक पाये ? जनता की शक्ति, श्रमिकों की शक्ति को क्या यह दबा पाये ऐसे काले कानूनों को लेकर के ? नहीं। उस से आप सबक लें। हम आप से कहना चाहते हैं नम्रता के साथ कि आप ऐसी चीजों का सहारा न लें जिस से कि देश के लिए खतरा पैदा हो और उस की सारी जिम्मेदारी आप के कंधों पर आए। इस के बाद भी, इतनी सारी घपीलों के बाद भी अगर आप किसी की बात नहीं सुनते हैं तो साफ प्रकट है कि आप इतने बड़े संकट में फँस गए हैं, आप की जो नीतियां हैं उन्होंने देश को ऐसी जगह पर ला कर खड़ा कर दिया है कि जहां पर आर्थिक संकट एक राजनैतिक संकट का रूप ले चका है और उस

ब्रह्म को बचाने के लिए प्राप के पास कोई रास्ता नहीं है सिवाय इस काले कानून को स्थायी रूप में कर देना और जनता की जातिगत किया जाय, उन के अधिकारों को छीना जाय और मनमानी की जाय। ऐसी हालत में प्राप देश की जो स्थिति है उस को संभालने के लिए तमाम पार्टियों के नेताओं, जन-संगठनों के नेताओं से एक साथ बैठ कर राय महाबिरा कर के कोई रास्ता निकालते और देश के सामने यह साबित करते, मिसाल रखते कि प्राप जाति के जरिए से, बातचीत के जरिए से मसले को हल करने का तरीका जानते हैं। प्राप कहते हैं कि हम जाति में विश्वास नहीं करते हैं, हम अहिंसा में विश्वास नहीं करते, लेकिन प्राप तो करते हैं न? इनलिये प्रापके ऊपर सबसे सब से बड़ी जिम्मेदारी है कि प्राप देश के अधिकारों के दिमाग में यह बात बैठायें कि जाति से इस मसले का हल निकाला जा सकता है, बैठ कर बातचीत के जरिए से मसले का हल हो सकता है। इस बात को साबित करने के लिए प्राप के ऊपर जिम्मेदारी है। दूसरों के कंधों पर जिम्मेदारी ढकेल कर लोग उत्पात करना चाहते हैं, हिंसा करना चाहते हैं, तोड़-फोड़ करना चाहते हैं, प्राप अपनी जिम्मेदारी से दूर मत हटिये। जहां असंतोष होगा, वह फूटगा और अगर प्रापके और सरकारी कर्मचारियों के बीच में घृणा और असंतोष बढ़ता गया तो एक भयंकर विस्फोट की शकल प्रकटित करेगा और प्राप, प्रापकी ताकत और यह काला कानून उस को नहीं रोक सकेगा। इसलिये प्रापसे निवेदन है कि इंग्लैंड का प्राप वापस लें, संजीदगी के साथ विचार करें और उन की मांगों के हल करने का कोई रास्ता निकालें, जिस के जरिये से प्रापके और उन के बीच में अच्छा रिस्ता बने और सहयोग बढ़ सके। लेकिन इस तरह से दबाकर, कुचल कर, उन के अधिकारों को छीन कर, अतंका का वातावरण पैदा कर के क्या प्राप अपने और उन के बीच में एक अच्छा सम्बन्ध कायम कर सकेंगे? मैं समझता हूँ—नहीं कर सकेंगे। यह सरकार के लिये बहुत घातक नीति

होगी।

15 hrs.

मैं उम्मीद करता हूँ कि सरकार इस पर पुनः गौर करेगी। इन्हीं शब्दों के साथ, उपाध्यक्ष महोदय, मैं इंग्लैंड का विरोध करता हूँ और श्री जार्ज फरनेन्डीज के प्रस्ताव का समर्थन करता हूँ।

SHRI K. N. PANDEY (Padrauna):
 Mr. Deputy-Speaker, Sir, I do not know why there is so much of excitement over this Bill. Let us see what the new section says:

"If a railway servant, when on duty, is entrusted with any responsibility connected with the running of a train, railway car or any other rolling-stock from one station or place to another station or place, and he abandons his duty before reaching such station or place, without authority or without properly handing over such train, rail-car or rolling-stock to another authorised railway servant, he shall be punishable with imprisonment for a term which may extend to two years, or with fine which may extend to five hundred rupees, or with both."

Now, the railways is a commercial concern, the existence of which depends upon the running of trains. If the railway employees leave the train in the middle of the stations or before the destination, what happens to the passengers? The opposition members are talking of a need-based minimum wage for railway employees. I concede that demand for a need-based minimum wage. But it is the first duty and responsibility of the railway authorities to take the passengers where they want to go. If because of the default of the railway servants the trains are stopped in between stations and the passengers are put to difficulties or looted, who is responsible? Do my hon. friends opposite want this to happen? If the railway employees want a need-based minimum wage, ultimately it is the passengers who pay the railway fares or freight who have to bear the burden. If you provide

[Shri K. N. Pandey]

such a poor service, do you think that the people are going to pay higher fares or freights in order to enable you to pay more to your employees? Certainly not. Therefore, in order to ensure the proper running of trains there should be some restrictions imposed on the railway employees.

If a railway employee stops a train in between stations deliberately, leaving the passengers to their fate, and refuses to do any work, is he doing his work? It seems that there is some misunderstanding among some of our friends here. In India we believe in democracy. We do not believe in the dictatorship of the proletariat; be he working in a factory or in the railways, he is not going to rule the country as he likes. Of course, he is part and parcel of the country, of the nation. You behave like that, that you are a part and parcel of the country. If you take the entire world over your head, your purpose is not going to be served. Moreover, in the situation created by you, the workers will be put at a loss; they will be put in a disadvantageous position. Therefore my suggestion to you is to make them understand what is the reality, what is the truth.

About the railways a lot of complaints are coming. Is it the Railway Minister who runs the trains? Every day there is a question that the trains are running late by 24 hours. Who is responsible?

SHRI S. M. BANERJEE (Kanpur):
 The Railway Board.

SHRI K. N. PANDEY: There is an accident. On that some people rise and demand the resignation of the Railway Minister. Who is responsible for those accidents?

SHRI S. M. BANERJEE: The Railway Board.

SHRI K. N. PANDEY: Is it the Railway Board or is it those people who are running the trains and are doing the things on the spot (Inter-
 ruption)? Let us not try to hide our own faults. Let us accept the facts.

SHRI S. M. BANERJEE: Accepted.

SHRI K. N. PANDEY: Those people are responsible who are operating everything, who are working on behalf of the Railway Board or the Railway Minister. We are responsible. Therefore we should not shirk the responsibility.

Other things also happen. Whenever there is any commotion, whenever there is any agitation, the first target is the railways. I cannot disclose the name of the party. I come from Padrauna. The name of my constituency is Padrauna. In Padrauna, without any fault, because of the language agitation a train was stopped by some miscreants and two bogeys were burnt.

Here there is a provision which deals with the outsiders. My hon. friend, Shri Biswas, was talking of the Railway Service Conduct Rules. Are the Service Conduct Rules going to apply to these outsiders? Can they be bound by those Service Conduct Rules? They are not going to be bound by that; they are to be dealt with in a proper manner. Naturally, that requires some Act. Therefore this Bill has come. I do not know why there is so much of excitement.

He was yesterday saying that all these things have been defined in the Railway Employees' Service Conduct Rules. If that is so, why should you be afraid of it then?

SHRI J. M. BISWAS (Bankaura):
 See section 128 of the Railway Act.

SHRI K. N. PANDEY: You also want that trains should not be stopped in the middle. You also want that trains should not be obstructed. Then, what is the harm if the Bill comes here? If there is an Act about that, why are you afraid of it?

SHRI S. KUNDU: We are wasting our time with unnecessary legislation.

SHRI K. N. PANDEY: I am not going into the controversy as to how many people went on strike. I feel that every railway employee was feeling that his salary was low and that it should be raised because dearness was

affecting everybody. Whether he went on strike or whether he did not go on strike, that does not matter. Let us see their hearts. They were discontented and dissatisfied because of these rising prices. Naturally, it causes concern. They were right in demanding higher wages. But let us not forget—let us think over this matter very seriously—that we also cannot create classes among classes. There are many people who are getting much less than what the railway employees do and what the other employees do. Moreover, I can separate railway employees from other Government employees because their condition is quite different, but the wages can be increased only up to an extent. Beyond a limit you cannot go. If you go beyond that limit, the burden is naturally going to fall on the general people of the country. Where from is the money going to come? Is the Minister going to pay that from his salary or are the consumers and the people at large in the country going to suffer for it? Naturally, we have to take all those things into consideration with a realistic point of view.

Therefore I am in support of this Bill.

SHRI J. M. BISWAS: Railway officers salaries can go up?

SHRI K. N. PANDEY: I am not in favour of that also.

MR. DEPUTY-SPEAKER: Shri Deven Sen.

SHRI S. M. BANERJEE: Just see, Sir, he is walking out.

श्री बेनेन सेन (घासनसोल) : उपाध्यक्ष महोदय, मैं इस बिल का विरोध करता हूँ। विरोध इसलिये करता हूँ कि इसके जरिये कर्मियों के अधिकार और खास कर रेलवे मजदूरों के अधिकारों को छीना जा रहा है।

उपाध्यक्ष महोदय, घ्राप देखेंगे कि रेलवे हमारे मुल्क में कोई नई चीज नहीं है। सन् 1853 में इसकी शुरूआत हुई थी और यह शुरूआत काठे के जमाने में नहीं, ब्रिटिश सरकार के जमाने में हुई। ब्रिटिश सरकार ने

जो कानून बनाया था उसको हम आज धमन्ड करने जा रहे हैं जो कि सन् 1890 का ऐक्ट है। ब्रिटिश सरकार के जमाने का वह ऐक्ट है। मैंने दुनिया के अन्य मुल्कों के रेलवे ऐक्ट्स देखने का प्रयत्न किया। इंग्लैण्ड का जो रेलवे ऐक्ट है उसमें कोई भी ऐसा प्राविजन नहीं है जो कि इतना खतरनाक हो। वह ब्रिटिश सरकार का 1890 का ऐक्ट है लेकिन उसमें भी ये सब बातें नहीं हैं। उसमें 8-10 वर्ष की सजा का विधान है यदि कोई रेलवे की सम्पत्ति को नुकसान पहुंचाये या पसेन्जर्स को नुकसान पहुंचाए। लेकिन उसमें भी पिकेटिंग और स्क्वीटिंग के बारे में कुछ नहीं है यानि ट्रेड यूनियन्स के विरुद्ध कोई बात नहीं है। ब्रिटिश सरकार ने ऐसा क्यों किया? ट्रेड यूनियन्स के हक के विरुद्ध वे क्यों नहीं उस ऐक्ट में कोई प्राविजन्स रखे? क्योंकि रेलवे के जरिए से हिन्दुस्तान में कैपिटलिज्म का फैलाव हुआ। यह पब्लिक सेक्टर से ही हुआ। अगर पब्लिक सेक्टर छंटे पैसे पर है त, उसके जरिए भाँ कैपिटलिज्म का फैलाव होता है। यहां पर जो काटन इण्डस्ट्री, जूट इण्डस्ट्री और दूसरी बड़ी इण्डस्ट्रीज का फैलाव हुआ वह रेलवे के जरिए से ही हुआ। ब्रिटिश इम्पेरियलिज्म ने रेलवे चला कर पब्लिक को लूटा और काफी मुनाफा कमाया। लेकिन इसके बावजूद उन्होंने यह महसूस नहीं किया कि पिकेटिंग और स्क्वीटिंग को बन्द करने की जरूरत है। फिर कांग्रेस सरकार को इस बात की जरूरत क्यों महसूस होने लगी? इसका भी कारण है। आज दुनिया में कैपिटलिज्म के धन्धर ही काइसिस फैल रही है। इसको तब तक रोका भी नहीं जा सकता जब तक कि वहां पर सोशलिज्म नहीं आता। अगर घ्राप दुनिया की तरफ देखें तो घ्राज सोशलिस्ट कन्ट्रीज, में कई काइमिन नहीं है। अगर घ्राज काइसिस है तो वह इंग्लैण्ड में है, फ्रांस में है बेस्ट जर्मनी में है, अमरीका में है या दूसरे कैपिटलिस्ट कन्ट्रीज में है हिन्दुस्तान में भी सरकार और दूसरे मानोपोलिस्ट्स

[श्री दवे : सेन]

कैप्टेलिफ्ट को चलाने वाले हैं, उसको भागे ले जाने वाले हैं, इसलिए यहाँ पर भी क्राइसिस है। अब ये सोच रहे हैं कि सूती मिल, कोयले की खानें और चीनी के कारखाने जो हैं वे क्यों बन्द हैं, 125 लाख घादमी क्यों वेकार हैं ? इसका कारण यह है कि उनकी रीयल बेजेज घट रही हैं। आज यहाँ के मानोपोलिस्ट्स इस कैप्टेलिस्ट क्राइसिस से बचने का जो रास्ता सोच रहे हैं वह यह है कि मजदूरों का हक छीना। इसके लिए हमारे मन्त्रिमण्डल के तीन मन्त्रियों ने प्रपना कदम भागे बढ़ाया है, एक तो गृह मन्त्री, दूसरे रेल मन्त्री और तीसरे वित्त मन्त्री। गृह मन्त्री ने इण्डस्ट्रियल सेक्योरिटी फोर्स बिल रखा जो कि एक दम खतरनाक चीज है। वित्त मन्त्री बैंकिंग लाज रेगुलेशन बिल लाए और रेल मन्त्री इस वक्त आपके सामने इस बिल के साथ बैठे हुए हैं। हमारी समझ में नहीं आता कि हमारे श्रम मन्त्री अभी तक चुपचाप क्यों बैठे हुए हैं ? मैं जानना चाहता हूँ कि क्या रेलवे मन्त्री ने श्रम मन्त्री से पूछा था कि हम तुम्हारे मजदूरों का हक छीनने जा रहे हैं, क्या गृह मन्त्री ने श्रम मन्त्री से पूछा था कि हम तुम्हारे श्रमिकों का अधिकार छीनने जा रहे हैं और क्या वित्त मन्त्री ने श्रम मन्त्री से पूछा था कि हम तुम्हारे मजदूरों का हक छीनने जा रहे हैं ? अगर नहीं पूछा तो फिर मैं समझता हूँ श्रम मन्त्री को रखने की ही क्या जरूरत है ? क्या सिर्फ ड्राइबुनल बनाने के लिए या वैज-बोर्ड बिठाने के लिए या सिर्फ मीठी मीठी बातें करने के लिए। हमारे श्रम मन्त्री एकदम गायब हैं जबकि इन लोगों ने मजदूरों को दुबलने का काम मन्त्रिमण्डल से करवा लिया है और वह इसलिए कि इनके पास उस क्राइसिस से बचने का और कोई रास्ता नहीं है। इन्होंने सिर्फ यही रास्ता समझा है कि श्रमिकों की रोजी को घटाओ, घाटोमेशन को चलाओ। मैं पूछता हूँ कि 50 करोड़ घाबादी वाले इ देश में क्या कभी घाटो-मेशन घा सकता है ? इंग्लैंड, जिसकी

घाबादी साइं चार करोड़ है, वहाँ पर तो घाटोमेशन घा सकता है। रश्या जिसकी घाबादी 20 करोड़ है वहाँ पर घाटोमेशन घा सकता है। इमी तरह से घाटोमेशन जर्मनी में घा सकता है, अमरीका जिसकी घाबादी 18 करोड़ है, वहाँ पर घा सकता है। लेकिन हिन्दुस्तान जिसकी घाबादी 50 करोड़ है जहाँ पर लोगों के लिए काम नहीं है, कैपिटल की कमी है वहाँ पर घाटोमेशन कैसे घा सकता है ? आप देखें कि यह चीज कितनी दूर तक चला गई है। आप घाटोमेशन के जरिए से, छटाई के जरिए से, क्लोजर के जरिए से और कभी बिल के जरिए से मजदूरों को तबाह कर रहे हैं। मैं दावे के साथ कहता हूँ कि यह सरकार मजदूरों को बचाने का कोई रास्ता नहीं निकाल रही है। मजदूर भोचना है कि हम लड़ेंगे, उममें अगर मरेंगे तो भी अच्छा और बचेंगे तो और भी अच्छा। इसलिए मैं इस बिल का विरोध करता हूँ। मैं प्रनुरोध करता हूँ—हालांकि प्रनुरोध तो कोई सुनेना नहीं—मैं प्रार्थना करना चाहता हूँ कि इस बिल का वापिस लिया जाये।

SHRI VIKRAM CHAND MAHAJAN (Chamba): Mr. Deputy-Speaker, Sir, I rise to support the Bill. This is one of the most timely Bills. For a change, the Government has brought forward a Bill in the interest of passengers and users of the Railways.

Now, let us see what the provisions of the Bill are. I would like to give a few examples. Let us test the Bill from that angle. According to our friends on the other side if a driver walks off and the train is stopped at a way-side station where there is no water and there are no other facilities, he should be given Padma Vibhushan for stranding a thousand passengers on a way-side station. This is what they want. What we want is that the interest of a thousand passengers should be safeguarded.

श्री आर्ब करनैडीज (बम्बई-दक्षिण) :
ये मसल बोल रहे हैं।

SHRI VIKRAM CHAND MAHAJAN: My hon. friend, Shri George Fernandes, says I am not telling the correct facts. I would ask him to kindly read the Bill. It says:

"If a railway servant, when on duty, is entrusted with any responsibility connected with the running of a train, rail car or any other rolling-stock from one station or place to another station or place, and he abandons his duty before reaching such station or place"

He says I am not reading the provisions of the Bill correctly. Would he, for a change, read them and see that what I am saying is correct? If a driver stops a train on a way-side station and walks off stranding a thousand passengers in the train, according to them, what should be done to him is that he should be given Padma Vibhushan.

SHRI J. M. BISWAS: Can he cite even one example where a driver has deserted the train at a way-side station?

SHRI VIKRAM CHAND MAHAJAN: This is the Bill which is brought before the House (*Interruption*)

SHRI J. M. BISWAS: Can he cite an example where a driver has deserted the train at a way-side station? Can he cite just one such example?

SHRI CHENGALRAYA NAIDU (Chittoor): If the driver is such a good man, why are you afraid of the Bill? (*Interruptions*)

SHRI J. M. BISWAS: Can he cite one example, not many, where a driver has deserted the train? Such things have never happened. Can he cite one example to justify his argument? (*Interruptions*).

SHRI DHIRESWAR KALITA (Gauhati): On a point of order.

MR. DEPUTY-SPEAKER: What is his point of order?

SHRI DHIRESWAR KALITA: Mr. Mahajan was speaking about the intention of this Bill. What is the intention of this Bill? The intention of this Bill is this. The Ordinance was promulgated on the 14th September and in pursuance of that, they arrested thousands of persons and now they want to give it the effect of law. Although the Government says that they would sympathetically consider their cases, through this Bill they want to convict and penalise all those persons who were arrested in connection with the strike of 19th September. This is the real intention of this Bill

MR. DEPUTY-SPEAKER: Please resume your seat. There is no point of order. He is putting forward his argument (*Interruptions*).

SHRI J. M. BISWAS: May I request the hon. Member through you to cite even one example where a driver deserted the train leaving it in the mid-way with one thousand passengers or so?

MR. DEPUTY-SPEAKER: Please resume your seat. His argument is based on apprehensions.

की जाज करने-दीख : ऐप्रीहेंशन पर क्या यहां बिल प्रा सकता है ?

SHRI RANDHIR SINGH (Rohtak): Have we to show our speeches to them? बोलने से पहले क्या इन की इजाजत लेनी पड़ेगी ?

SHRI DHIRESWAR KALITA: He is harping on a wrong point (*Interruptions*)

MR. DEPUTY-SPEAKER: Please resume your seat. There is no point of order.

SHRI VIKRAM CHAND MAHAJAN: Let us take another example (*Interruptions*)

SHRI J. M. BISWAS: I can say for their information that during the strike time also the running staff, the driver, the fireman, etc., never left their duty-spot. During the strike they refuse to work but they cannot leave the engines for the safety of engine's boiler. That is why the running staff never left their duty-spot. Therefore, I request the hon. Member to give at least one example where they have deserted the train .. (*Interruptions*)

MR. DEPUTY-SPEAKER: Order, order. Let him continue.

SHRI VIKRAM CHAND MAHAJAN: Let us take another example. The next Clause says that, if some railway workers or other persons squat on the railway line or near the Station stopping the train, they will be penalised. Suppose, the train is stopped at a way-side station and 20 persons squat on the railway track and the track is blocked. According to our friends, they should be permitted to sit there for any length of time and those one thousand passengers should get stranded. What the Bill seeks to do is to arrest them, penalise them and allow the train to go uninterrupted. This is the second provision.

Another point was raised that arrests should not be made without warrants. What is a warrant? A warrant is an order of the Magistrate to arrest so and so. If in the mid-night the train is stopped by the picketeers, should the Guard get down, walk 20 miles and get an order from a Magistrate, or should he take the help of 20 persons and remove them? (*Interruptions*) My friends want that the Guard should get down from the train, walk 20 miles, get a warrant from a Magistrate and then arrest them. I have got two more points, Sir. The Act says that one who tampers with the signal is penalised. If a railway worker tampers with the signal, what happens? The light is turned green, because of tampering with the signal. Two trains coming from opposite directions dash

against each other. They say, don't penalise them. For tampering with the signal, they say, 'Don't penalise him; give him a gold medal because he has helped in making two trains dash against each other'. This is the position, Sir. Also, they say that Police is with the States, Railway Police is with the States and therefore the Central Government has no power to legislate. Now, Sir, we have got certain constitutional provisions and I wish they had gone through them. If you turn to the Seventh Schedule, List I, you will find the relevant entries. The Central Government can legislate on certain provisions, which are under it. Entry No. 22 gives the power to the Central Government to legislate on Railways. There is another Entry, namely, Entry No. 93 which gives the power to the Government to legislate about offences against laws with respect to any of the matters in this List.

श्री जार्ज फ़रनेन्डीज : जिस प्रश्न पर बहस नहीं है उस पर क्यों आप बोलने दे रहे हैं? (*व्यवहार*)

SHRI VIKRAM CHAND MAHAJAN: So, my submission is this, Sir. This is a perfectly valid piece of legislation. I, therefore, support the Bill.

श्री शिकरे (पंजिम) : उपाध्यक्ष महोदय माननीय काशी नाथ पांडे जी ने अपने भाषण के शुरू में यह कहा कि इस विधेयक पर इतना क्रिटिसिज्म क्यों होता है? मैं उन का उत्तर दे रहा हूँ। इतना क्रिटिसिज्म जो हो रहा है वह इसलिए है कि यह विधेयक जो धरा रहा है वह धरा रहा है अध्यादेश की जगह। प्राबिन्स जो जारी किया गया उस के बाद जब विधेयक धाराया। इस वजह से यह क्रिटिसिज्म ज्यादा हो रहा है। वह इस बाजू से मेरे दाहिने बाजू से धरा रहा है क्योंकि वहाँ बैठने वाले सब दल तो इंटरस्टेड पार्टीज हैं।

आप जानते हैं कि सदन में जब स्ट्राइक के बारे में चर्चा चली तब यहाँ कहा गया कि वह

को स्ट्राइक हुई है वह पोलिटिकली मोटिवेटड नहीं थी : मैं नहीं जानता कि ऐसा कोई है इस सदन में या प्रखिल भारत में जो कह सके कि जो स्ट्राइक हुआ वह पोलिटिकली मोटिवेटड नहीं था। उस के बाद जो ऐक्शन सरकार लेनी है वह भी पोलिटिकली मोटिवेटड होता है। वह तो इलाज करना ही पड़ता है। इसलिये मेरे जैसा जो निर्दलीय सदस्य है उस का दृष्टिकोण ऐसा रहता है कि इस भारत में कोई स्ट्राइक न हो। शान्ति रहे भ्रमन रहे और ऐसा हो कि जो कर्मचारी हैं वह भी सुखी हों। जनता और पैसेन्जर्स लोगों को तकलीफ न हो। तो मेरे जैसे निर्दलीय सदस्य का जो दृष्टिकोण रहता है वह निःस्वार्थ है, वह पोलिटिकली मोटिवेटड नहीं है। तो जब ऐसा विधेयक आता है तो कह सकता हूँ कि मैं इस विधेयक को सपोर्ट करता हूँ क्योंकि मेरा जैसा निर्दलीय सदस्य शान्ति चाहता है। लेकिन वह शान्ति कैसी हो? वह भ्रमण की शान्ति न हो। मैं नहीं चाहूँगा कि वह शान्ति ऐसी पंदा हो कि लाठी चलायी जाये, गोलीबारी हो। ऐसी शान्ति मैं नहीं चाहूँगा। जैसी शान्ति मैं चाहता हूँ वह तभी आयेगी जब कर्मचारियों के प्रश्न सुनाइये जायें, उन की जो कठिनाइयाँ हैं वह दूर हों। तभी ऐसी शान्ति प्राप्त मकनी है।

मेरा जैसा निर्दलीय आदमी ऐसा कहेगा कि सरकार ऐसे कदम उठाये जिस से कर्मचारियों को जो कठिनाइयाँ रहनी हैं वह दूर हो जायें। साथ ही मैं जो ट्रेड यूनियन्स के लीडर्स हूँ उन को भी कहूँगा कि वह इस सरकार पर थोड़ा सा विश्वास तो रखें, आखिर वह इस सरकार के ऊपर इतना विश्वास क्यों रखते हैं। जब दोनों ही इस देश में शान्ति व भ्रमण कायम रखना चाहते हैं तो मेरे जैसे दृष्टिकोण वाले आदमी का बड़ी विचार हो सकता है जो कि मैंने प्रकट किया है।

उपस्थित महोदय, आप जानते होंगे कि मैंने एक अमेंडमेंट "और ऐनी अदर परसन"

को क्लॉज 2 में से प्रोमित करने के लिये दिया हुआ है। उस अमेंडमेंट के पीछे मेरा उद्देश्य यही है कि कहीं रेलवे मुलाजिम के अलावा दूसरे लोग, प्रवासी आदि, जोकि पिकेटिंग आदि करके अपनी विरोध की भावना प्रकट कर सकते हैं उन के खिलाफ इस विधेयक का इस्तेमाल न किया जा सके। मेरी राय में जनता को और यात्रियों को जो पिकेटिंग आदि कर के अपनी भावना प्रकट करने से रोकना और इस के लिये उन्हें बंदिता करना वांछनीय नहीं होगा। लेकिन जहाँ मैं वह चाहता हूँ वहाँ मैं इस खयाल का भी हूँ कि सरकारी अथवा रेलवे कर्मचारियों द्वारा हड़तालें न हों और सरकारी कर्मचारियों को स्ट्राइक करने का अधिकार न हो। लेकिन चूँकि इस विधेयक की शब्दावली जरूरत से ज्यादा विस्तृत हो गयी है और सरकारी और रेलवे कर्मचारियों के साथ ऐनी अदर परसन में यात्री लोग भी आ सकते हैं, जनता के लोग भी आ सकते हैं; चूँकि उनके हक को भी इस के द्वारा कम कर दिया गया है इसलिए मैंने वह अपना अमेंडमेंट दिया है और जब क्लॉज बाई क्लॉज पर डिस्कशन होगा तो मैं इस विषय में विस्तार से बोलना चाहूँगा। इस अवसर पर केवल इतना ही कहूँगा कि ताली जो बजनी है वह एक हाथ से कभी नहीं बजनी है और दोनों हाथ से वह बज पानी है।

अब जाहिर है कि एक हाथ वहाँ मेरे बाहूने बाजू में है तो दूसरा हाथ उधर बायें बाजू में और दोनों ही इसलिये इसमें जिम्मेदार हैं

SHRI J. M. BISWAS: On a point of order. May I know whether an hon. Member while he is delivering his speech can be dictated to by another Member? Shri Randhir Singh has been trying to dictate to Shri Shinkre.

MR. DEPUTY-SPEAKER: Nobody has dictated to any Member.

SHRI SHINKRE: I take strong objection to this. He must withdraw this remark.

MR. DEPUTY-SPEAKER: This is not fair. Nobody is dictated to by anybody.

SHRI J. M. BISWAS: I want to know whether such dictation is allowed in the House.

SHRI RANDHIR SINGH: He must withdraw this remark.

SHRI A. S. SAIGAL: The insinuation made by him is not correct. He must withdraw it.

श्री प्रेम चन्द वर्मा (हमीरपुर) : श्री बिस्वास का वह कथन बहुत ही अनुचित है और श्री शिंदरे के साथ बहुत ही ज्यादानी करती है। उन्हें ऐसे शब्द नहीं कहने चाहिये थे और इसके लिये भी बिस्वास के खिलाफ प्रीविलेज का मामला बनता है।

श्री श्रीम प्रकाश त्यागी (मुरादाबाद) : उपाध्यक्ष महोदय मैं भी श्री प्रेम चन्द वर्मा के कथन से सहमत हूँ और मैं समझता हूँ कि ऐसा अधिकार किसी भी मेम्बर को नहीं है जो वह अन्य मेम्बर के ऊपर इस तरह का आरोप करे। अगर यह गलत परम्परा यहाँ पर कायम रहने दी गई तो न जाने इस का अंत कहा जाकर होगा। मैं श्री बिस्वास से प्रार्थना करूँगा कि वह अपने उस आरोप को वापिस ले लें।

SHRI RANDHIR SINGH: This raises a breach of privilege also. The hon. Member is being restrained from speaking of his own free will. He is being restrained from speaking independently what he wants to say. The hon. Member is casting aspersions on Shri Shinkre by his remark.

श्री प्रेम चन्द वर्मा : मैं पुनः श्री बिस्वास के उस आरोप का विरोध करना चाहूँगा जिस में उन्होंने ने यह कहा है कि श्री शिंदरे अपनी स्पीच दूसरे मेम्बर के डिक्टेशन पर दे रहे हैं। ऐसा किसी मेम्बर के लिए कहना

उसकी ईमानदारी पर शक जाहिर करना है और मैं समझता हूँ कि यह प्रीविलेज का मामला है। श्री बिस्वास को तत्काल अपने शब्द वापिस ले लेने चाहियें।

श्री शशिभूषण (खारगोन) : श्री शिंदरे हमारे इस सदन के महात्मा कबीर हैं और उन पर इस तरह का आरोप सरासर उन के साथ नाईयाफी करना है।

SHRI RANDHIR SINGH: Shri Shinkre is so intelligent that he can teach the entire Opposition. So, this kind of remark is not fair.

SHRI S. M. BANERJEE: On behalf of my group I can say that Shri J. M. Biswas never meant it. He only said that when Shri Shinkre was speaking he was constantly interrupted by Shri Randhir Singh who was trying to influence him, but Shri Shinkre was not influenced.

MR. DEPUTY-SPEAKER: It is very improper for a Member to say that a Member while speaking is being prompted or dictated to by some other member. He is speaking out his own mind. Let him conclude.

श्री शिंदरे : उपाध्यक्ष महोदय मुझे इस अवसर पर ईसामसीह का वह वाक्य याद आ रहा है जिस में उन्होंने ने कहा था कि ऐसे कई लोग दुनिया में हैं जो कि जो कुछ बह कहते हैं कि उस की पूरी जानकारी उन को नहीं रहती है और यह कि उन के उस कथन का असर क्या पड़ने वाला है वह भी नहीं जानते हैं इसलिए ऐसे लोगों को क्षमा कर दो। मैं ईसामसीह के उस उपदेश वाले वाक्य का अनुसरण करते हुए कहना चाहूँगा कि अभी मेरे लिए श्री बिस्वास ने जो कहा है और वह जो मेरी ईमानदारी पर बिस्वास नहीं रखते हैं तो उन को भी क्षमा किया जाय।

MR. DEPUTY-SPEAKER: The Minister.

SHRI MADHU LIMAYE (Monghyr): On a point of order.

THE MINISTER OF RAILWAYS
(SHRI C. M. POONACHA): Is it in
 connection with the Bill?

श्री एस० एम० जोशी (पूना) :
 उपाध्यक्ष महोदय, मेरा निवेदन है कि हमारा
 अभी टाइम बचा रहता है और इसलिए उन्हें
 वो मिनट इस पर बोलने दिया जाय ।

MR. DEPUTY-SPEAKER: He is
 leading your Group. To give him
 just two minutes only is not fair. At
 the final stage, I will allow him.

श्री सीताराम कसरी (कटिहार) :
 उपाध्यक्ष महोदय, हमें इस पर बोलने का
 अवसर नहीं प्रदान किया जा रहा है यह हमारे
 साथ सरासर बेइंसाफी करनी है ।

SHRI RANDHIR SINGH: If Shri
 Limaye is allowed to speak, Shri
 Kesri must also speak.

MR. DEPUTY-SPEAKER: He is
 on a point of order.

SHRI RANDHIR SINGH: I assure
 you there is no point of order.

श्री मधु लिमयः उपाध्यक्ष महोदय,
 आप जानते हैं कि मैं सुप्रीम कोर्ट के आदेश
 से कल रिहा हो गया और आज आप की
 खिदमत में आया हूँ। अब मुझे इस विधेयक के
 ऊपर अमेंडमेंट वगैरह देने का समय नहीं मिला
 है और इसलिए मैं 79(1) के तहत अपना
 प्वाइंट आफ आर्डर उठा रहा हूँ। वह इस
 प्रकार है :

"If notice of an amendment to
 a clause or schedule of the Bill
 has not been given one day before
 the day on which the Bill is to
 be considered, any member may
 object to the moving of the
 amendment, and such objection
 shall prevail, unless the Speaker
 allows the amendment to be
 moved".

अभी अभी मैं ने अपने अमेंडमेंट्स लिख
 कर दिये हैं और मैं चाहता हूँ कि कोई उसके
 लिए भी बजैट न करे इसलिए आप इजाजत
 दीजिये कि कल वह सरकुलेट हो जायें ।

MR. DEPUTY-SPEAKER: I do
 appreciate that he could not do jus-
 tice to this Bill and table his amend-
 ments within the specified period. He
 should be given an opportunity to
 have his say. But my difficulty is that
 immediately after the Minister's and
 Shri Fernandes's replies, we are go-
 ing to take up clause by clause con-
 sideration. The question is of circu-
 lation.

SHRI S. M. BANERJEE: May I
 suggest a *via media*? Some amend-
 ments have been moved right at the
 spot. There are previous instances.

MR. DEPUTY-SPEAKER: If no-
 body objects, I think he should be
 given the opportunity.

SHRI S. M. BANERJEE: In the
 past there has been a practice that
 if a Minister wants to move an
 amendment immediately and he does
 not get time even to circulate it, the
 Speaker reads that out and that is
 accepted by the House, sometimes re-
 jected also. So, I would request that
 since he was in jail and he has come
 here now because of the Supreme
 Court, he should be allowed.

MR. DEPUTY-SPEAKER: With-
 out going into the precedents I have
 said that on this occasion in particu-
 lar he should be permitted. I would
 request members not to raise any
 point. I would read out his amend-
 ment.

श्री प्रेम चन्द वर्मा : अगर आप उन को
 समय देते हैं तो हमें भी देना चाहिये ।

उपाध्यक्ष महोदय : बोलने का अवसर
 है ।

श्री प्रेम चन्द वर्मा : अब वह जेल वाली
 बात कहते हैं

MR. DEPUTY-SPEAKER: He was prevented from attending to his parliamentary duties and therefore I have permitted him.

श्री सीताराम केसरी : उपाध्यक्ष महोदय :
 मैं भी अपने इलाके में एन०एफ० रेलवे का
 प्रेजीडेंट हूँ। मुझे बहुत सी बातें कहनी थीं।
 इसलिए मुझे थोड़ा मौका मिलना चाहिये।

MR. DEPUTY-SPEAKER: Let us conclude the debate on clause by clause consideration. At the final stage you can have some time.

श्री शक्ति भूषण : मेम्बर को यह अधिकार
 है कि जब वह जेल में जाये तब उसे विशेष
 सुविधा दी जाय कि वह प्रेजिडेंट भेज सके।
 घाइंदा इस बात का खयाल रक्खा जाय
 क्योंकि इन लोगों को बार-बार जेल जाना
 होता है।

SHRI C. M. POONACHA: I have with care listened to the debate and my own feeling is that probably we missed the central point of the Bill before us and dealt more with, and perhaps laid more emphasis on, the context than the substance of the Bill. The point is that the Bill seeks to regulate certain actions on the part of a citizen and also the railway employee in certain respects so that the operation of the railways is not interrupted. That is the central point and to that effect this Bill has been brought before the House.

The point has been made that the circumstances which led Government to issue an ordinance were based on the fact of certain situation created by the strike threat on the 19th and as such Government has resorted to this measure only to stifle railway employees from using their inherent right of collective bargaining. I, in a way appreciate that point, but the circumstances that led Government to take this measure should not be forgotten.

Before going into that, I would briefly like to refer to the other aspect of the question. Some members had commented on the point that Parliament was in session till the 30th and Government kept quiet and only after Parliament adjourned they rushed to issue this ordinance because that was one of the ways of circumventing the authority of Parliament. This is not fair.

SHRI S. M. BANERJEE: Why did you oppose the ordinance in the Cabinet?

SHRI C. M. POONACHA: If you kindly bear with me, I would try to meet all your points.

The negotiations and discussions were continuously going on and even at the time when Parliament was in session occasion was taken to discuss this very important matter, namely, the threatened strike by the Central Government employees and the Home Minister several times had placed the facts before the House. The Home Minister explained the situation and also made the Government's stand in this regard very clear to the House. Even then it was indicated that Government was willing for negotiations, for discussion and the doors were never closed and before the Parliament could adjourn, discussions were on. My hon. friend Shri S. M. Joshi will bear me out. After that it is only on the 3rd September, I think, that the strike notice was actually served on us and a situation arose as to what should be done and the matter was being considered in the Railway Board and in the Ministry. At the same time the climate around us was unduly being warmed up. I agree with what my hon. friend Shri Shinkre has said. There was so much of political motivation behind the whole thing. That fact I can prove by what my friends had referred to here and quoting from the publications that had issued from the Postal Employees Union, Class III. Here I would like to refer to a statement made by Shri Peter Al-

vares, Joint Secretary, Central Council of Action who is also incidentally the President of the All India Railwaymen's Federation. In that it is said—the statement is dated 26-8-68:

"At the dawn of September 19 at the tick of 6 a.m. tens of thousands of Central Government employees all over the country will walk out from their work spots and will be greeted by lakhs of their brethren on strike."

AN HON. MEMBER: What is wrong?

SHRI C. M. POONACHA: That is to say that they will walk out from the workspot. It is one thing for one set of employees to walk out from their desks. But it is a different thing for an employee who is running a locomotive or train to leave the thing and walk out. The act may be the same but the consequences are different in different sets of circumstances. But coming to that again I want to refer to what was actually indicated. Here is the publication. It says that there is no other alternative except to raise in revolt and end this misrule. This is what was being told to the Government employees as against the Government.

SHRI RANDHIR SINGH: There is a limit.

SHRI C. M. POONACHA: It is not the same thing when I, as a political leader go and speak to the general public. It is a different thing to go and tell the Government employees as to what they should do as regards the Government.

SHRI S. KUNDU: As regards mal-administration (*Interruptions*).

SHRI C. M. POONACHA: Not only that. Here is a bold letter display saying 'Take full charge of Government property'. What is said here is: 'Take full charge of Government property and valuables.' That is what is being told to the Government employees.

SHRI S. M. BANERJEE: I rise on a point of order under Rule 376. The business before the House is the ordinance and disapproval motion of the Indian Railway (Amendment) Bill.

SHRI RANDHIR SINGH: He is mincing matters.

SHRI S. M. BANERJEE: I am mincing the Congress Party. The question is: the hon. Minister has referred to a particular publication which is the mouth piece of the Postal Employees Union (Class III) and he is reading from it certain things which are out of context. The procedure is that whenever he reads a document, either he reads it fully or it should be laid on the Table of the House and we should also know. Of all the persons, Shri C. M. Poonacha, for whom I have the greatest regard, just now quoted a particular sentence from an article or an editorial from that particular magazine just to create confusion in the country....

SHRI RANDHIR SINGH: What is the point of order?

SHRI S. M. BANERJEE: My point of order is this. You should ask Shri Poonacha to lay it on the Table of the House; the entire document should be laid on the Table of the House so that it will be clear, especially when they are trying to mislead the country by quoting it in this House.

SHRI RANDHIR SINGH: You are exposed. (*Interruption*)

SHRI S. M. BANERJEE: That is not a secret document; it is no more a secret document; it should be circulated to all the Members. Since he has read that sentence, that para, without referring to the real issue, and without saying who has written it, I request you to ask him to lay it on the Table of the House. I beg of you that you should ask him to lay it on the Table, and it should be circulated.

MR. DEPUTY-SPEAKER: I have patiently listened to your point of order, and you have pointed out rule 376.

SHRI S. M. BANERJEE: That is for raising it.

SHRI S. M. JOSHI rose—

MR. DEPUTY-SPEAKER: That is true; but so far as the point of substance in the argument is concerned, he is within his right to rebut the argument put forward from the other side that it was not politically motivated and all that.

MR. DEPUTY-SPEAKER: If you are questioning my ruling, then it is not permissible. No more arguments. —What do you want?

श्री एस० एम जोशी : मेरा एक प्वाइंट ग्राफ ग्राइंडर है। पहले इन्होंने श्री पीटर ब्रलवारिस का नाम ले कर कुछ पढ़ा है। दूसरा उद्धरण जो इन्होंने दिया है वह किस का है? जब तक यह नहीं बताया जायगा तब तक यही समझा जाएगा कि यह भी उन्होंने ही कहा है। मंत्री महोदय बतायें कि क्या यह भी उन का ही लिखा हुआ है?

SHRI S. M. BANERJEE: Who has written that? (*Interruption*). You should try to protect those who are not present in the House. The hon. Minister has quoted a particular sentence of Mr. Peter Alvares who is no longer a Member of the House. Whenever any such name is mentioned by us in the House, we are immediately told that we should not mention those who are not able to defend themselves here. Similarly, he must be told that he should not mention the names of those who are not able to defend themselves here.

SHRI S. KUNDU: The Minister has quoted Mr. Peter Alvares as saying that the workers should come out in the dawn of the 19th September, and then he read out the other two lines which has not said.

MR. DEPUTY-SPEAKER: Please sit down. No more arguments. I have given my ruling on this. He is within his right to quote from a statement made by Mr. Peter Alvares who is connected with the Joint Council of Action. He is within his right to put it, to rebut the arguments on this side.

MR. DEPUTY-SPEAKER: Shri Joshi has raised a point. I request the Minister to make it clear because there is one thing. He need not go through it, and there is no question of placing it on the Table of the House. He is within his rights to give a quotation from a publication, but let him not do it without context. If there is any context which is missing, the House might be misled.

SEVERAL HON. MEMBERS rose—

SHRI RANDHIR SINGH: Do not let them disturb the Minister.

SHRI C. M. POONACHA: My effort was to give....

SHRI J. M. BISWAS: He should quote the full text.

SHRI RANDHIR SINGH: Expose them fully.

MR. DEPUTY-SPEAKER: Order, order. It is not necessary.

SHRI S. M. JOSHI: Who has written it: Let him mention the author.

SHRI RANDHIR SINGH: You must make them resume their seats. I am resuming my seat. You must make them resume their seats.

SHRI THIRUMALA RAO (Kakinada): Your observations make it rather ambiguous. The Minister is quite right in quoting from that magazine what the leaders of those unions have openly, publicly, without any mincing of words, have said. So, is he not entitled to quote it? (*Interruption*).

MR. DEPUTY-SPEAKER: I am doing that.

MR. DEPUTY-SPEAKER: I am not entering into that controversy in the House. I am only concerned as to whether it is relevant or not.

SHRI C. M. POONACHA: My effort was to place all the facts before the House. I am still endeavouring to do so. In the meantime I was interrupted. As I said, there was a statement made by Mr. Peter Alvares, Secretary-General of the Joint Council of Action. Incidentally, he happens to be the President of the all India Railwaymen's Federation. A statement of his is naturally germane to the subject we are discussing. This is an official publication and I can read *in extenso* provided the House has the time. I am only quoting certain relevant facts from this publication. What is the context I can give for headlines like this? Headlines are headlines. There is no continuity about it and there is no context. The headline says "Don't attend office on 9th and take full charge. . . . (Interruptions).

MR. DEPUTY-SPEAKER: The allegation is that you have quoted certain portions out of context, without giving the full context. It is a public document and if you have no objection, you place it on the Table of the House.

SHRI C. M. POONACHA: Yes, Sir; I am prepared to place it on the Table*.

SHRI S. M. BANERJEE: Copies should be circulated.

MR. DEPUTY-SPEAKER: He may continue his speech.

SHRI C. M. POONACHA: The obvious embarrassment of my friends is understandable. I do not know whether my hon. friend, Mr. George Fernandes will contradict this statement which appeared in the press. I am quoting it.

बी बार्ब करनेडीब : ए स० के०
 पाटिल का बखवार होगा ।

SHRI C. M. POONACHA: किसी
 का बी हूँ । Mr. S. K.
 Patil has not put words into his
 mouth. They are his own words.

MR. DEPUTY-SPEAKER: What is the name of that paper?

SHRI C. M. POONACHA: *Indian Monitor*,* Saturday, October 19. He says:

"The railwaymen, for instance, must be told"—

They do not perhaps know what they should do as regards their trade union rights therefore they must be told—

"in simple language that through one united organisation, they possess the capacity to paralyse the country and those with the strength to paralyse the country might as well take on the job of running it."

This is revolt and that is what the Central Government employees are asked to do. Whether the Central Government employees by themselves would have come forth with such a statement, I doubt.

This is politically motivated. The people were interfering to influence; they were trying to create. . . . (Interruptions).

SHRI CHENGALRAYA NAIDU: They were trying to misguide them.

SHRI C. M. POONACHA: So, the Government had to take action (Interruptions).

MR. DEPUTY SPEAKER: Mr. Fernandes, have patience.

SHRI C. M. POONACHA: Therefore, the point is that till the 3rd of September, things were not very clear and on the 3rd of September, we got the strike notice. Then, the parleys and negotiations were going on and after that, the situation started developing and these were the indications. We know, by experience, that there have been bandhs, strikes and so on. Political parties, of

[Shri C. M. Poonacha]

course, organise these bands and strikes. But, when the situation gets out of control or out of hands, the very organisers find it very difficult to prevent the serious consequences. And as a result, invariably arson starts; looting starts; vandalism starts. Then follows a variety of disturbances and commotion is set afoot. Then the very organisers find it difficult to control the situation. This has been our experience—bitter experience—in this country. So far as political dogmas and political aspirations are concerned, I admit that there is freedom for everybody. But, unfortunately, when the situation gets out of hand the initiative is seized by unsocial elements, when the unsocial elements come in, naturally, the Government will have to face them and action has to be taken by them. Otherwise Government is questioned as to why they were not able to handle the situation. This is the situation to which the Government is driven times after times and the Government has to take on such occasions a long-range view of things and they have to take certain measures. This Ordinance is as a result of that. This has been taken with due care not that we are feeling very happy about it but we could see the signs around; We could see the unseen hands of politicians binding the government employees.

Therefore, this Ordinance was absolutely necessary and the general public have acclaimed this. They have welcomed this Ordinance and they have appreciated the Government's stand. (Interruptions). Otherwise, there would have been chaos in this country. For example, my good friend asked: 'What about this token strike? Would the Government—democracy—fall to the ground because of this? Would a day's strike smash democracy? I would like to ask only one question. When it lies in the mouth of my good friend, Shri Fernandes, to say that it should be a revolt, do you mean

to say that the Government worth its salt—worth its responsibility—can tolerate rebellion even for a minute? certainly not (Interruptions).

Sir, this democracy can—not tolerate revolt, this democracy shall not tolerate rebellion in this country. And it should do everything that is possible to prevent such upsurges because we are answerable for the safety of the people. Therefore, what has been done has been done in the right perspective; taking the situation and the circumstances—each bit of it—into consideration. If government had not acted in this manner, I think we would have been responsible to the nation for our failures and lapses.

Action has been taken and it is now necessary that we should give it the form of regular law. This must come as a legislation. And therefore, I have come before the House. My good friend, Shri Fernandes often times had reminded us about the satyagraha movement launched by Mahatmaji. Well, I was humble volunteer working under his guidance. I know those days and here are some senior members who guided us. I had my own small and humble part to play during those days.

My hon. friend opposite asked: did not these Congressmen sit on the track and prevent the trains from running? Did they not obstruct railway traffic? My answer is: yes, we did. But it was in a different context, my hon. friend should not try to mislead the people or the country. During those days we had not the power to control the government. We did not have either democracy or the means to change the government. That was not a government established through the ballot box. We did not have adult franchise. Under those circumstances, Mahatmaji taught us satyagraha.

civil disobedience. The moment civil disobedience became uncivil, he immediately said "stop it". That is the central point. It is not disobedience for disobedience's sake; it is civil disobedience. The moment it became uncivil in any manner or shade, he at once said "No. stop it" and we had to stop it. Similarly, it is not *agraha* but *satyagraha* that he preached. The hon. Members opposite are preaching *duragraha*.... (Interruptions). Therefore, the agitation that we had the privilege to take part was of a different type and it was in a different context under different circumstances. To day, having won freedom, having got democracy, having got adult franchise, having got the right to change the government every five years through the ballot box, is it proper to indulge in these things.... (Interruptions). Yet, some people still would like to do it.... (interruptions).

श्री आर्ज करनैडीख : भ्राप गांधी जी को नहीं समझते हैं । मंत्री महोदय बतायें कि मार्टिन लूथर किंग जो कुछ कर रहे थे वह ठीक था या गलत । अगर सत्याग्रह पर बोलना है, तो मंत्री महोदय मार्टिन लूथर किंग के बारे में बतायें कि उन का काम ठीक था या गलत ।

SHRI C. M. POONACHA: I know there are some who do not believe in the ballot box.... (interruptions). who do not have belief or faith in the ballot box might probably preach a thing like this. But those people who have faith in democracy know that they have other ways, peaceful ways, open to them. Mahatma Gandhi and others who have taken part in the civil disobedience movement have given this country this democracy, about which we are proud. For achieving these things we had to pay the price by way of civil disobedience, *satyagraha*, and we have done so creditably and we are proud to sit in this House with that power in our hands.

Then a reference was made to the British railways, the 1990 Act and so on. I do not think I need take the time of the House by referring to them. But I will have to refer to one or two other points.

The hon. Member, Shrimati Sucheta Kripalaniji said that this measure was acceptable but what is it that we are going to do for settling the grievances of the railway men in general. She has rightly stated that there are instances where relief or remedy has not been found for years, cases are still pending with the Railway Board and that is causing great hardship to the railwaymen in general.

I would like to give some figures which will be very revealing. In the railways we have got the permanent negotiating machinery at every level—divisional, zonal and board level. We have also recognised trade unions. I would like to give figures of the number of meetings we had with the representatives of the various trade unions at different levels during the period March 1967 to March 1968. At the zonal railway level the number of meetings was 963; the number of items taken up for discussion was 18,754 and the number disposed of by discussion and settlement was 16,006. This is the record of the railways.

At the Board level, that is, at the central level, we had six meetings and had 138 all-India subjects before us. We have settled 111 of these cases by discussion, negotiation and settlement. This is the achievement at the Board level.

Some hon. friend said that railway workmen are made to suffer and that there is a sort of a despotic rule. It is not so. On the other hand, the labour is looked after very well.

SHRI GEORGE FERNANDES: All general managers are nawabs.

SHRI C. M. POONACHA: We have acted very, very sympathetically as regards labour's requirements.... (Interruption). There may be some instances and I will look into it. But as a measure of collective bargaining, we have never hesitated to discuss with our labour. We have treated them with due consideration at every stage and we will continue to do that in all humility, with all responsibility and with all earnest sincerity. Let not our friends try to make out that they alone are the champions of labour and we are not. Certainly not. In that I have taken a personal interest to see that labour grievances are redressed and that we should do our very best, the utmost, as regards the settlement of grievances of labour.

Not only that. There are eight outstanding demands at the Railway Board level. We have not been able to reach an agreement on them. So, we have decided to refer them to a tribunal and are going to refer them to the tribunal to decide. This is as regards our relationship with labour.

SHRIMATI SUCHETA KRIPALANI (Gonda): I had asked one more thing. How many cases have you referred to arbitration when there was disagreement at the PNM level?

AN HON. MEMBER: Eight.

SHRIMATI SUCHETA KRIPALANI: Only 8? That is all.

SHRI C. M. POONACHA: Yes.

SHRI S. KUNDU: The 6,000 cases disposed of are in the nature of disposing of as they disposed of the need-based wage.

AN HON. MEMBER: A very spirited reply.

SHRI INDRAJIT GUPTA: A fighting speech.

SHRI C. M. POONACHA: As regards the Bill itself, what does the

Bill propose to do? My hon. friend, Shri Bhandare, explained it. Shri Kashi Nath Pandey also explained that. It only says that the railwayman who has the responsibility of running the train will have to continue at his post and shall not abandon his place of duty. In regard to this certain observations were made and it was said that if we allow him to go on for hours and hours, what the poor driver can do. That does not happen, because we already have the regulations. No railwaymen, particularly the running staff, is required to work for more than 14 hours per day continuously.... (Interruption). This 14 hours is the outer limit; that is to say, if circumstances so warrant that one may have stances so warrant that one may have to work that long but after 12 hours he can give notice and seek for a relief. This is the regulation.

SHRI S. M. BANERJEE: And get a charge sheet.

SHRI C. M. POONACHA: But this does not happen to everybody. On the express trains, the mail trains, the double line and the trunk routes, they work only as per the link, that is, from X to Y station. They run on the link and there is no question of working for 14 hours. This is played up unfortunately. But such a situation does happen on the single line sections and branch line sections....

SHRI J. M. BISWAS: Goods trains?

SHRI C. M. POONACHA:.... where a passenger or goods train, mostly goods trains, is moving and the passenger train comes, the goods train may be stopped to give path to the passenger train. That way, some of the trains would be halted at different stations for one hour, two hours or three hours and, in total, it might even exceed 14 hours. This is an odd chance. In the total performance of the railway operations,

hardly about 2 per cent might come in that category and, for that, adequate provisions have been made. It is not that every driver is to work for 14 hours. Even that is with a rider, that is, the total hours of work in a week is 54 hours. Subject to that, every time, he gets rest and relief. All the duty time and regulations are laid down in the rules. They are observed. In an operation of this magnitude, it does occur under certain circumstances that there will be a longer period of work in certain sections. It is not as if every driver, every member of the running staff, is made to work beyond a certain limit and we want to take shelter under this legislation to make it incumbent on him and punish him if he fails to do certain work after a certain time. This is not so. There is absolutely no ground at all, no valid ground whatsoever, to say that we will take advantage of this piece of legislation to harass railwaymen. It will never happen. It has never happened.

Coming to the point regarding squatting on the railway lines and preventing the railways to move, now-a-days, in every agitation, big or small or indifferent, whatever it is, there is a tendency to make people come and reflect their grievances by squatting on the railway lines. This is becoming increasingly difficult. Particularly when there are bundhs, strikes and other things incidents of such happenings are increasing. To prevent that and to ensure that the travelling public is not made to suffer because of certain grievances of certain sections of the community, we have provided that anybody interfering with the operations of the railways will be punished under the Act. That is all. It is not against railwaymen only. Of course, if railwaymen commit such an offence they will be answerable and they will come under the mischief of the Act. This is in a limited sense applicable to people who take it into their heads to obstruct the railways and squat on

the railway line. These things are in the interest of the general public and the travelling public.

One hon. Member said that during the strike period 2.5 lakh people went on strike. It is completely wrong. It is not so. Hardly 5 per cent of the railwaymen participated. Even they were misled perhaps. I do not want to take it that they went against the Government. What I want to say is that 95 per cent have stood by the Government, they have our support and we stand by them.

MR. DEPUTY-SPEAKER: Shri George Fernandes.

SHRI J. M. BISWAS: I want to know from the hon. Minister only one case where the running staff deserted the train at a road-side station. I want to know from him whether there has been a single case of that nature.

MR. DEPUTY-SPEAKER: I have called Shri George Fernandes.

SHRI J. M. BISWAS: I want your protection, Sir. I want to know from the hon. Minister whether there has been a single case where the railway staff, particularly, the running staff deserted the train at a road-side station, whether any such case happened on the 19th September or not.

MR. DEPUTY-SPEAKER: Shri George Fernandes.

श्री जार्ज फर्नेंडीस : (बम्बई-दक्षिण) :
 उपाध्यक्ष महोदय, मुझे अफसोस है कि जो प्रस्ताव मैंने पेश किया था, न उस प्रस्ताव को स्वीकार करना सरकार ने उचित समझा और न जो मेरी अपील थी कि 133(2) (बी) के अन्तर्गत राष्ट्रपति को यह सत्ता ही कम कि अध्यादेश को वापस लिया जाय—येच यह सत्ता ही मंत्री महोदय को पत्तब नहीं आया।

[श्री जार्ज फरलैंडीज]

असल में, उपाध्यक्ष महोदय, पिछले डेढ़ साल से, 1967 के चुनाव के बाद से इस सरकार का सब हुकमशाही की ओर जा रहा है, जिसका एक नया सबूत आज यह सदन के सामने आ रहा है। ग्रनलाफुल एक्टविटीज बिल से इन्होंने शुरूआत की, बैंकों पर सोशल कंट्रोल के नाम से कर्मचारियों के ग्रान्दोलन पर रोक लगाने वाला 36(ए) तथा (डी) का मामला यहां पर आया और पास हो गया। फिर पिछले हफ्ते इण्डस्ट्रियल सिक्योरिटी फोर्स बिल को ला कर एक नई पलटन, एक नई पैरा-मिलिट्री फोर्स को भेजने का अधिकार इन्होंने प्राप्त किया और अब सरकार के ही कहने के अनुसार रेलवे कर्मचारियों के बुनियादी अधिकारों पर और देश के नागरिकों के बुनियादी अधिकारों पर रोक लगाने वाले इस अध्यादेश को विधेयक के रूप में लाने का काम यह सरकार कर रही है।

मंत्री महोदय ने काफी गर्मी में आ कर आज अपना भाषण दिया। मैं ने पहली बार पुनाचा साहब को डेढ़ सालों में इतने जोशमें देखा और मैं समझता हूँ कि इस गर्मी के पीछे, इस जोश के पीछे बहुत बड़ी परेशानी भी होगी, जो आप की सरकार और जिन की नौकरी आप की सरकार करनी है, हिन्दुस्तान के पूंजीपति, उन दोनों की परेशानी है। वे लोग डर गये हैं, लगता है कि मामला हमारे हाथों से जा रहा है, बहुत जल्दी जा रहा है, इसलिये येन-केन-प्रकारण जो भी हथियार हाथ में मिले, उसी हथियार का इस्तेमाल करके यहां पर चिपके रहना चाहते हैं और उस ब्यबस्था को जिस ने पिछले 20-21 साल में इस देश को बरबाद किया है, उस ब्यबस्था को और आगे चलाने का मौका हमें मिल जाय, इस प्रयास में जब यह सरकार लड़ी हुई है, तो जिनकी भेहत से, जिनके कर्म की बहीलत यह सरकार यहां बैठी है, उन महात्मा गांधी का अपमान करने से भी वह सरकार पीछे नहीं हट रही है।

मैंने पुनाचा साहब की तकरीर सुनी—सत्याग्रह और दुराग्रह पर इन्होंने बहुत लम्बी तकरीर की। इन्होंने बीच में प्रश्न पूछा था—जब वह कह रहे थे कि प्रजातंत्र में सत्याग्रह का कोई स्थान नहीं है, यहां प्रजातंत्र है, डेमोक्रेसी है, बोट है, यहां सत्याग्रह के लिये क्या स्थान है—बहुत गर्मी में आकर मंत्री साहब ने यह प्रश्न पूछा था। आपका कहना है कि हर पांच साल में एक बार मौका मिलता है, लेकिन रूस के जोर पर आप लोग चुनाव सड़ते हैं और बाद में हार कर अदालतों में जाते हैं, हिन्दुस्तान के अखबारों का इस्तेमाल करके लोगों को गुमराह कर के, विरोधी दलों के विचारों को न छापते हुए, अपनी ही बातों को चलानेका प्रयास करते हो—इस तरह से पांच सालके बाद जो मौका आता है, उसका न्याय तुम्हारे ऊपर है, उस का उत्तर देने का काम करो।

मैं चाहता हूँ कि हिन्दुस्तान के राष्ट्रपति, हिन्दुस्तान के प्रधान मंत्री, उप-प्रधान मंत्री और यहां बैठे हुए कई सदस्यगण—इन लोगों ने जब डा० मार्टिन लूथर किंग की हत्या हुई थी, उस वक्त उनके बारे में क्या कहा था, इन की तकरीरों को उठा कर देखा जाय। इन्होंने अपनी कौम पर अमरीका में होने वाले अन्याय को लेकर, नीग्रो लोगों पर ही नहीं, बल्कि अमरीका के गरीब तबके पर होने वाले अन्याय को लेकर उसका मुकाबला करने के लिये जिस हथियार को अपनाया था, उसके सम्बन्ध में इन लोगों के कहे हुए कथन को पढ़ेंगे तो ये कैसे दो जीम वाले लोम हैं, यह बात साफ हो जायगी। क्या आपका यह कहना है कि अमरीका में प्रजातंत्र नहीं है? जब डा० मार्टिन लूथर किंग ने मॉंटगुमरी में बस का बायकाट शुरू किया, बस कर्मचारियों को जाने से रोक दिया, मेम्फिस नगर में नीग्रो कर्मचारियों ने म्युनिस्पलटी की हड़ताल की थी, झाड़ू बाले, पानी बाले, सफाई करने

बाले कर्मचारी हड़ताल पर थे, उन के जलूस का नेतृत्व करने के लिये डा० मार्टिन लूथर किंग थेम्पिस्त शहर में पहुंचे थे, उस डा० मार्टिन लूथर किंग की, , थेम्पिस्त शहर में सबसे गरीब तबके के मजदूरों पर होने वाले अन्याय का मुकाबला करने के लिये जलूस निकालने के मौके पर, किसी ने गोली चलाकर हत्या की, उसकी मृत्यु पर सारी दुनिया रोई थी, आप लोग भी नकली जरूर रोये थे, क्योंकि आप लोगों का गांधी जी के सिद्धांतों से अब कोई मतलब नहीं रहा है। जिस दिन राजघाट में गांधी जी की चिता जलाई गई, उसी दिन आपने गांधीवाद को भी जला दिया—यह बात हम जानते हैं, लेकिन उपाध्यक्ष महोदय, यह शोभा नहीं देता—इस सरकार को—कि सत्याग्रह के बारे में इस किस्म का कथन इस सदन के अन्दर इस सरकार के मंत्री लोग करें।

उपाध्यक्ष महोदय, मैं आपके सामने श्री श्यामलाल जी के एक लेख को, जिसे उन्होंने गांधी जयन्ती शताब्दी के सम्बन्ध में टाइम्स आफ इण्डिया के 2 अक्टूबर के अंक में प्रकाशित किया है, पेश करना चाहता हूँ महात्मा गांधी जी को कोट करते हुए श्री श्याम लाल लिखते हैं—

“Even as early as 1920 he had come to the conclusion that *Satyagraha* was valid at all times as a means of getting a wrong undone.”

A wrong—including in the Railways.

“In his evidence before the disorders inquiry Committee set up in the wake of the martial law terror in Punjab he explained his philosophy in the most forthright manner:

Q: Supposing your own ministers pass any law, would it be open to anybody and everybody to break them?

Gandhi: Will it be open to the masses? I think it will be more open to the masses when India has her own ministers, because whilst English ministers have at least the benefit of ignorance on their side. unintentionally, our own ministers will have absolutely no excuse.

इसके आगे उनसे पूछा गया—

Q: Is not the remedy to turn those ministers out and not to break the laws?

इसके बारे में गांधी जी कहते थे—

Gandhi: I have known in most democratic countries ministers who have made themselves irremovable somehow or other. In that event what is a poor respectable minority to do? That minority will certainly bring down the tallest minister by offering stubborn civil resistance, and such a position I do anticipate happening in India also.”

(इश्वरबान)

SHRI INDRAJIT GUPTA: Refute Gandhiji now. (Interruption)

MR. DEPUTY-SPEAKER: Let him conclude.

SHRI J. B. KRIPALANI (Guna): May I suggest, Sir, that Gandhiji's name may not be drawn in this controversy by this side or that side. Because, there are many things in this philosophy which cannot be discussed here; and one was that when you break the law you invite upon yourself the maximum penalty that the law imposes. We do not do that. When action is taken we approach the Prime Minister, this Minister or that Minister. And, so far as the Government is concerned, it has no right to talk of Gandhiji because they have violated all his principles.

श्री जार्ज फरनेडीज : नो अध्यक्ष महोदय, रेल मंत्री ने गांधीजी और उनके उनके सत्याग्रह को लेकर हमारे ऊपर दुराग्रह का आरोप लगान की बात की और उसका जो उत्तर मुझे को देना था वह दिया। अब प्रश्न आता है कि रेल कर्मचारियों की हड़ताल का। कल से मैंने यहां पर कई सदस्यों की तकरीर को सुना।

16.3 hrs.

[MR. SPEAKER in the Chair].

उन्होंने रेल कर्मचारियों की हड़ताल के अधिकार पर काफी हमला बोला। श्रीमती तारकेश्वरी सिनहा और भंडारे साहब ने रेल कर्मचारियों के ऊपर काफी हमला किया। जब कर्मचारियों पर होने वाले अन्याय को दूर करने के सभी रास्ते खत्म हो जाते हैं तब हड़ताल करने का जो उनका अधिकार है वह सिर्फ इस देश अथवा दूसरों देशों में ही नहीं बल्कि जो इंटरनेशनल लेबर आर्गनाइजेशन है— जिसका कि यह हिन्दुस्तान एक फाउण्डर मेम्बर माना जाता है— उस आई० एल० ओ० द्वारा भी माना हुआ यह एक बुनियादी अधिकार है। जो बहस यहां पर चलती है कि सरकारी कर्मचारियों को हड़ताल करने का अधिकार न रहे, उनसे इस अधिकार को छीना जाए, मैं इस सदन को याद दिलाता चाहता हूँ कि कन्वेंशन 87 और कन्वेंशन 95, इंटरनेशनल लेबर आर्गनाइजेशन द्वारा राइट आफ आर्गनाइजेशन एंड राइट आफ कलैक्टिव बार्गनिंग माना गया है। हर साल हिन्दुस्तान के मजदूर मन्त्री कभी जनेवा पहुंच जाते हैं या आई० एल० ओ० का जहां भी सम्मेलन होता है वहां पहुंच जाते हैं लेकिन वहां पर जो प्रस्ताव होते हैं, जो बहस होती है, उस प्रस्ताव और बहस को धमल में लाने से हमेशा यह सरकार इनकार करती है। कर्मचारियों

के जो बुनियादी अधिकार हैं उनके बारे में कांग्रेस दल के सदस्य यहां पर बड़ी मस्ती और मजाक में बोलते हैं। मैं भंडारे साहब से कहना चाहता हूँ कि बिना बातों को आप कर्मचारियों के बारे में कहते हैं, कर्मचारियों की परेशानियों और उनके आचरण के बारे में आक्षेप लगाने हैं, आप मेरे साथ चलिए, भुसावल की वर्क-शाप में या बम्बई की परेल में और वहां पर रेल कर्मचारियों से मिलकर उनकी परेशानियों को समझने की कोशिश कीजिए, उनकी शिकायतों को जानिए और उसके बाद आपकी हिम्मत पड़े तो उन बातों को यहां पर सदन में दोहराइये।

SHRI J. B. KRIPALANI: I have never travelled in a train which was not late.

श्री जार्ज फरनेडीज : पसेन्जर्स भी हम लोग ही हैं। मैं आचार्य जी को बतलाऊं कि हिन्दुस्तान में 18 लाख रेल कर्मचारी हैं जिसका मतलब यह है कि हर 80 आदमियों में एक आदमी या तो रेल कर्मचारी है अथवा उसके परिवार का आदमी है। क्या वे पसेंजर नहीं हैं? आज 12-13 लाख कर्मचारी परमानेंट हैं और बाकी पांच लाख टम्पोररी हैं। रेलवे पसेंजर भी तो गरीब मजदूर हैं। जिस मूलक के अन्दर पक करोड़ सरकारी कर्मचारी अथवा रेल मजदूर हों क्या वे रेल के मुसाफिर नहीं हैं? पसेंजर के बारे में जो बातें यहां पर कही जाती हैं, उसके बारे में भी मुझे बतलाना है और मैं बार बार यहां पर कह चुका हूँ कि पसेंजर्स के बारे में कौन सोचता है? क्या रेलवे मंत्रालय या रेलवे बोर्ड या यह सरकार? आचार्य जी मेरे साथ चलें और चलकर बर्ड क्लास के डिब्बों को देखें कि वहां पर पंखा, बिजली और पानी का क्या इस्तजाम है। इसलिए पसेंजर्स की सुविधा के बारे

में तो किसी को भी हमें कोई बात बतलाने की जरूरत नहीं है। लेकिन केन्द्रीय सरकार कर्मचारियों और रेल कर्मचारियों के अधिकारों पर जो रोक लगाने की बात चल रही है, तो मैं एक बार फिर कहना चाहता हूँ कि यह सरकार का फासिस्ट रास्त पर ले जान का एक तरीका है जिसपर किसी भी हालत में हमें रकावट डालने और रोक लगाने का काम करना चाहिए।

आखिर मैं मैं एक बात कहकर समाप्त करूंगा। एक बात कांग्रेस दल के लोग यहां पर करत हैं कि कैसे गाड़ियों को बीच में रोका जाता है—इस बात पर बड़ा हल्ला बोलते हैं, कह कुछ आंकड़े भी सुनाए गए लेकिन इनको उन आंकड़ों का पता भी नहीं है। मैं इनको बतलाना चाहता हूँ कि इनके कानून मंत्री श्री गोविन्द मेनन केरल में जाकर बोलकर आए फिर दिल्ली में आकर बोले फिर वहां जाकर बोले और फिर चिट्ठी लिखकर बोले कि केरल के अन्दर केरल के लोगों को कानून को अपने हाथ ले लेना चाहिए। यह बात कानून मंत्री ने कही है। मैं पुनाचा साहब से पूछना चाहता हूँ कि आपकी रेलवे केरल में भी चलनी है। अगर गोविन्द मेनन के कहने पर आपके कांग्रेसी लोगों ने वहां रेलवे पर हमला शुरू किया तो फिर आप क्या करेंगे? वहां पर तो यह आर्डिनेन्स नहीं लगाया जायेगा बल्कि वहां पर केरल की सरकार से कहा जायेगा कि तुम रेल की प्रापर्टी नहीं बचा सके सरकारी व्यवस्था को नहीं चला सके। और आज से आठ साल पहले जो वहां पर किया गया था वहां के लोगों द्वारा चुनी हुई सरकार को कांग्रेस पार्टी ने खत्म कर दिया था आज जो प्रधान मंत्री हैं वह जब कांग्रेस पार्टी की सदर थीं तब वहां पर जो नीचता की गई

थी वहीं चीज आप फिर वहां पर करोगे उनके प्रधान मंत्री रहते हुए।

रेल मंत्री ने हमारे ऊपर कुछ व्यक्तिगत बार्ने कहीं हैं। वे मेरा एक लेख उठाकर बोले:

No Government worth its salt will tolerate this assault on democracy.

मैं दो बातें उत्तर में कहूंगा। एक तो यह कि आपकी यह डिमोक्रेसी भी है इसपर यहां बहस होनी चाहिए। अगर आपकी डिमोक्रेसी का मतलब है एक आदमी का एक वोट तो फिर अभी आपको नया सबक सीखने की जरूरत है। हिन्दुस्तान में डिमोक्रेसी नहीं है पांच साल में एक बार वोट देने का मौका हो तो उसको ही डिमोक्रेसी नहीं कहा जा सकता। पार्लमेन्ट की यह जो संस्था है जिसमें आप कानून को मंजूर कराते हो यहां पर 62 प्रतिशत मतदान के रहने हुए आप उनकी बात को नहीं मानने हो बहुमत के आधार पर काले कानून चलाते हो तो इसको डिमोक्रेसी नहीं कहा जाता है। जिस देश में भ्रष्टाचार रेडियो और प्रचार के दूसरे तमाम साधन एक खास वर्ग के हाथ में हों उस देश को प्रजातांत्रिक देश नहीं कहा जा सकता।

दूसरी बात आप यह कहते हो कि तुम सरकार हटान की बात करते हो तो मैंने तो यह कहा था कि रेल कर्मचारी अपनी ताकत को एक बार समझ लें केवल जान लें और मजबूत हो जायें और एक संगठन में रहें तो वे इस देश के सारे काम को बन्द कर सकते हैं, लेकिन जो बन्द कर सकता है वह बंद क्यों करेगा वह तो चला सकता है वह तो सारे देश को चला सकता है। मैंने तो एक बहुत बड़ी बात कही और वह आज नहीं गए 15 वर्षों से कहता था

[श्री जार्ज फरनेन्डीज]

रहा हूँ। मुझे अफमोस है कि रेल कम-
चारी भी उसको नहीं समझ पाए हैं।

.... (व्यवधान)

दुनिया में जिन देशों के साथ आपकी
सबसे बड़ी दोस्ती है उनमें से एक देश के
हैं नासर साहब। मैं पूछना चाहता हूँ कि
वे किस तरह से अधिकार में आए डा०
रामसुभग सिंह उसको बतायें।

MR. SPEAKER: We are going into
theories of democracy and all that.

SHRI INDRAJIT GUPTA: They also
gave us a lecture on democracy

श्री जार्ज फरनेन्डीज : मैं समाप्त कर
रहा हूँ। तो मैं यह कह रहा हूँ कि जब
ये बहस करते हैं तो उसका मतलब भी
समझें। आप मार्शल टीटो को लें, रूस की
सरकार को लें, दस साल जिनके साथ
हिन्दी-चीनी भाई-भाई किया, उनकी बात
लें। क्या आप जानते हो कि कैसे उन्होंने
सरकार बनाई। अभी प्रधान मंत्री साउथ
अमरीका के देशों में गई थीं, शायद टूटे
हुए पुल बांधने या नये पुल बनाने। क्या

आप जानते हो कि वहाँ के देश कैसे
अधिकार में आए? क्या बोट के जरिए?
तो फिर क्यों इस किस्म की बहस चलाने
हो जिसका कि मतलब भी नहीं समझते
हो।

श्री अध्यक्ष महोदय, मैं सरकार से
फिर एक बार अनुरोध करता हूँ कि जो
अभ्यादेश है उसको वह वापस लें और
जो विधेयक यहाँ पेश किया है उसको वापस
लें। और अगर नहीं वापस लेंगे तो यहाँ
उसका विरोध होगा और बाहर भी होगा,
और तुम लोगों के हट जाने तक इसका
विरोध होगा। यह इशारा देकर मैं अपना
भाषण समाप्त करता हूँ।

MR. SPEAKER: Now I shall put
the statutory resolution of Mr. George
Fernandes to vote.

The question is:

"This House disapproves of the
Indian Railways (Amendment)
Ordinance, 1968 (Ordinance No. 10
of 1968) promulgated by the Presi-
dent on the 14th September, 1968."

The Lok Sabha divided.

Division No. 13]

[16.46 hrs.

AYES

Adichan, Shri P. C.
Banerjee, Shri S. M.
Behera, Shri Baidhar
Biswas, Shri J. M.
Fernandes, Shri George
Gupta, Shri Indrajit
Gupta, Shri Kanwar Lal
Joshi, Shri S. M.
Kalita, Shri Dhireswer
Kundu, Shri S.

Limaye, Shri Madhu
Meghachandra, Shri M.
Mohammad Ismail, Shri
Molahu Prasad, Shri
Patil, Shri N. R.
Ramji Ram, Shri
Satya Narain Singh, Shri
Sen, Shri Deven
Suraj Bhan, Shri

NOES

Ahirwar, Shri Nathu Ram
Arumugam, Shri R. S.
Azad, Shri Bhagwat Jha
Bajpai, Shri Vidya Dhar
Barua, Shri Bedabrata
Bhandare, Shri R. D.
Bohra, Shri Onkarlal
Chanda, Shrimati Jyotsna
Chandrika Prasad, Shri
Chaturvedi, Shri R. L.
Chavan, Shri Y. B.
Dass, Shri C.
Desai, Shri Morarji
Dhillon, Shri G. S.
Dixit, Shri G. C.
Dwivedi, Shri Nageshwar
Gandhi, Shrimati Indira
Ghosh, Shri Parimal
Hari Krishna, Shri
Jadhav, Shri V. N.
Kamble, Shri
Karan Singh, Dr.
Kavade, Shri B. R.
Khanna, Shri P. K.
Kripalani, Shrimati Sucheta
Krishna, Shri M. R.
Kureel, Shri B. N.
Laskar, Shri N. R.
Lutfal Haque, Shri
Mahadeva Prasad, Dr.
Maharaj Singh, Shri
Master, Shri Bhola Nath
Mehta, Shri P. M.
Minimata Agam Dass Guru, Shri-
mati
Mirza, Shri Bakar Ali
Mishra, Shri Bibhuti
Mishra, Shri G. S.
Mukerjee, Shrimati Sharda
Nahata, Shri Amrit
Naidu, Shri Chengalraya
Pahadia, Shri Jagannath
Pandey, Shri Vishwa Nath
Pant, Shri K. C.

Pathasarathy, Shri
Patel, Shri N. N.
Patil, Shri Anantrao
Patil, Shri Deorao
Poonacha, Shri C. M.
Rajasekharan, Shri
Ram Dhan, Shri
Ram Subhag Singh, Dr.
Ram Swarup, Shri
Rana, Shri M. B.
Randhir Singh, Shri
Rane, Shri
Rao, Shri K. Narayana
Reddi, Shri G. S.
Reddy, Shrimati Sudha V.
Rohatgi, Shrimati Sushila
Roy, Shri Bishwanath
Sadhu Ram, Shri
Saha, Dr. S. K.
Saigal, Shri A. S.
Saleem, Shri M. Y.
Sambasivam, Shri
Sankata Prasad, Dr.
Sapre, Shrimati Tara
Sarma, Shri A. T.
Savitri Shyam, Shrimati
Sayeed, Shri P. M.
Sayyad Ali, Shri
Shambhu Nath, Shri
Sharma, Shri Naval Kishore
Shashi Bhushan, Shri
Sher Singh, Shri
Shinde, Shri Annasahib
Shinkre, Shri
Shiv Chandika Prasad, Shri
Siddayya, Shri
Siddheshwar Prasad, Shri
Singh, Shri D. N.
Sudarsanam, Shri M.
Surendra Pal Singh, Shri
Tula Ram, Shri
Virbhadra Singh, Shri
Vyas, Shri Ramesh Chandra

MR. SPEAKER: The question is:

MR. SPEAKER: The result* of the
Division is: Ayes: 19; Noes: 87.

The motion was negatived.

"That the Bill be circulated for the
purpose of eliciting opinion thereon
by the 1st February, 1969." (7)

The motion was negatived.

*The following Members also recorded their votes:—

AYES: Servashri K. Lakkappa, Shri Chand Goyal and S. S. Kothari:

MR. SPEAKER: The question is:
 "That the Bill be circulated for the
 purpose of eliciting opinion thereon
 by the 15th February, 1969." (8)

The motion was negatived.

MR. SPEAKER: Now, there is the
 motion for consideration moved by
 Shri Poonacha. The question is:

"That the Bill further to amend
 the Indian Railways Act, 1890, be
 taken into consideration."

Those for the motion will say "Aye."

SOME HON. MEMBERS: Aye.

MR. SPEAKER: Those against the
 motion will say "No."

SOME HON. MEMBERS: No.

Division No. 14]

Ahirwar, Shri Nathu Ram
 Arumugam, Shri R. S.
 Bajpai, Shri Vidya Dhar
 Barua, Shri Bedabrata
 Bhandare, Shri R. D.
 Bharti, Shri Maharaj Singh
 Bholu Nath, Shri
 Bohra, Shri Onkarlal
 Chanda, Shrimati Jyotsna
 Chaturvedi, Shri R. L.
 Chavan, Shri Y. B.
 Dass, Shri C.
 Desai, Shri Morarji
 Dhillon, Shri G. S.
 Dixit, Shri G. C.
 Dwivedi, Shri Nageshwar
 Gajraj Singh Rao, Shri
 Gandhi, Shrimati Indira
 Ghosh, Shri Parimal
 Girja Kumari, Shrimati
 Hari Krishna, Shri
 Jadhav, Shri V. N.
 Kamble, Shri
 Kavade, Shri B. R.
 Khanna, Shri P. K.
 Kinder Lal, Shri
 Kripalani, Shrimati Sucheta
 Krishna, Shri M. R.
 Kundu, Shri S.

MR. SPEAKER: The Ayes have it,
 the Ayes have it.

SOME HON. MEMBERS: The Noes
 have it.

SHRI S. M. BANERJEE: For this,
 we must have a division.

MR. SPEAKER: You want the
 lobbies to be cleared again?

SHRI S. M. BANERJEE: Yes; our
 men are waiting outside.

MR. SPEAKER: All right. The
 question is:

"That the Bill further to amend
 the Indian Railways Act, 1890, be
 taken into consideration."

The Lok Sabha divided:

AYES

[16.51 hrs.]

Kureel, Shri B. N.
 Laskar, Shri N. R.
 Lutfal Haque, Shri
 Mahadeva Prasad, Dr.
 Mehta, Shri P. M.
 Minimata, Shrimati Agam Dass
 Guru
 Mirza, Shri Bakar Ali
 Mishra, Shri Bibhuti
 Mishra, Shri G. S.
 Mrityunjay Prasad, Shri
 Nahata, Shri Amrit
 Naidu, Shri Chengalraya
 Pahadia, Shri Jagannath
 Pandey, Shri Vishwa Nath
 Pant, Shri K. C.
 Parthasarathy, Shri
 Patel, Shri N. N.
 Patil, Shri Anantrao
 Patil, Shri Deorao
 Poonacha, Shri C. M.
 Rajasekharan, Shri
 Ram Dhan, Shri
 Ram Subhag Singh, Dr.
 Ram Swarup, Shri
 Rana, Shri M. B.
 Randhir Singh, Shri
 Rane, Shri
 Rao, Dr. V. K. R. V.
 Reddy, Shrimati Sudha V.
 Rohatgi, Shrimati Sushila

AYES—contd.

Roy, Shri Bishwanath
Sadhuram, Shri
Saha, Dr. S. K.
Saigal, Shri A. S.
Saleem, Shri M. Y.
Sambasivam, Shri
Sankata Prasad, Dr.
Sapre, Shrimati Tara
Sarma, Shri A. T.
Savitri Shyam, Shrimati
Sayeed, Shri P. M.
Sayyad Ali, Shri
Shambu Nath, Shri
Sharma, Shri Naval Kishore

Sher Singh, Shri
Shinde, Shri Annasahib
Shinkre, Shri
Shiv Chandika Prasad, Shri
Siddayya, Shri
Siddeshwar Prasad, Shri
Singh, Shri D. N.
Sudarsanam, Shri M.
Surendra Pal Singh, Shri
Swaran Singh, Shri
Tula Ram, Shri
Virbhadra Singh, Shri
Vyas, Shri Ramesh Chandra

NOES

Adichan, Shri P. C.
Banerjee, Shri S. M.
Behera, Shri Baidhar
Biswas, Shri J. M.
Fernandes, Shri George
Goyal, Shri Shri Chand
Gupta, Shri Indrajit
Gupta, Shri Kanwar Lal
Joshi, Shri S. M.

Kalita, Shri Dhireswar
Lakkappa, Shri K.
Meghachandra, Shri M.
Mohammad Ismail, Shri
Patil, Shri N. R.
Ramji Ram, Shri
Satya Narain Singh, Shri
Sen, Shri Deven
Suraj Bhan, Shri

MR. SPEAKER: The result* of the division is: Ayes: 86; Noes: 18.

The motion was adopted.

Clause 2—(Insertion of new sections 100A and 100B).

श्री मधु लिमये: अध्यक्ष महोदय, मैं एडजोर्नमेंट आफ डिबेट का प्रस्ताव रखता हूँ। मैं इस पर बहुमत स्थापित करने का प्रस्ताव नियम 109 के मातहत पेश कर रहा हूँ। . . .

MR. SPEAKER: The motion for consideration of the Bill has already been adopted by the House. Now I can consider only your amendment. Now, hon. members may move their amendments to clause 2.

SHRI S. KUNDU: I beg to move:

Page 2, line 3,—

after "servant" insert—

"except in case of a token strike or a strike as the case may be" (1)

SHRI DHIRESWAR KALITA: I beg to move:

Page 2,—

after line 6, insert—

"Provided that no action shall be taken against a railway servant if he for the purpose of ventilating his grievances and high-lighting genuine demands of a general nature stops a train or trains." (2)

*The following Members also recorded their votes:—

AYES: Sarvasbri Chandrika Prasad, Bhagwat Jha Azad, G. S. Reddy, Shashi Bhushan and Shrimati Sharda Mukerjee.

NOES: Sarvasbri Molanu Prasad, Om Prakash Tyagi and S. S. Kothari;

SHRI INDRAJIT GUPTA: I beg to move:

Page 2,—

after line 6, insert—

“Provided that a railway servant shall not be held guilty of abandoning his duty after the train, rail-car or rolling-stock has reached the station or place up to which he was entrusted with the responsibility of running it and if, at the said station or place, there is no authorised railway servant on duty to receive the train, rail-car or rolling-stock at the time of arrival.” (10).

Page 2,—

Omit lines 7 to 14. (11).

SHRI DHIRESWAR KALITA: I beg to move:

Page 2,—

after line 14, insert—

“Provided that any railway servant or any other person who obstructs or causes to be obstructed any train in furtherance of demands of general nature, such railway servant or any other such person shall not be punished.” (12)

SHRI GEORGE FERNANDES: I beg to move:

Page 2, line 4,—

for “two years” substitute “three months” (15)

Page 2, line 5,—

for “five hundred” substitute— “fifty” (16)

Page 2,—

after line 6, insert—

“Provided that if the railway servant abandons his duty in pursuance of the notice of strike

served by a trade union, the provision of this section shall not apply.” (17)

Page 2, line 13,—

for “two years” substitute “three months” (21)

SHRI SHINKRE: I beg to move:

Page 2, lines 7 and 8,—

omit “or any person” (20)

Page 2, line 13,—

for “two” substitute “five” (22). (22).

SHRI GEORGE FERNANDES: I beg to move:

Page 2, line 14,—

for “five hundred” substitute “fifty.” (23)

Page 2,—after line 14, insert—

“Provided that this Section shall not apply to any acts done in pursuance of a demand for better amenities to railway servants or passengers.” (24)

SHRI LOBO PRABHU (Udipi): I beg to move:

Page 1, line 11,—

for “abandons” substitute— “abstains from” (30).

Page 2, line 12,—

after “otherwise” insert—

“or delaying or denying other services for travel” (34)

SHRI VISHWA NATH PANDEY (Salempur): I beg to move:

Page 2, line 4,—

for “two years” substitute “five years” (31)

Page 2, line 5,—

for “five hundred” substitute “one thousand” (32)

Page 2, line 14,—

for "five hundred" substitute
 "one thousand" (36).

SHRI OM PRAKASH TYAGI: I
 beg to move:

Page 2, line 6,—

add at the end—

"Provided that there is no
 extraordinary situation before
 him to do so or he is legally
 authorised to do so in order to
 ventilate his grievances." (33)

SHRI MADHU LIMAYE: I beg to
 move:

Pages 1 and 2,—

omit lines 8 to 11 and 1 to 6,
 respectively. (64)

Page 2,—

omit lines 7 to 14. (65)

MR. SPEAKER: You can now
 speak on your amendment.

श्री मधु लिमये : मैं नियम 109 पर
 बोल रहा हूँ। मैं चाहता हूँ कि इस पर इस
 समय वहस स्थगित हो जाय। पांच बजने
 में पांच मिनट बाकी रहने हैं इसलिए अभी से
 वह मुंगरुली वाली चर्चा प्रारम्भ कर दी
 जाय और कल उसको ले लिया जाय।

MR. SPEAKER: The Bill has al-
 ready been taken into consideration
 and we are on clause 2. You cannot
 move a motion for adjourning the
 whole discussion now. The discus-
 sion has gone on for 2 days. It can-
 not be begun again. On clause 2,
 you may speak on your amendment.
 Do not go into the rules now.

श्री मधु लिमये : उपाध्यक्ष महोदय ने
 कहा था कि बूँकि मेरे अमेंडमेंट्स सरकुलेट
 नहीं किये गये हैं, इसलिए वह उन्हें पढ़ कर]

सुनायेंगे। उनकी मेरे पास नकल नहीं है
 और इसलिए आप मेहरबानी करके मेरे
 संशोधनों को सुना दीजिए। उस के बाद
 मैं अपना वाक्य दूँगा।

MR. SPEAKER: You will be given
 a copy. In the meanwhile, Mr. Kundu
 can speak.

SHRI S. KUNDU: Sir, during the
 debate various speakers from this
 side, including myself, expressed our
 apprehension that this Bill is being
 brought in a manner that it is going
 to take away for ever the right of
 workers to go on strike. While re-
 sponding, Mr. Poonacha said that the
 members need not be agitated about
 it, because this Bill is meant only
 for anti-social people. If that is
 true, Mr. Poonacha must prove his
bona fides by accepting my amend-
 ment.

Section 100A reads as follows:—

"If a railway servant, when on
 duty, is entrusted with any respon-
 sibility connected with the runn-
 ing of a train, rail-car or any other
 rolling-stock from one station or
 place to another station or place,
 and he abandons his duty before
 reaching such station or place, with-
 out authority or without properly
 handing over such train, rail-car or
 rolling-stock to another authorised
 railway servant, he shall be punish-
 able with imprisonment for a
 term . . ."

All these things can be understand-
 able, that is, it is meant for anti-social
 people. After the word 'servant'
 you insert the following:—

'except in case of a token strike
 or a strike as the case may be.'

I have suggested the above amend-
 ment because in that act there is a
 phrase 'and he abandons his duty.'
 In case of a legal strike—in the act it
 is not mentioned—the worker can
 abandon his duty. In the case of such
 a strike—token strike, after my amend-
 ment is accepted, he will not be
 called upon and he will not be liable

[Shri S. Kundu]

for this punishment. If it is not accepted it will mean that you are also prohibiting him to go on strike or a token strike—and therefore there is genuine apprehension in the minds of hon. Members that this Bill has been brought in as a guise to curtail their trade union rights to strike. So, I demand, the hon. Minister ought to accept this amendment

We have all along alleged that this Ordinance has been primarily brought in at a time when the railwaymen or the Central Govt. employees had given a call for a token strike. And at that time it is quite justifiable for all of us to say that it had been brought only to pitch against the trade union workers who were exercising their legitimate and rightful trade union rights.

I have earlier said that this Bill is unconstitutional as it violates the provisions of the Constitution. Shri Poonacha must be knowing that when the N. F. Railway Union was de-recognised, the Assam High Court had declared this order *ultra vires*. And I think that they are now going to give recognition to that Union also. And in different High Courts also, such writs will come up and there will be many such improper orders—improper laws—against which a lot of money will be spent by the Railway defending it and harassment would be done to the workers to drag them from one court to another, ultimately it will be found that the order is quashed. In such circumstances, I plead that if they are genuine on what they say that they are not going to curb the trade union rights to strike or to go in for arbitration, they should, in all fairness, accept my amendment because this is an innocuous and a very simple amendment. Whatever measures you may like to take, if you prove your *bonafides* that you are not going to curb the trade union activities manifested in a call for a token strike—legal strike for which notice has been given

under the Industrial Disputes Act, I plead that the Government must accept it.

SHRI LOBO PRABHU: Sir, I would like to clarify my attitude. I am in favour of 1.3 million railway workers and I am concerned with the welfare of these railwaymen more than anybody else.

AN HON. MEMBER: It is 1.8 million.

SHRI LOBO PRABHU: I stick to this figure. I would not like the Opposition parties to be treated by the public as one who are not united on certain things. The public opinion is against this Bill. I would like to know whether this labour force of the strength of 1.3 millions probably, has no other means of obtaining its rights except by stopping the train in the middle of one station and in the middle even between two stations?

SHRI INDRAJIT GUPTA: How many of them have done that?
 17 hrs.

SHRI LOBO PRABHU: I am coming to my amendment. The question is whether this is a right that you should have. I am rather surprised that anyone should plead that a train should be stopped like that. It affects the 50 million people who are travelling every day. Let that figure be noted. Not 1.3 million railway employees but 50 million people travel every day. Not only that, Rs. 2 crores of income is affected when the railway operation is suspended. Not only that, when the train service is stopped, the entire economic life of the nation comes to a stop which costs many crores of rupees. The question is this. Is the public going to support the labour when it causes so much of loss in this way? Therefore, in the interests of the union, in the interests of the workers, I say: do not take the foolish stand that a railway employee has the right to stop a train when he likes or where he likes, whether in the course of a strike or for some other reason.

The amendment which I am proposing is not because I agree with the Congress which has brought forward this legislation. But I agree that all these laws which are repressive are necessary in these circumstances. The amendment that I have brought is to make the law complete. I have suggested the substitution of the word "abstain" for "abandon". That will cover the cases which have been referred to by some of our hon. friends here. Suppose the employees have not left the train, have not abandoned the train, they have stood inside the train but abstained from doing their work. So, I would press that instead of the word "abandon" the word "abstain" may be substituted so that it will cover the kind of *satyagraha* which the employees can perform in a running train, by abstaining from work even though they are not abandoning the train.

17.03 hrs.

DISCUSSION RE. FALL IN PRODUCTION AND PRICES OF GROUND-NUTS

MR. SPEAKER: The House will now take up discussion on groundnuts.

SHRI S. M. BANERJEE (Kanpur): Sir, for the last one and a half years the hon. Member has been pressing for this discussion and like Robert Bruce he has now got the opportunity.

SHRI CHENGALRAYA NAIDU (Chittoor): Mr. Speaker, I want to bring to the notice of this hon. House how the farmers have been exploited by the merchants under the nose of this government. When the cultivators raise crops, the crops are infested with pests for which they use Gamaxene. When the crop is raised, the farmers are still faced with so many insects called parasites against which they have no insecticide or medicine. Only the government could help them from these parasites. The second parasite

is the merchants and the consumers. Both of them want the agriculturist to produce groundnut and supply it to them at a cheaper rate. They are not concerned whether the agriculturist is getting a reasonable price for his produce or not.

I want to bring to the notice of the House how the government is responsible for the exploitation of the farmer. Government is importing soya bean oil from America under PL 480 and sun-flower oil from Russia by paying foreign exchange.

In 1964-65 10,357 tonnes of soya bean oil were imported; in 1965-66 47,993 tonnes were imported; in 1966-67, 31,275 tonnes were imported and in 1967-68 1,12,163 tonnes were imported. Now an order to import 82,000 tonnes from America is pending.

They are importing this oil, they say, to stabilise prices in the country and because groundnut production has fallen. That is the Government's argument. In 1967-68 from our country we have exported groundnut to the tune of 9,962 tonnes for a value of Rs. 1,59,95,000 and from April 1968 to August 1968 we have exported 8,183 tonnes of groundnut seed for a value of Rs. 1,11,71,000. On the one hand the Government says that due to fall in production we are importing soya bean oil from America and, on the other, we are exporting groundnut seed to foreign countries and are earning foreign exchange.

When we were able to export 8,183 tonnes of groundnut from April 1968 to August 1968, is their importing soya bean oil justified? If they import it, it is only to crush the agriculturists and harm them. If soya bean oil is going to be imported like this and the agriculturists are discouraged to grow groundnut in our country, after some time the agriculturists are going to take to some other crops and this country is going to be entirely dependent upon imports of soya bean oil from America and sun-flower oil from Russia. Is it the

[Shri Chengalraya Naidu]

policy of Government to make our country dependent on other countries or is it the policy to grow more oilseeds in our country and be self-sufficient?

I cannot think that this Government is having any interest in the agriculturists. They are not showing any interest in growing more oilseeds so that our country becomes self-sufficient. They are only interested in importing soya bean oil and making our country dependent on other countries. If really the Government is interested in our country becoming self-sufficient, let the Government stop the import of soya bean oil and give some more incentives to the ryots to grow more groundnut seeds and other oilseeds in our country. I only want to ask one question of our Minister: Is he going to stop at least the import of 82,000 tonnes of soya bean oil which comes under the agreement and which the S.T.C. is thinking of importing from America? If they stop this import, I think our prices will be stabilised.

The other argument that the Government is putting forward is this. They compare the oil prices of 1964, which were low, with the prices of the present day. When all the commodity prices went up, oilseed prices also went up. You have increased the dearness allowance of the Government employees; you have increased the import tax on agricultural machinery; you have increased the excise duty on tractors and other things. When everything goes up, naturally, the price of groundnut will also go up. Instead of comparing the prices of 1964 to 1968, I want the Government to be reasonable and see in other walks of life how much percentage has been increased in other items. If they compare what has happened from 1964 to 1968 and see how agriculturist is suffering, the Government will not import soya bean oil from America or sun-flower oil from Russia and the Government will encourage our agriculturists to produce more groundnut.

What is happening at the time of harvest? Now, from November, December and January, groundnut crop will be harvested. Our Government is going to release soya bean oil. They are asking the S.T.C. to release soya bean oil to vanapati factories at a time when there is harvest oil of groundnut crop. When the soya-bean oil is released to vanapati factories, naturally, they will not try to purchase groundnut from agriculturists. So, naturally, the prices will come down. When the prices come down in these three months, the merchants will purchase groundnut at a cheaper rate. After three months, when the Government stops the supply of soya-bean oil, they will get enormous profits. Is it the intention of the Government to make mill-owners to become rich or the merchants to make profits at the cost of agriculturists? If it is not so, I want the Government to stop these imports and ask the S.T.C. not to import 82,000 tonnes of oil. I want the Government to give some incentives to our agriculturists to grow more oilseeds in our country so that we may be dependent on other countries like America or Russia.

I only plead to the good sense of our Minister that, hereafter, please see that you help the agriculturists by stopping these imports. The agriculturists are having high hopes in the Congress Government. If you are not going to help them, the fate will be otherwise when the next elections come.

SHRI R. K. AMIN (Dhandhuka):
Mr. Speaker, Sir, I am glad that Mr. Naidu has drawn the attention of the House to this very important problem. This is a very important problem because, of all the oilseeds and the foodgrains, the groundnut is the only one where both the producers and consumers are put into greater difficulties.

The root of the trouble in this case is not the fall in prices or the rise in prices, but the wide fluctuations in

the prices prevailing in groundnuts. If I illustrate the problem, I would like to compare it to two situations, one the prices groundnuts as compared to the prices of foodgrains, what has been the rise in prices of groundnuts as compared to wheat and rice and two, during a particular period what sort of fluctuations in prices are prevailing. You take the wholesale price index of rice which was 108 in 1960-61 and has risen to 206 (nearly double) by 1967-68. In wheat also, the same sort of increase has taken place during this period. But so far as groundnut is concerned, the index which was 146 in 1960-61 has only increased to 242.

17.14 hrs.

[SHRI R. D. BHANDARE in the Chair].

Why I am drawing the attention of the House to this fact is that in regard to production groundnut, is a substitute of foodgrains production, therefore the farmers have to compare the parity prices from time to time. If you take the fluctuations during any one period say in August 1968 the price index was 178 at one time in that month and it came down to 134 during that month also. If that sort of wide fluctuations are prevailing, then the farmers are put into greater difficulties. If you look to the map of India, you will find that groundnut production is concentrated mainly in two or three areas, Madras, Andhra Pradesh and Gujarat. . . .

SHRI SHRI CHAND GOYAL (Chandigarh): You do not know about Punjab

SHRI R. K. AMIN: Punjab also. But more than 25 per cent of the total output in India is from Gujarat.

In Gujarat alone, out of the total production, more than 80 per cent is from Saurashtra area which consists of three to four districts. It is also concentrated in so far as agricultural output in any one area is concerned.

The entire area and the entire crop consists of groundnut and nothing else. If there are fluctuations in prices even to the extent of 25 to 30 per cent, the income of the farmers is greatly affected because this is the only cash crop or food crop whatever you would consider it to be, on which their entire income depends. Therefore, fluctuations in prices are very important and these fluctuations should therefore, be arrested; the prices should be stabilised. Why are they not being stabilised? If this question is asked, I would then as an answer just point out to the inconsistent and non-integrated price policy which is being followed by the Government. There is no integration between the export policy and the import policy. The import of soya-been under P. L. 480 is done because the Government is getting this on loan or on rupee payment or freely; that is why, they import this commodity; whether it is required in this country or not is not being taken into consideration. When the export of groundnut oil is being undertaken, nothing is being considered whether there is a need of this commodity in this country or whether the price prevailing is higher or lower than normal or whether we are very soon going to face the shortage of that commodity; these aspects are never taken into account.

At the same time, the growers have to face the zonal system so far as foodgrains are concerned and non-zonal system so far as groundnut is concerned. For example, in Gujarat, the Government have asked for a levy on groundnut oil. If the levy may be permitted, the levy will be imposed at the time when the crop will come into the market; then a lot of uncertainty will be created and the prices go down. Immediately, as soon as the season is over, during the months of June, July, August and September, the prices will rise, and they will rise not only by 10 or 15 per cent but by 30 or 40 or 50 per cent, and some-

[Shri R. K. Amin]

times even double the price may have to be paid at that time. Who gets the advantage of the differential prices? The growers do not get the advantage. The Government, by levy, takes the groundnut at a lower price, and they sell it during the months of May and June to the merchants at higher prices. Later on merchants also sell still at higher prices; it is the merchants who get the advantage. For what? For nothing. If the Government is acquiring groundnut oil in order to build a buffer stock, with a view to supplying oil whenever it is needed most, then for this purpose, there should be an integrated plan, integrated plan in the sense that it is the Government which should come into the market not by way of levy; the Government should come into the market by giving a support price. Whatever price is considered to be good and profitable as compared to the price prevailing in the case of cereals, keeping in view such parity if the prices are fixed and Government enters into the market to buy the stock at that time and the export and import policies are also simultaneously integrated with this policy of building a stock, then wide fluctuations in prices can be avoided, the income to the farmers can be stabilised and that income will be consistent with the income of the farmers producing food-grains. In that case, the consumers will not be put into difficulties during June, July, August and September when shortage prevails. At the same time, our exports and imports policies will also be integrated. Therefore, my recommendation is this: never import Soya-been just because it comes from America freely under P. L. 480. Also, exports should take place only after the requirements of the country have been satisfied. If Government builds up stock, the stock should be built up by price support policy and not by levy. And when the stock is built up it should be released only during the months of July, August and September when the

stock with the merchants or with the consumers is at its lowest. Weather conditions and other things also contribute to the fluctuations in the production. So, the stock should be sufficiently large to meet the shortage on account of fluctuations in production during a particular season and also, as I have already said, to meet the shortage during June, July, August and September.

If that kind of policy is followed both the consumers and the producers will gain. The farmers will not have to face the risk of fluctuations of their income. At the same time, Sir, they will make concentrated efforts to increase production of groundnuts.

SHRI M. SUDARSANAM (Narasaraopet): Mr. Chairman, Sir, the groundnuts play a vital role for the development of the economy of our country. This is a product which gives food for the manure, for the cattle and also for the soil. Because, the man consumes the oil and the seed, and the cattle consumes the fodder and the soil consumes the manure from time to time. So, this is a very important commodity for the development of the economy of our country. But unfortunately this commodity is subject to heavy taxation at the State level. The industry will have to pay the purchase tax. Again, the industry will have to pay tax on the sales at every stage. This levy itself comes to about 15 per cent to 20 per cent on the groundnut alone actually produced in this country. The bye-product, that is, the oilcake is also an export earning commodity, but this is subject to export duty of about Rs. 125 per ton which is really unbearable. All this burden of taxation makes the price to the farmer very low. That is the real reason. I wish that these points had been studied by my hon. friend, Shri Naidu. The whole point is this. Proper price for the farmer is essential and a proper enquiry should be made by the Government about the tax burden and

how to make the price level quite bearable or sizeable and all that. These are the points which should be considered expeditiously.

Government has got three crops. The main crop is called winter crop. Then comes the summer crop and also irrigated crop. By the supply of proper seeds and manure one can get definitely larger yields whereby the agriculturist can get larger income. Proper manure should therefore be supplied to the agriculturist from time to time. The price must be very remunerative to the agriculturist. Otherwise he cannot continue to grow the same commodity. He cannot develop the economy. I suggest that the following measures should be taken without delay.

There is a very heavy tax burden levied by the State Governments and also a heavy export duty on export of oil-cakes which should be reduced considerably just in line with other food crops, that is, rice etc. In respect of rice and other commodities there is only a single incidence tax. Unfortunately this groundnut seed is subject to multi-incidence taxation by State Governments. Every change of hand means that this commodity has to bear more taxation, which is to be borne by the producer and the consumer. This point should be thoroughly examined.

This is an agro-based industry which is spread over every nook and corner of this great country. Therefore proper transport must also be available to the agriculturist so that he can transport the product to the market at a reasonable level. There must be adequate storage accommodation for the groundnuts also. This product must get priority in respect of warehousing facilities. By storage of groundnuts the agriculturist must be in a position to obtain proper finance from the banks on the pro-

duction of warehouse certificates, so that he can sell the commodity when the prices come to his liking. This will go a long way in securing adequate price by the farmer. Mr. Naidu has said that there is export of seed and all that. It is not actually seed, but it is called, hand-picked seeds, (HPS) which earns good foreign exchange. It is used for eating purposes in overseas countries. An equivalent quantity of oil can be imported at a very low cost.

Therefore, I am not in favour of banning the export of hand picked groundnuts. We must encourage the export of hand picked groundnuts which really gives us a large income. This is really for eating purposes. We cannot starve the consumers. If we miss this market once, we cannot get it back at any stage.

As has been rightly pointed out, gambling and speculation in this commodity must be stopped altogether. I would appeal to the Forward Markets Commission to see that forward trading in this commodity, on this oil and oilseeds, is totally banned, so that farmers can have a good level of price. This is a most important thing that has to be done.

There is another thing. Groundnut oil cake is now subjected to a heavy export duty by the Government of India. This should be considerably reduced so that the price to the overseas buyer can be reduced and we can have a better yield for our produce.

I think we cannot totally ban the import of soya bean oil. But when the price level of groundnut is very low, there is no need for any import of soya bean oil. When the price goes up, then alone we should import soya bean oil.

That is all I have to say.

श्री श्रीचन्द्र गोयल (बण्डीगढ़) :
सभापति महोदय, मैं माननीय सदस्य, श्री
नायडू का कथनवाद करना चाहता हूँ कि

[श्री श्रीचन्द गोयल]

उन्होंने इस सदन के सामने एक महत्वपूर्ण विषय को रखा है भले ही ऊपर से देखने से शायद यह विषय महत्वपूर्ण नजर न आता हो। आपको याद होगा कि जब जिं ब्राज से पन्द्रह बीस साल पहले सिर्फ क्रिकेट मैचिज में तमाशाई के तौर पर जाने वाले लोग मूंगफली का इस्तेमाल करते थे या सफर काटने के लिए उसका इस्तेमाल होता था आज अच्छी अच्छी पार्टियों में काजू और बादाम की जगह तली हुई मूंगफली ने ले ली है। खाद्य के विशेषज्ञों ने यह राय दी है कि मूंगफली में बहुत प्रोटीन होता है।

इसके अलावा आज जब कि देशी घी केवल दबा के तौर पर इस्तेमाल करने के लिये रह गया है हमारे देश में घी की आवश्यकता वनस्पति से पूरी होती है जो कि मूंगफली से तैयार होता है। मैं समझता हूँ कि वह बहुत अच्छी और आला किस्म की वनस्पति घी होता है।

लेकिन परसों मेरे एक प्रश्न के उत्तर में खाद्य मंत्री ने यह कह कर टाल दिया कि देश में वनस्पति के कारखाने बन्द नहीं हुए हैं। शायद उनके ज्ञान में यह बात नहीं होगी कि जब हमारी सरकार ने सस्ते दामों पर या मुफ्त सोयाबीन आयात करने की नीति तय की तो उससे इस उद्योग को कितना भारी धक्का लगा। शायद सरकार ने यह समझा कि अगर मुफ्त का जहर भी मिलता हो तो उसको खाने में प्यवा हर्ज है। लेकिन उसने हमारे वनस्पति उद्योग का किस प्रकार सर्वनाश किया है शायद इसकी उन्हें जानकारी नहीं है। जब सरकार ने सोयाबीन आयात विदेशों से यहां आयात किया, तो उससे एक-दम प्राइस फ्लकचुएशन हुआ, जिसकी ओर अभी मेरे दोस्त, श्री घमीन, ने इशारा किया है।

हमारी सरकार ने बकलरस एक नई नीति यह भी तय कर ली कि घी-पार्टियों का

सरसों इत्यादि तेल निकालने वाले बीजों या मूंगफली आदि पर जो एडवांसि देते थे, उसने उन एडवांसिज को विद-डा कर लिया इसका नतीजा यह हुआ कि वनस्पति के कारखानों को भारी धक्का लगा।

आपको पता होगा कि मूंगफली की पैदावार ऐसे रेटों पर इलाकों में होती है जहां और कोई फसल नहीं होती है। मूंगफली की फसलें साल में कई कई हो सकती हैं। जब मूंगफली की पैदावार से हम विदेशी मुद्रा कमा सकते हैं, उससे हम अपने देश की वनस्पति घी की आवश्यकता को पूरा कर सकते हैं, उसके अपने आर्थिक अवस्था को सुधार सकते हैं, तो फिर सरकार उसकी ओर दुर्लक्ष क्यों करती है? मैं समझता हूँ कि सरकार की देश में सोयाबीन आयात आयात करने की नीति गलत है। इस के साथ तो मैं सहमत नहीं हूँ कि मूंगफली का जो निर्यात है इसे बन्द किया जाय। बाहर दूसरे देशों में जो इसको भोजना है इसको हमें बन्द करने की आवश्यकता नहीं है बल्कि हमारे देश के अन्दर इतनी गुंजाइश है कि हम इस मूंगफली की पैदावार को कोई गुना बढ़ा सकते हैं। किसानों को उचित इस का मूल्य मिले इसको स्टोर करने का मुनासिब प्रबन्ध हो और इस के मूल्यों के अन्दर इतना भेद जो फसल आने के समय और साल के आखिरमें होता है वह न हो, अगर इतनी भारी तब्दीली मूल्यों में न हो तो हमारे देश के किसान कई गुना मूंगफली पैदा करेंगे और हमारे देश की जो आर्थिक नीति है उसको ठीक करने में सहायता करेंगे। इसलिये अग्राज आवश्यकता इस बात की है कि इस सोयाबीन के तेलों की जो अपने देश के अन्दर आयात है इस के ऊपर प्रतिबन्ध लगाएं। इसके साथ साथ इस की पैदावार को बढ़ाने के लिए पूरे उपाय करें जो किसान हैं उन को उचित मूल्य मिले इस की हम उचित व्यवस्था करें तो मैं समझता हूँ कि आब जा डालने को इतनी

महंगी कीमत है और जो डालडे की कमी दिखाई देती है वह दूर हो सकती है। उचित मूल्य पर सभी लोगों को डालडा मिल सकता है। इसलिए यह आज बहुत महत्व का विषय है और मैं समझता हूँ कि सरकार इस पर अपना पूरा ध्यान देगी।

MR. CHAIRMAN: Shri Randhir Singh. Not more than five minutes.

SHRI S. M. BANERJEE: He is speaking on groundnut. He is a hard nut.

श्री रणधीर सिंह (रोहतक) : चेयरमैन महोदय, मूंगफली का सवाल नहीं एक बहुत बुनियादी बात है आज की बहस में जो मेरे दोस्त मिस्टर नायडू ने उठाई है और जिस की तरफ सारे हाउस का और देश का ध्यान खींचा है। सवाल यह है कि जो 80 प्रतिशत लोग हैं जिन को भ्रष्टाचारा कहा जाता है देश का और जो देश के मुहाफिज हैं जय जवान जय किसान जो देश को बचाते भी हैं और देश के पेट में रोटी भी देते हैं उन आदमियों के साथ बुनियादी जो सलक है उन के साथ जो इंसाफ का तकाजा है वह पूरा होता है या नहीं। सिर्फ मूंगफली का सवाल नहीं है कपास में भी और दूसरी जगहों पर भी हर जगह यह चीज नजर आती है (बयबचान) में जो तबज्जह खींचना चाहता हूँ वह इस वास्ते कि जहाँ बाबू जगजीवन राम जैसे, शिंदे साहब जैसे, डाक्टर राम सुभग सिंह जैसे, सी फोसदी नहीं 5 सी फोसदी किसान और 80 परसेंट जहाँ किसानों के तबके से ताल्लुक रखने वाले एम० पी० हैं वहाँ उन किसानों के साथ मौतली मां जैसा सलूक होता है। उस गवनेमेंट के द्वारा जिसमें किसानों के इतने हितोषी हैं यह बात नोटिस में आनी है यह कैसे होता है ? सवाल यह है कि क्यादा बेर यह बर्दास्त करने वाली बात है नहीं। किसान अगर बिजली लेना चाहे खेत के लिए तो उसको उस से दुगुने रेट देने पड़ते हैं जो एक छोटी सी कील लगा दे मशीन लगा दे

और इंडस्ट्री उस का नाम रख ले, इंडस्ट्री के मुकाबिले उसे दुगुना दाम पर-यूनिट देना पड़ता है। अगर किसान कर्ज लेना चाहे तो कर्ज की शरह जो इंडस्ट्रीज हैं जो दूसरे छन्धे करते हैं दुनिया भर का जो खोरबाजारी करने वाला तबका है उस को नी तीन या चार परसेंट इंटेरेस्ट पर कर्जा मिलता है और किसान को पन्द्रह पन्द्रप बीस बीस और तीस तीस परसेंट पर मिलता है जो बर्दास्त नहीं कर सकता है वह आदमी। मैं तबज्जह दिलाना चाहता हूँ आप की कि यह सलूक क्यों होता है ? बुनियादी यह जो समस्या है उस को हमें दूर करना है। यह बात कौन बर्दास्त करेगा ? मूंगफली के बारे में मेरे फाजिल दोस्त ने यह बात कही इम्पोर्ट के मुतत्लिक हम इम्पोर्ट करें लेकिन जो सोसं है उसी को मार दिया जायगा, जो इसका उत्पादक है, जो देश का हिनैषी है और मालिक है उस को मारने के लिए और उस के मुकाबिले में मुट्टी भर आदमियों को जो इम्पोर्ट कर केशायद लाइसेंसिंग से कुछ कमाएँ उन के मफाद के लिए किसान को जरब घाने दिवा जाय और फिर ऐसे मौके पर जब कि फसल का मौका होता है, यह बात कतई मुनासिब नहीं है। यह इम्पोर्ट उस मौके पर की जानी है जब कि किसानों की फसल पकती है। मूंगफली हों, कपास हो, इस का बाहर से इम्पोर्ट होनी है। बाहर से सोयाबीन जो आता है वह ऐसे मौके पर आता है जब कि किसान की फसल मंडी में आनी है। यह क्यों किया जाता है कि इन लोगों की जब मंडी में फसल आ जाय उसी वक्त उस के भाव गिराए जाय ? यही नहीं किसान गल्ला पैदा करता है, गेहूँ पैदा करता है। उस की उस को रेम्युनेटिव प्राइस नहीं मिलती। आज सुबह ही गन्ने की कीमत का सवाल था। (बयबचान)

चेयरमन महोदय यह चीज बेमक रेकीवेंट न हों लेकिन इस का सीधा ताल्लुक उस बात से है कि किसान जो चीज पैदा करता है उस को कीड़ियों के दाम उड़ा दिया जाता है और

[श्री रणधीर सिंह]

कोई चीज वह लेता है, अगर वह लोहा लेता है तो उस को लेना उसकी कंपैसिटी के बाहर है अगर वह सीमेंट लेना चाहता है तो नहीं ले सकता। इम्पोर्ट सीड लेना चाहता है तो नहीं ले सकता। इसी तरह की और चीजें हैं, उत्पादन बढ़ाने के लिए फर्टिलाइजर लेना चाहता है तो नहीं ले सकता। जो चीज उस को दरकार है उस की कीमत इतनी ज्यादा कर दी कि वह खरीद नहीं सकता। अगर उस को ट्रैक्टर लेना है तो नहीं ले सकता। लेकिन वह जो चीज पैदा करता है चाहे वह मूंगफनी हो, चाहे वह कपास हो, चाहे वह गन्ना हो और चाहे दूसरी चीज हो, अनाज हो, कर्माशियल क्राप हो सारी की सारी चीजों की दर इस तरह से लगाई जाती है कि उस को मुनासिब कीमत न मिल सके। इस से क्या जाहिर है कि इस सरकार की तबज्जह सिर्फ दूध निकालने के लिए है और सिर्फ राय लेने के लिए किसान को पकड़ रखा है जय जवान जय किसान लेकिन जहां उस को देने का सवाल आता है वहां कोई पछने वाला नहीं। जब उसका दूध निकाला जाता है तो उन को फेंक देते हैं एक तरह कोई भी सेजिस्लेशन पास होता है वह 80 परसेंट इन किसानों के खिलाफ जाता है। अभी मेरे दोस्त ने कहा कि 18 लाख मजदूरों का यह सवाल है और मैं चाहता हूँ कि वह वक्त आए कि वह हुकूमत संभाले, पता नहीं किस ब्वाब की दुनिया में वह मेरे दोस्त सो रहे हैं? 45 करोड़ किसान का यह देश कभी भी किसी हालत में भी यह बर्दास्त नहीं कर सकता कि मुट्ठी भर लोग आ कर उसके ऊपर डिक्टेटोरशिप करें। कहां सोते हैं वह? यह कभी बर्दास्त नहीं किया जा सकता और यह कभी हो नहीं सकता।

तो मैं जो तबज्जह दिलाना चाहता हूँ वह यह है कि बात नहीं है चाहे वह रेट

आफ इन्टरेस्ट की बात हो, चाहे वह किसान को रेम्युनेरेटिव प्राइस देने की बात हो या टैक्सेज की बात हो, टैक्सेज ला ला कर तो मार दिया किसान को। जितना गरीब किसान पर आज टैक्स है वह सारे नान-किसानों से कई गुना है। तो टैक्स लगा लगा कर के, इम्पोर्ट कर के उस को मार दिया है। प्राइस उस को उचित मिलती नहीं। गवर्नमेंट में उस का हिस्सा नहीं। पूछ उस की होती नहीं। तो मैं कहना चाहता हूँ, सब से बड़ी बीमारी जो है वह यह है कि किसान को इंसाफ मिलना चाहिए और मेरे फाजिल दोस्त नायडू साहब ने जो बात रखी, यह अकेले ग्रान्ध की बात नहीं है, मैं पूरे जोर से कहना चाहूंगा कि इम्पोर्ट इस की बन्द की जाय, इस का एकमपोर्ट बढ़ाया जाय और इम्पोर्ट करना है तो आउट आफ सीजन जिम में किसान के ऊपर इस का भार न पड़े उस समय किया जाय। इन शब्दों के साथ इन्होंने जो मोशन पेश किया है मैं उस की पुरजोर तार्ईद करता हूँ।

श्री एस० एम० जोशी (पूना): चेर-मैन महोदय, हाउस के सामने जो सवाल है इस को जिन्होंने प्रस्तुत किया है, मैं उन को धन्यवाद देता हूँ। धन्यवाद इसलिए है कि हमारी हुकूमत की जो नीति है, आर्थिक नीति है उस पर एक दूसरे पहलू से रोशनी डालने का मौका इस समय सदन को प्राप्त है। जैसा कि मेरे दोस्त ने अभी बताया कि जब मजदूरों का मामला आया तो वह समझने थे कि गोया किसानों को मजदूरों वाले भूल जात हैं, ऐसी बात नहीं है। पिछले 20-25 सालों में हम लोगों ने जो भी प्लान्स बनाए हैं और जितना रुपया पैसा हम ने यहां लगाया उस के कुछ नतीजे हो गए हैं और अब वह जो हुआ है उस की जड़ में मैं नहीं जाना चाहता हूँ। मगर एक चीज हो गई है कि एक तबका हमारे देश में ऐसा हुआ है कि जो बड़ा तबका कहां जा सकता है... दूसरा तबक ऐसा

बन गया है कि यह जो परिवर्तन आया है, इस का नतीजा उस को भूगतना पड़ता है ।

जसा प्रस्तावक महोदय ने आपको बताया—क्या यह हुकमत पूंजीपतियों के हितों को देख रही है, दूसरों के हितों को नहीं देखेगी—क्योंकि आज जो इन की नीति चल रही है, वह उन्हीं के हितों में चल रही है । बार-बार मैंने कहा है और जब मैं महाराष्ट्र प्रलेम्बली में था, तब भी कहता था.....

MR. CHAIRMAN: Can there be any general discussion on this subject, especially when the time is short?

SHRI S. M. JOSHI: I shall finish it within time.

जैसा मेरे दोस्त ने अभी बताया कि हिन्दु-स्तानमें किमानों की संख्या 80 फीसदी है, इनमें बहुत सारे किमान ऐसे हैं जिनके पाम अपनी ग्रामदनी बढ़ाने का कोई जरिया नहीं है, जो केवल अपने खेतों की ग्रामदनी पर ही निर्भर करते हैं, यह सरकार उन की चीजों की कीमतें गिराकर उन की ग्रामदनी को कम करती जाती है, लेकिन दूसरी तरफ सरमायेदारों के यहां जो चीजें बनती हैं, उनकी कीमतें कभी नहीं गिरती, बल्कि उन को प्रोटेक्शन दिया जाता है । जैसे हम घनाज या दूसरी चीजों का आयात करते हैं, इस का नतीजा क्या होता है—हमारे यहां खेतों में पैदा होने वाली चीजों की कीमत नीचे आ जाती है, किसान को नुकसान होता है, उस के बाद उस आयात किये हुए सामान से जो क्या पैसा मिलता है, उस को लेकर हम यहां इण्डस्ट्रीज शुरू कर देते हैं, इण्डस्ट्रीज शुरू करने का नतीजा क्या होता है—हमारे देश में एक कन्ट्राडिक्शन खड़ा हो जाता है । इस लिये जब तक इस कन्ट्राडिक्शन को हल नहीं करेंगे, गरीब लोग जो हमारे देश में बहु-संख्या में हैं, उन की स्थिति की तरफ ध्यान नहीं देंगे, तो मैं आपको स्पष्ट रूप से यह कह

देना चाहता हूं कि आपको बार-बार इस तरह के कानून लाने पड़ेंगे और उन कानूनों की सहायता से लोगों को दबाना पड़ेगा । लेकिन यह बात याद रखिये कि इस से कन्ट्राडिक्शन खत्म नहीं होगा, हमारा किसान चुप बठने वाला नहीं है, हमारा मजदूर चुप बठने वाला नहीं है, उस को इन दोनों के खिलाफ, हुकमत के ऐसे कानूनों के खिलाफ नड़ाई लड़नी होगी, जिसको आप लोग चाहें रिवांस्ट कहिये या कुछ भी कहिये, वह ऐसा नहीं करेगा तो क्या करेगा ।

हमारे देश में मंगफली होते हुए आप मोयाबीन लाते हैं और मंगफली को बाहर भेजते हैं, जिमसे उस का दाम गिरे—यह क्या योजना है । हमारे किसान को उस की पैदावार का सही दाम मिलना चाहिये, चीजों की कीमतों को इस तरह से रखें कि उस को मुनाफा हो, किमान को मुनाफा मिलता है या नहीं—इस का कोई हिसाब नहीं रखता, लेकिन सरमायेदार को मुनाफा मिलता है या नहीं—इस का हिसाब बराबर लगाया जाता है । इस तरह से काम नहीं चलेगा ।

इस लिये मेरी आपसे और उस तरफ जो भाई बैठे हुए हैं उन में प्रार्थना है—हमारी किसी पार्टी से कोई लड़ाई नहीं है, किसी व्यक्ति से कोई लड़ाई नहीं है—आपकी पार्टी की जो नीति है, जिसके कारण हमारे गरीब लोग ज्यादा गरीब हो रहे हैं, उन के ऊपर आक्रमें आ रही हैं, आपसियां आ रही हैं, आप की उस नीति के हम खिलाफ हैं । जब तक आप इस सवाल को हल नहीं करेंगे, गरीबों की दिक्कतों को दूर नहीं करेंगे, तब तक आप सफल नहीं हो सकेंगे । मैं आपसे कहना चाहता हूं कि इस देश में अक्षतोष बढ़ता जा रहा है—अगर आप इसे दूर करना चाहते हैं तो अपनी नीतियों में आपको बुनियादी परिवर्तन लाना होगा और कैपिटलिस्टों को केयर करने की जो नीति है, उस

[श्री एस० एम्० जीजा]

को बदलना होगा। अगर आपकी नीतियों में बुनियादी फर्क नहीं आयेगा, कैपिटलिस्टों को मजबूत देने की नीति नहीं बदलेंगे, गरीबों के फेवर में नहीं आयेगे, चाहे कितने कानून बनाइये, कुछ भी कीजिये, देश में असन्तोष बढ़ेगा और यह देश के हित में नहीं है, जम्बुरियत के हित में नहीं है, गरीबों के हित में नहीं है। जिस वक़्त उस के पास बग़ावत करने के अलावा और कोई सहारा नहीं रह जायेगा, तब आपने जाग आयेगी। इस लिये अभी समय है, जल्द से जल्द अपनी नीतियों में परिवर्तन कीजिये, नहीं तो फिर जो कुछ उन को करना होगा, करेंगे।

श्रीमती जयशंकर शाह (अमरेश्वरी)

सभापति महोदय, जहाँ से मैं आती हूँ, वह हिस्सा सारे देश में जितना प्राउण्ड-नट पैदा होता है, उसका तीसरा हिस्सा पैदा करता है। पहले मौराष्ट्र-गुजरात रहा हूँ। मुझे बड़े खेद के साथ कहना पड़ता है कि यह पालिसी न प्रोडक्शन-प्रोरियेन्टेड है और न कन्ज्यूमर प्रोरियेन्टेड। यद्यपि गिण्डे साहब इसमें काफी दिलचस्पी लेते हैं, लेकिन फिर भी मुझे कहना पड़ रहा है कि सरकार की यह पालिसी किसानों के हित में नहीं है। सोयाबीन की ही बात नहीं है, दरअसल ऐसा होता है कि जब फसल आती है, उस समय सरकार की धोर में ऐसी पालिसी एनाउन्स होती है, जिसके दाम गिरने शुरू हो जाते हैं। आज आपने जो नीति जाहिर की है कि आप सोयाबीन को इम्पोर्ट करने वाले हैं, इससे कोई फायदा होने वाला नहीं है, इससे दूसरों को फायदा होगा, कन्ज्यूमर को भी कोई विशेष फायदा होने वाला नहीं है। हम चाहते हैं कि प्राउण्ड-नट एक्सपोर्ट नहीं होना चाहिये, इसके लिये हम लड़ भी रहे हैं। लेकिन जो विशेष दान में कहना चाहती हूँ वह यह है कि सरकार समय पर अपनी पालिसी को जाहिर नहीं करती। जिस समय फसल आती है उस समय यह कहते हैं कि हम इम्पोर्ट करेंगे, जिससे

दाम गिरने शुरू हो जाते हैं, और जब वह दाम कारखानेदारों के हाथ में चला जाता है, तब ये कहते हैं कि हम एक्सपोर्ट करेंगे, जिससे कि दाम बढ़ने शुरू हो जाते हैं, जिसका नतीजा यह होता है कि कारखानेदारों को दोनों तरफ से फायदा होता है, खरीदने के समय वह कम दाम से खरीदता है और बेचने के समय वह महंगे दामों पर बेचता है। इससे कन्ज्यूमर को भी फायदा नहीं होता है। इनकी सारी प्राउण्ड-नट पालिसी उस समय एक बड़े मेस में है। इन की इस पालिसी से प्रोडक्शन मैन्टेन्स में लोग बहुत नाराज हैं। हम यह नहीं चाहते कि हम प्राउण्ड-नट को गुजरात में बाहर न जाने दें, हम शुरू में ही फूड-डोन्ट के खिलाफ रहे हैं। लेकिन इनकी पालिसी ने हमारे किसान भाइयों को बहुत नाराज कर दिया है।

वैजिटेबिल प्रायल के बारे में जो बात कही है—मैं आपको बतलाऊँ कि पिछले सालों में वैजिटेबिल प्रायल के कारखानेदारों ने जितना मुताफा किया है, उतना पिछले दस सालों में भी नहीं किया है। पिछली दशाभाव इतने कम हुए, इन लोगों ने खरीदने के लिये भावों को गिराया, मैं पूछना चाहती हूँ कि फूड कारपोरेशन वाले बीच में क्यों आये? जितनी गड़बड़ ये कारपोरेशन वाले करते हैं दूसरा कोई नहीं करता है। मैं सरकार की सारी पालिसियों के खिलाफ नहीं हूँ, लेकिन यह कारपोरेशन किस दाम पर खरीदता है और किस दाम पर बेचता है, कभी आपने उस पर गौर किया है—यह भी इन सारी गड़बड़ियों का जिम्मेदार है। आप जानते हैं कि प्राउण्ड-नट पर कम्पॉडिटी माकट में कितना स्पेकुलेशन होता है, कितने कारवर्ड ट्रांजेक्शन होते हैं—यह सब हमारे देश के किसानों के हक में नहीं होता है, इस सब का नतीजा उसे ही चुनना पड़ता है—वही मेरी जिम्मेदारी है।

धर इस समय घाप सोयाबीन इम्पोर्ट करने के बारे में नहीं बोलते तो क्या हो जाता ? सौराष्ट्र में, जो देश का सबसे बड़ा सेक्टर है, एक तरफ सूखे की मार है, दूसरी तरफ फसल कम हुई है, उस पर घापने यह नई बात कर दी, जिससे किसानों को बहुत नुकसान पहुंच रहा है। हम यही चाहते हैं कि घाप प्राउच-नट को बिल्कुल एक्सपोर्ट न करें और धर करना भी चाहते हैं तो ऐसे भीके पर करें जब किसान को उससे फायदा हो, उसका किसी तरह से नुकसान न हो। साम में कितना एक्सपोर्ट होगा, कितना इम्पोर्ट होगा—यह सब पालिसी घापको माफ माफ जाहिर करनी चाहिये थी। कारखानेदारों को नजर में रखते हुए नहीं करना चाहिये।

श्री रा० श्री० खन्वीर : मेरी के बारे में भी बोलिये। ... (व्यवधान) ...

श्रीमती जयाशेन शाह : कारखानेदारों के हक में यह देश नहीं चलता है, कुछ मूट्टी भर लोगों के दबाव में आकर पालिसी को नहीं बनाना चाहिये। सरकार सब को हितों को दृष्टि में रख कर इसके बारे में सोचे—कि कब क्या पालिसी जाहिर करनी है। हमारे किसानों को नुकसान न हो, ऐसी व्यवस्था होनी चाहिये।

श्री स० श्री० बनर्जी (कानपुर) : मन्नापति महोदय, मैं घापने मित्र नायडू माहब को बधाई देना चाहता हूँ, उन्होंने काफी कोशिश करने के बाद इस योजना को संसद में प्रस्तुत किया है। यदि घाप देखें तो मैं तो शहर का रहने वाला हूँ...

एक माननीय सदस्य : कानपुर में प्राउच-नट पैदा होता है।

श्री स० श्री० बनर्जी : घाप घाहये तो बहुत खिन्नाऊंगा। उत्तर प्रदेश की गरीब जनता मूकफली को जाड़े का भेषा कहती है, उन्हें पिस्ता बादाय तो कभी नसीब नहीं होता, मूकफली छेड़ी लगानी कर लेनी

है—नकदीर को कोमले हुए। तो मैं समझता हूँ कि अगर घाप कौन काम को देखें तो उनसे किसानों को खूब फायदा होने वाला था और वे इस खेती को बनाने की कोशिश भी कर रहे थे लेकिन जब उन्हें मासूम हुआ कि सरकार ने सोयाबीन का इम्पोर्ट शुरू कर दिया तो वे भी डीप हो गए। उस इम्पोर्ट में काफी मन्दी आई, दाम घटने लगे। दूसरे जो तेल वे भी मार्केट में इस्तेमाल होने लगे और उससे काफी नुकसान पहुंचा। इसलिए आज मैं समझता हूँ घाप इस बात को स्पष्ट करे कि क्या सोयाबीन को इस देश में बना सकनी है? जिन तेलों में यहाँ पर बेंजिटोलिज घायल बनता है क्या उनकी यहाँ पर इतनी कमी है कि उनको बिना उसके पूरा नहीं किया जा सकता? यदि उसके बिना भी पूर्ण हो सकती है तो फिर चाहे कोई देश सोयाबीन दे या कुछ भी दे उस को हमें नहीं लेना चाहिए। मैं कम कह रहा था, जैसी कि एक मसल है, कोई ऐसा मामला जो कि इन्वेन्शन के काबिल भी न हो लेकिन धर सपन में मिल जाये तो उस भी ले लेंगे, मुफ्त में धर टिक्कर प्राइडोन भी मिल जाए तो उसे भी पा लेंगे। तो आज जो किसानों की गिरनी हुई तामन है जिसका वर्णन यहाँ पर नाइडू माहब ने किया है और फिर यह मुझसे विरोधी दल की तरफ में भी नहीं घाया है, डेढ़ साल का कोशिश के बाद वे इसको यहाँ पर पेश कर सकेंगे।

MR. CHAIRMAN: You are repeating the same sentence four times.

SHRI S. M. BANERJEE: I shall go on congratulating the hon. Member for four years for the service he has done to the cultivators.

तो मैं यह कहना कि शायद मैं गिच्छे सिधे जाय और जीवन के टाइम पर इम्पोर्ट करके किसानों को जो हानि पहुंचाने की कोशिश की

[श्री स० मो० बनर्जी]

जानी है उसको बन्द किया जाए और मन्त्री जी यहाँ पर इम्पोर्ट के बारे में पूरी ताम्नील रखें कि उसकी जरूरत है या नहीं। अगर इम्पोर्ट से किसानों के लिए खतरा पैदा होता है तो इम्पोर्ट न किया जाए, यहाँ अच्छा होगा।

SHRI RAJASEKHARAN (Kanakapura): I am very happy that this august House has found some time to discuss this important subject. Sir, as you are aware, groundnut constitutes one of the most important oilseeds produced in the world with a production of 12.5 million tons and India ranks first among the producers of groundnut with a production of 4.4 million tonnes annually in about 6 million hectares.

Unfortunately, government have not made any attempts to give encouragement to this commercial crop which is being produced by thousands of farmers in this country. It is a very important product used both for edible oil and also for direct consumption. For the last two years the price of groundnut is falling and it has fallen to the extent of 50 per cent. Yet, unfortunately, the Agricultural Prices Commission has not found it fit to give a support price for this product. Here I would like to accuse the Agricultural Prices Commission of fostering the interests of the vegetable oil industry and the industrialists, which is very unfortunate. Here is a product which is grown in this country and, as I said in the beginning, we rank first in its production. Yet, we have not realised the importance of giving this commodity a very reasonable and remunerative price.

Further, as pointed out by some hon. Members, government have aggravated the situation by its own policies. Last year government imported about 1,12,663 tonnes of this product and this year they want to import about 82,000 tonnes, as mentioned by some of our friends. Unless the import of soya bean oil and

sun flower oil from USA and USSR are stopped, the price of groundnut will further fall down, aggravating the situation, which will put the farmers engaged in the production of groundnut out of job.

Therefore, I would plead with the government that they should, first of all, come out with a price support policy for this major commercial crop which is being grown in this country. I think, that is the first step which the Government should take. The second step is that they should totally prohibit and ban the import of soya-bean oil and sun-flower oil.

SHRI ANANTRAO PATIL (Ahmednagar): Mr. Chairman, Sir, without repetition or dramatisation or going into figures, I would like to submit two or three points and bring to the notice of the Minister the reasons for the fall in production and the fall in prices of groundnut.

Let us take the example of this year. There is not only fall in production and fall in prices in Andhra but also the same conditions prevail in Mysore, Maharashtra and specially in Gujarat which is the biggest producer of groundnut. There are two or three reasons why there is the fall in production of groundnut and the fall in the prices of groundnut. One is the natural calamity or the nature's anger. In some parts of the country, we did not get rains for days together, for a month nearly, and in Gujarat area, there were heavy floods. So, that was one of the reasons for the fall in production. As there was a fall in production, the prices should have gone up. But, unfortunately, the prices have fallen down during the last 15 days. I am not like Mr. S. M. Banerjee or Mr. S. M. Joshi. I have myself cultivated 6 acres of groundnut and the prices, in the last 15 days, have fallen from Rs. 150 per quintal to Rs. 110 per quintal. Out of these 6 acres, I have nearly lost Rs. 3000 instead of getting a single rupee.

One of the reasons is the import policy of the soya-bean oil on which point all the Members have spoken. But I am not going to blame the Agriculture Ministry for this. The Ministry of Agriculture is trying its best for the last four or five years to give incentives to agriculturists by giving them high-yielding variety seed, by giving them fertilisers and by giving them credit also. But when the crop is ready and the crop is harvested, then the worry of the agriculturist comes in because there is the marketing problem. There, I have a quarrel with the Commerce Ministry. There is no coordination between the Commerce Ministry and the Agriculture Ministry. This is not only in the case of groundnut but it is also in the case of cotton and sugarcane. The Agriculture Ministry asks the farmers to grow more and gives as much help as possible. But the Commerce Ministry does not take into consideration the plight of the farmers.

This year, when the groundnut production had fallen down, the agriculturists were expecting a better price. But the forward-marketing and the rackets of the mill-man and the middle-man under it impossible. There should be better marketing facilities. When the produce is ready, the agriculturist begins to face the difficulty of marketing and to get a better price. Here comes my complaint against the Ministry of Agriculture. This year, the producer or the grower of the groundnut is discouraged. From the consumer's point of view also, groundnut oil is one of the daily necessities. Every man, from the poor man right to rich man, needs groundnut oil. The price has gone up from Rs. 3 to Rs. 4 per kilo during the last week. If we are not going to take these things into consideration, if we are not going to have coordination between the Agriculture Ministry and the Commerce Ministry, the agriculture will suffer not only for 10 years to come but for the next 50 years also.

Our policy should be agriculturist-oriented, consumer-oriented, not mill-man-oriented or middle-man-oriented. About the imports, if we are not going to take into consideration our local products, if we are not going to give incentives to local products, we are not going to make any economic progress as far as the rural sector is concerned. I would like to know from the hon. Minister whether he is going to insist upon a coordinated policy between his Ministry and the Commerce Ministry and give relief to the agriculturist.

18 hrs.

THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND CO-OPERATION (SHRI ANNASAHIB SHINDE): I am thankful to the hon. House and particularly to Shri Naidu for having given this opportunity to discuss the problems of a very important crop in our country. We know, many matters are discussed in this House, but I have a feeling that many times many of the problems of agriculture are neglected by all of us. I am glad that, after persisting for the last few months, Mr. Naidu succeeded in having this discussion.

Groundnut, like sugarcane, cotton and jute, is one of the very important crops in our country. Lives of millions of farmers depend on income from groundnut. So, as far as my Ministry is concerned, we realise the importance of this crop in our national economy. Groundnut is not important only from the point of view of producers alone, but the edible oil which it produces is also important from the point of view of community as a whole. It is also one of the export-oriented crops because we have been exporting considerable quantities of de-oiled cake during the last few years.

Many hon. members have expressed their views in regard to the government's policies about groundnut, etc. Some of the hon. members

[Shri Annasahib Shinde]

have, in the course of their speeches, made a number of helpful suggestions to us, but I must say that many of the points are not relevant to the subject, and, to my mind, they are based on incorrect appreciation of the present position.

Now, what is happening in the field of groundnut? The groundnut crop in our country is mainly dependent on rains; it is a rain-fed crop; only three per cent of the groundnut crop is irrigated and the balance of 97 per cent of the crop is dependent on rains. Unfortunately, the behaviour of the monsoon in our country is very peculiar unlike many other countries, and many times even if there are rains, if they are ill-distributed or if they are not evenly distributed, then also the crop suffers.

The difficulties in the field of groundnut started in the year 1965-66. We had a very good crop in 1964-65; we almost produced about 59 lakh tonnes of groundnut in that year. But, thereafter, there was a steep fall in the production of groundnut. For instance, in 1965-66, we had only forty-two lakh tonnes as against 59 lakh tonnes in the year 1964-65. In the year 1966-67 we had only 44 lakh tonnes as against 59 lakh tonnes in 1964-65. The position was retrieved or improved in the year 1967-68 when we had 58 lakh tonnes. But prior to 1967-68, the prices of groundnut went to a level which was not a very reasonable level, I should say. I appreciate the fact that the farmers should get a reasonable price. Unless we succeed in ensuring a reasonable price to the farmers, it will be very difficult to have a successful production programme. I concede that. After conceding that position, we have, at the same time, to realise that the prices of commodities should not go to a level where it will become impossible for the consumers to purchase the commodity.

From groundnut, like other oilseeds, we get edible oil. During the last three years, especially after 1964-65, the prices of edible oil had shot up to such a level that there was discontent among the consumers all over the country, and no Government worth its name can fail to take notice of this. So, during the last few years, we did import some Soyabean oil. If we had not imported Soyabean oil, the prices of the edible oil would have gone up still higher and that would have been a very harsh thing for the consumers. So, Government did a right thing in importing a little quantity of Soya-bean oil....

SHRI R. K. AMIN: What about the wide fluctuations in the prices?

SHRI ANNASAHIB SHINDE: I am coming to that point. I am attaching a great importance to that also. The time at my disposal is very limited and still I am going to deal with that point.

Apart from the edible oil, in the raw form, we also produce Vanaspathi in our country. Hon. members are aware that there have been some problems in regard to the maintenance of the level of Vanaspathi prices in our country. The Soyabean oil which is imported into our country is not consumed in the same raw form; it cannot be sold directly to the consumers. We only make it available to Vanaspathi factories and the vanaspathi factories are in a position to make available the vanaspathi product at reasonable level of prices. And it is my own conviction that because of the availability of soyabean we have succeeded in maintaining a particular level of vanaspathi in our country. And that has been very helpful. There is one point which hon. Members should appreciate. After all, what is the quantum of import that we do in this country as compared with the total requirements of the country? Hardly 3 to 4 per cent has been the

level of our imports and I am prepared to concede this point that we should not be dependent too much on imports. I appreciate the sentiments of hon. Members. If and when the level of production comes up to a certain stage we should not really require soyabean oil. That should be our effort. But sometimes if we have difficulties, if we have a shortfall a deficit, if we import, there is nothing wrong in that. Hon. Members should not unnecessarily criticise the Government for taking right steps for maintenance of price level in our country.

AN HON. MEMBER: Import of soyabean should not affect the price. (Interruption).

SHRI ANNASAHIB SHINDE: I concede the point.

SHRI CHENGALRAYA NAIDU: We can have 3 per cent in our country itself instead of importing. Have you taken steps to grow that 3 per cent in our country? (Interruption).

SHRI ANNASAHIB SHINDE: Professor Amin and many other hon. Members were referring to the fact that high fluctuations prevail in the groundnut market. This is a phenomena which is causing much concern to the Government also. I took some trouble into going into this aspect of the problem and I found that this has been a common feature of our economy during the last many years. As soon as the harvest is done, immediately, in the post-harvest period the price level went down, and as soon as the harvest season is over the prices go up. This is not confined only to groundnuts but this has been a feature almost with many of the agricultural commodities. I also agree that as far as groundnut is concerned, this is in some accentuated form. I quite agree with that point. We are examining the position as to whether some support price for groundnut can be fixed up from year

to year. That point is under examination. It should be possible for Government to come to certain conclusion in regard to that. Not only that, but, I think that some stabilisation steps will have to be taken, constitution of buffer stocks etc. Suppose there is more production then there is some agency to purchase the surplus in the market. Then the price will not be unduly depressed. Suppose there is a shortfall; then, the buffer stocks can be released. Government is considering whether some price stabilisation measures can be adopted so that the price level can be maintained both in the interest of the producer and the consumer. A high-level committee under the chairmanship of Secretary, Agriculture, has been constituted. A number of other ministries are also represented on this committee.

In the end I would like to touch upon one point only. An important point in respect of groundnuts is this. Unfortunately the productivity per acre in this country as far as groundnut is concerned, is very poor. I have got some figures with me. In Nigeria it is 19.6 quintals per hectare. In USA, 18.6 in Brazil, 13.7 Senegal 10.8. South Africa 6.3, India 5.6 and Burma, 5.8. We are at the lowest level. Unless this per-acre productivity is raised in this country, I do not think that it would be possible for us to have really reasonable economy for the farmer. Our entire concentration should be how to raise productivity. As far as raising productivity is concerned it involves the problem of research, making good seeds available, having extension services in the fields and all that, so that our farmers are in a position to adopt new practices, new techniques and new technologies to increase production. Government are taking a number of steps. I do not want to take the time of the House to go into details, indicating what measures Government are taking. But this is the main approach to the problem. Unless per acre productivity goes up, it

[Shri Annasahib Shinde]
will not be possible for us to have a
reasonable return to the farmer.

In conclusion, I am thankful to all
hon. members who have participated
in the discussion. They have made a
number of helpful suggestions which

will receive due consideration of my
Ministry.

18.11 hrs.

The Lok Sabha then adjourned till
Eleven of the clock on Wednesday,
November 27, 1968/Agrahayana 6,
1890 (Saka).
