

- their runs, increasing the frequency of weekly/bi-weekly trains and running holidays specials on important routes to clear the traffic.
- (iii) Additional booking windows and reservation counters are opened and the working hours of reservation offices extended to cater to additional traffic.
- (iv) Reservation arrangements have been streamlined and strict supervision is maintained at important points.
- (v) Checks have been intensified with the help of antifraud squads, Vigilance Organisation, Government Railway Police and Railway Protection Force to detect anti-social elements and Railway staff indulging in malpractices regarding reservation. Strict action is taken against the defaulters to improve matters. C.B.I.'s assistance is also sought wherever possible.
- (vi) Railways have been alerted to keep a constant vigil on the corrupt and irregular activities of anti-social elements and take stern action and effective measures to contain their activities.
- (vii) Action is being taken employ only women as reservation/booking clerks and supervisors in the major booking offices starting with metropolitan cities.

2. As despite the above measures taken, the Ministry was receiving continuous complaints with regard to corruption and malpractices in reservation, to create an immediate impact, a Special Squad of Inspectors working under the control of Railway Board was formed and vigorous drive launched to intensify checks/raids at important reservation offices and on running trains. In addition, instructions

were also issued to the Zonal Railways that the Vigilance Organisations and Anti-fraud Squads should intensify the checks and raids by seeking assistance of CBI and local Police. The special drive launched to check corruption and malpractices in the reservation have proved effective to certain extent as ticket checking and reservation staff have become conscious that their activities are being watched.

3. Removal of unsocial elements from the station premises with the assistance of Police and particular stress on checking of passengers travelling on transferred tickets have been effective in curbing the activities of touts and unauthorised travel agent to a certain extent.

#### Visit abroad by Minister of Petroleum Chemicals and Fertilizers

330. SHRI JANARDHANA POOJARY:  
SHRI D. AMAT:

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

(a) whether he visited Norway, London and Dubai during May-June, 1978; and

(b) if so, the outcome of his visit?

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

(a) Yes, Sir.

(b) The visit to Dubai was primarily in connection with the inauguration of a container factory by His Highness the Ruler of Dubai set up by the Balmer Lawrie and Company, a public sector undertaking under the Ministry of Petroleum, Chemicals and Fertilizers. This opportunity was also availed of to hold discussions with the Vice-President of UAE and the Ruler of Dubai and the UAE Minister of Industry and Finance on possibilities of further economic cooperation between the two countries.

The visit to Norway was at the invitation of the Norwegian Government. Matters concerning offshore development programme, offshore technology, maintenance system and related issues were discussed with the Norwegian Minister for Petroleum and Energy and the Minister for Industry. Opportunity was also taken to visit their on-shore and off-shore establishments to evaluate their relevance to our requirements. As the result of these discussions and observations many likely areas of cooperation were identified.

London was a transit station. However the opportunity was utilized in reviewing all pending matters on which action was called for at our High Commission's and.

**Delay in finalising rolling stock of MTP in Calcutta**

331. **SHRI SAUGATA ROY:** Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been delay in finalising rolling stock for the MTP in Calcutta;

(b) if so, reasons therefor; and

(c) what steps Government are taking to overcome this delay?

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

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

**Meaning of 'Leader Products'**

332. **SHRI GOVINDA MUNDA:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the meaning of "leader product would be sought to be identified from the price notified for each formulation" as mentioned in the Statement laid on the Table of the House on 29th March, 1978; and

(b) why the option of the concerned leader product would be fixed in consultation with the manufacturer?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (H. N. BAHUGUNA):** (a) and

(b). It appears that the reference in the Question is to paragraph 52 of the Statement laid on the Table of the Lok Sabha on the 29th March, 1978, which is reproduced below:—

"52. In so far as Category III is concerned, separate pricing for each producer will be done as was being done hitherto. However, wherever possible, on the basis of standard composition, 'leader products' would be sought to be identified here also and prices notified for such formulations, which may, at the option of the concerned manufacturers, be adopted by them, and under advice to the Government. The mark up for this Category will be a maximum of 100 per cent, the manufacturers being free to choose his own mark up upto limit of this ceiling."

The new policy envisages that leader prices of Category I and II products with mark up of 40 per cent and 55 per cent respectively will be worked out based on the cost of production of the major efficient producers of such formulations. Such prices will be notified in the Official Gazette from time to time. For Category III formulations separate pricing for each producer will be done by allowing mark ups not exceeding 100 per cent. While this would be the general procedure for Category III formulations, leader prices will be notified wherever possible, for these formulations also based on standard composition. Such prices can be adopted by the concerned manufacturers under advice to the Government. However, adoption of such leader prices for Category III formulations will not be obligatory on the manufacturers of such formulations, because (a) it may not always be possible to identify leader prices