



# CONTENTS

*No. 8, Thursday, November 27, 1980/Agrahayana 6, 1902 (Saka)*

COLUMNS

**Oral Answers to Questions :**

\*Starred Questions Nos. 141 to 143, 145 and 147 . . . . . 1—26

**Written Answers to Questions:**

Starred Questions Nos. 146 and 148 to 160 . . . . . 26—38

Unstarred Questions Nos. 1401 to 1592 . . . . . 39—214

Correcting statement to USQ No. 6235 dt. 31-7-80 . . . . . 214—17

*Re.* Adjournment Motions . . . . . 217—23

Papers Laid on the Table . . . . . 223—24

Statements of Public Accounts Committee . . . . . 224

Message from Rajya Sabha . . . . . 225

Calling Attention to Matter of Urgent Public importance—  
Reported accident to a DTC Bus near Dholpur : . . . . . 225—47

Shri Ram Vilas Paswan . . . . . 225, 226—31

Shri Buta Singh . . . . . 225—26, 231—35 237—38,  
241—42, 245—47

Shri Xavier Arakal . . . . . 236—37

Shri B. V. Desai . . . . . 238—41

Shri G. M. Banatwalla . . . . . 242—45

**Public Undertakings Committee—**

First Report . . . . . 247—48

**Anti-Apartheid (United Nations Convention) Bill—*Introduced*** . . . . . 248

**Matters Under Rule 377—**

(i) Forests lying North-East of Peruvannamuzhi reservoir of Kuttidi irrigation project in Kerala :

Shri V.S. Vijayaraghvan . . . . . 248—49

(ii) Supply of Book to various Central Schools in the country :

Shri Era Mohan . . . . . 249—50

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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.

## (iii) Need for a Post and Telegraphs Division at Bhawanipatna in Orissa :

Shri Resaomenari Behera . . . . . 250—51

## (iv) Posts and Telegraph System in West Bengal :

Prof. Rup Chand Pal . . . . . 251—52

## (v) Reported beating up of employees of Post and Telegraph Circle Office at Bhubaneswar by armed policemen :

Shrimati Pramila Dandavate . . . . . 252

Hotel Receipts Tax Bill . . . . . 253—301

## Motion to consider—

Shri R. Venkataraman . . . . . 253—54, 291—94

Shri Satyasadhan Chakraborty . . . . . 255—58

Shri A. T. Patil . . . . . 258—59

Shri C. Palaniappan . . . . . 259—62

Shri Mool Chand Daga . . . . . 262—69

Dr. Vasant Kumar Pandit . . . . . 269—73

Shri Jaipal Singh Kashyap . . . . . 273—75

Shri Xavier Arakal . . . . . 275—77

Shri T. R. Shamanna . . . . . 278—81

Shri Bapusaheb Parulekar . . . . . 281—84

Shri K. A. Rajan . . . . . 284—85

Shri P. Namgyal . . . . . 285—87

Shri R. L. P. Verma . . . . . 287—89

Shri G. M. Banatwalla . . . . . 289—91

Clauses 2 to 37 and 1 . . . . . 295—99

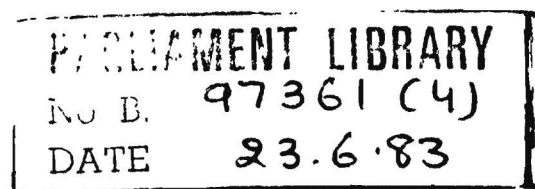
## Motion to Pass—

Shri R. Venkataraman . . . . . 299

Shri Somnath Chatterjee . . . . . 299—303

Statutory Resolution *Re.* Disapproval of Monopolies and Restrictive Trade Practices (Amendment) Ordinance, 1980—

Shri Chitta Basu . . . . . 301—302



## LOK SABHA

Thursday, November 27, 1980/Agra-  
haryana 6, 1902 (Saka)

The Lok Sabha met at Eleven of the  
Clock

[MR. DEPUTY-SPEAKER in the Chair]

### ORAL ANSWER TO QUESTIONS

#### Steps to eradicate Blindness and to cure cataract

\*141. SHRIMATI KRISHNA SAHI. Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that 40,000 children go blind every year in India before the age of six;

(b) whether it is a fact that every year 5 lakhs cataract patients join an already staggering backlog of 50 lakhs sufferers in the country;

(c) whether it is a fact that every third blind person in the world is an Indian; and

(d) if so, what steps have been taken to eradicate blindness and to cure the disease?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) There is no such authentic data.

(b) Yes, Sir. It is so estimated.

(c) No definite data in regard to the total blind population in the world is available. According to a recent estimate made by the Royal Commonwealth Society for the Blind, there are about 28—42 million blind people in the world out of which India is estimated to have 9 million.

2528 L.S.—1

(d) Government of India have taken the following steps to eradicate blindness and to cure the disease;

(i) A National Health Programme has been launched countrywide since 1976 for prevention of visual impairment and control of blindness.

(ii) For prevention of mal-nutritional blindness due to Vitamin 'A' deficiency amongst children, a programme for administering Vitamin 'A' to the pre-school children through PHC net work has been introduced.

श्रीमति कृष्णा साही : मंत्री महोदय ने अपने जवाब में कहा है कि सरकार के पास इस बारे में कोई प्रार्थेटिक डेटा नहीं है। आप और मंत्री महोदय इस बात से सहमत होंगे कि हमारे यहां बच्चे अधिक संख्या में अंधे होते हैं और आधुनिक युग में एक समुन्नत देश के लिए यह एक अभिशाप है। इस बात को ध्यान में रखते हुए क्या सरकार के पास कोई ऐसी योजना है, जिसके अन्तर्गत बच्चों को विटामिन ए तथा डी और न्यूट्रीशन दी जाती है, यदि हां, तो इस योजना के अन्तर्गत कितने बच्चों को किन किन राज्यों में दी जाती है ?

SHRI NIHAR RANJAN LASKAR: The hon. Member has raised very important questions. Government of India is giving very important impetus to these very programmes. In order to eliminate blinding mal-nutrition which is the major cause of child blindness, a programme called the prophylax against blindness of children due to vitamin deficiency has been taken up by our Ministry. Under this programme we are trying to cover 25% of the entire population of age group between 1 to 5. The agents will be our PHC and sub-Centre level.

The hon. Member has asked how far we have achieved this programme? The cover under this programme has increased from 3.89 million children in 1977-78 to 14.95 during 1979-80. We are taking every precaution to cover at least 25% population every year of this age group between 1 to 5 within Sixth Five Year Plan.

श्रीमती कृष्णा साही : चूँकि सरकार के पास इस बारे में कोई मशीनरी नहीं है, इस लिए मंत्री महोदय ने कहा है कि कोई आर्थेटिक डेटा उपलब्ध नहीं है। इसी तरह (बी) के उत्तर में कहा गया है कि इट इज सो एस्टोमेटिड। मैं जानना चाहती हूँ कि (1) जो लास्ट सैन्सस आपरेशनज कन्डक्ट हुए थे, क्या उनमें इसके बारे में कोई लेखा-जोखा लिया गया था या नहीं कि कितने बच्चे ग्रंथे हो जाते हैं, और (2) आंखों के अस्पतालों को समुन्नत करने के लिए सरकार के पास कोई योजना है या नहीं, यदि है, तो उसपर कितनी धनराशि खर्च करने जा रहे हैं।

SHRI NIHAR RANJAN LASKAR: So far as the first part of the question is concerned, I have already said we have no definite data but there are some studies on it. The first one is the Royal Common Wealth Society. In our country the Indian Council of Medical Research during 1970-72 have also gone through seven centres—Srinagar, Delhi, Varanasi, Cuttack, Indore, Ahmedabad and Madurai. According to that estimate it is also very rough estimate, I have said 9 million blind people are there in our country.

The hon. Member asked me—what are the programmes to combat this disease? I have already said that the National Health Programme has been launched in the country during 1977-78 for prevention of impairment and control of blindness. The salient features are like this. I can just mention a few of them. The first is wide dissemination of available information regarding eye camp by means of all mass media programmes and secondly to augment ophthalmic service so that relief could be given to the maximum number of these people in the shortest possible time to establish permanent infra-structure for

community oriented eye health care. We have also programme for the current year. Shall I read it out?

MR. DEPUTY SPEAKER: You can place it on the Table of the House.

श्रीमती कृष्णा साही : उपाध्यक्ष महोदय, मैं आपकी प्रोटेक्शन चाहती हूँ। मैंने पूछा है कि आंखों के अस्पतालों को समुन्नत करने के लिए क्या योजना है। मंत्री महोदय ने उमका उत्तर नहीं दिया है।

SHRI NIHAR RANJAN LASKAR: The following services are proposed to be developed in the country during 1980-81

We will provide 45 mobile units. They will go to the rural areas and through them we will cure and attend more persons. We are going to strengthen public health centres—1600 in nos.; we are strengthening district hospitals—about 200 in nos. There is a paucity of funds and, within the funds available, we are doing everything in this regard. There is going to be upgradation of Ophthalmic Departments in Medical Colleges—13 in nos.; development of Regional institute of Ophthalmology—6 in nos. We are taking many measures.

MR. DEPUTY SPEAKER: This is in addition to what the respective State Government are doing.

SHRI NIHAR RANJAN LASKAR: Yes, Sir.

श्री डी० पी० यादव : उपाध्यक्ष जी, योजना बनाना, वर्किंग ग्रुप को तैयार करना, उससे योजना लेना—सरकार के बहुधंधी कामों में एक धंधा यह भी है, हम भी इसको करते थे और आप भी कर रहे हैं लेकिन मैं मंत्री जी से स्पष्ट तौर पर पूछना चाहता हूँ कि आपकी पोलिटिकल डिटेर्मिनेशन कितनी है कि बच्चों को ग्रंथ रोग से मुक्ति मिल सके ? आपके पास मशीनरी

5 क्या है जिससे अंधापन दूर हो सके और आपके पास कितनी राशि है ? केवल आइडिया से काम नहीं चलेगा, आपके पास क्या राशि है, क्या डिट-मिनेशन है और क्या मशीनरी है— इस पर प्रकाश डालिए ।

**SHRI NIHAR RANJAN LASKAR :** I have already mentioned the various measures that we are taking in answer to the first question. We are giving all importance to the child health care programme. We are trying in a modest way to cover at least 25 per cent of children in the age group of 1 to 5 years. About 250 lakh children—age group 1—5 years—annually, we are trying to cover that much. There is a target laid down in the Sixth Plan and we are determined to achieve this target. In this regard, we have to take the help of State Governments. Our PHCs are there; our other hospitals are there. Through them, we have to cover this programme. Sometimes, the State Governments fail in that. We have no other alternative. We have to depend upon the State Governments to a large extent.

**SHRI XAVIER ARAKKAL :** Since the Health Minister is here, in this context I want to ask one thing. Today's newspapers have reported that junior doctors are going to go on strike again. May I know from the hon. Minister what has happened since the settlement was made, how far it has been implemented and whether there is any genuine case made out in this threat of junior doctors to go on strike again ?

**SHRI NIHAR RANJAN LASKAR :** The only thing I can say is that we cannot completely prevent the possibility of strikes in future.

**SHRI NIREN GHOSH :** The question relates to eradication of blindness. In this context, I want to know whether it is a fact or not that forced, tortured, blindness has been inflicted upon 40 under-trial prisoners in Bhagalpur jail. Is it not a fact that the Speaker has called for a report and, if so, have the Government submitted the report to the Speaker so that the House can discuss it ? This is a savage Government and this is the kind of savagery that is taking place, nothing else.

**SHRI NIHAR RANJAN LASKAR :** This has nothing to do with the main Question.

**SHRI NIREN GHOSH :** Why not ? How can he say that ? I want an answer to that. He must answer; he is bound to answer.

**MR. DEPUTY SPEAKER :** Has the Minister got anything to say ?

**SHRI NIHAR RANJAN LASKAR :** I have nothing to say.

**SHRI NIREN GHOSH :** You direct him to answer my question. This is going on day in and day out. They are keeping mum over it. He must answer my question.

**MR. DEPUTY SPEAKER :** It is your right to put a question and it is his right to answer, I cannot intervene. I cannot direct him to answer.

**SHRI NIREN GHOSH :** Is it a fact or not that the Speaker has called for a report, whether they have submitted the report and whether it will be discussed in the House ? He must answer that.

**MR. DEPUTY-SPEAKER :** Shri Shiv Kumar Singh.

**SHRI NIREN GHOSH :** He has not answered my question.

**MR. DEPUTY-SPEAKER :** He is blind to that. Now, Shri Shiv Kumar Singh.

**श्री शिव कुमार सिंह ठाकुर :** माननीय उपाध्यक्ष महोदय, मैं आपके माध्यम से मंत्री महोदय से यह जानना चाहता हूँ कि लायन्स रोटरी जैसी समाज सेवी संस्थायें हर साल हिन्दुस्तान में अपने सभी क्लबों में आखों का आपरेशन और परीक्षण करती हैं, तो क्या केन्द्रीय शासन के सामने ऐसी कोई योजना विचाराधीन है, जिससे कि इन क्लबों को वह आर्थिक सहयोग दे सके ?

**SHRI NIHAR RANJAN LASKAR :** Yes, Sir. There is a provision for that. If a voluntary organisation asks for financial help in this regard under this programme for blindness, Government gives a grant of Rs. 60 per cataract operation performed by any voluntary organisation. So, if any voluntary organisa-

tion needs the financial help in this regard they are given by Government. The hon. Member referred to Lion's Club and some such organisation. If they come to us for help in this regard, we shall help them.

MR. DEPUTY-SPEAKER: I shall call one from left, right and another from the Centre, If I deviate from that, please correct me. The Leftists will never be left out. Don't worry. Shri Rajda.

SHRI RATANSINH RAJDA; Sir, we are eliciting information from the hon. Minister as far as steps that Government is taking with regard to blindness that is prevailing in this country and the extent to which it is prevailing etc. Blindness has many facets and intencities. Blindness is also caused by intensive power in this country. I do not know whether Government has got any means to overcome the blindness from power.

SHRI NIREN GHOSH : They are politically blind!

SHRI RATANSINH RAJDA : I won't say that they are politically blind. But power has got something to do with blindness.

That apart, the hon. Minister is aware that there are several associations for the blind. Now, they have been clamouring for Government help since the last many years. Their main complaint is that Government is turning a deaf ear to all their demands so far. Will the hon. Minister tell us what help or assistance is being given to all those associations for the blind ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND) : Those who were blind by power went away within three years. The hon. Member has been blind to the main question. The main question deals with blindness of children. He is asking about the help to the association for the blind people. This has nothing to do with the Health Ministry. This concerns the Social Welfare Ministry.

श्री शिव प्रसाद साहू : उपाध्यक्ष महोदय, मैं आपके माध्यम से मंत्री जी को धन्यवाद देता हूँ, उन्होंने जो बच्चों के संबंध में आंकड़े पेश किए हैं। इस संबंध में सरकारी काम जो भी हो रहे हैं, लेकिन हिमाचल प्रदेश, बिहार और उड़ीसा के पहाड़ी क्षेत्रों में कुछ

भी काम नहीं हो रहा है, बल्कि अंधों की संख्या दिन प्रति दिन बढ़ती जा रही है। इसलिए मैं मंत्री जी से जानना चाहता हूँ कि पहाड़ों में बसने वाले आदिवासी और हरिजनों के लिए क्या कोई स्पेशल प्रोग्राम हमारी सरकार या हमारे मंत्री जी सोच रहे हैं या केवल शहरों की बात ही सोच रहे हैं ?

SHRI NIHAR RANJAN LASKAR: Sir, I have already stated that there have been several constraints due to which this programme has not got into full swing. We have to go to the State authorities for implementation and we have been trying to tighten it up.

#### Reconsideration of New Passport Rules

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†142. SHRI JANARDHANA  
POOJARY :  
SHRI P. K. KODIYAN :

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Indian nationals abroad have urged the Government to reconsider the new passport rules effective from 1st November, 1980; and

(b) if so, the reaction of the Government on it ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Embassy of India, Kuwait, had informed the Government that the Indian residents in Kuwait were under apprehension that the new system of emigration endorsements of Indian passports would cause inconvenience to them at the time of their visits to India. However, the Embassy has since clarified that Indian nationals coming to India from abroad on return tickets or transiting through India do not require emigration endorsements on their passports at the time of their departure back to their country of residence. Reports of adverse reaction from the Indian community to the new system have not been received from any other Indian Missions. Nor have there been any further representations in Kuwait after the clarification given by the Embassy.

**SHRI JANARDHANA POOJARY :** Whether the government would authorise the Indian Embassies abroad to grant exemption from emigration endorsements to minimise the inconvenience ?

**SHRI P. V. NARASIMHA RAO :** The new rules that have come into force on 1st November seek to simplify the procedures and also reduce the inconvenience caused to passengers. All this checking had to be done at the airport and it is precisely for that purpose that new rules have come into force. In this there was some mis-understanding. That has been clarified and there is no further difficulty in this.

**आचार्य भगवान देव :** मैं माननीय मंत्री जी से पूछना चाहता हूँ—दिल्ली में इण्डियन एक्सप्रेस बिल्डिंग में सैकड़ों नहीं, हजारों की संख्या में विदेशी यात्री आये हुए हैं और वे काफी समय यहां रहेंगे। जिस उद्देश्य के लिए वह इण्डियन एक्सप्रेस को दी गई है, उस के बजाय ऐसा कहा जाता है कि ये लोग योग के नाम पर आये हुए हैं और इस बिल्डिंग में इकट्ठे हुए हैं। मैं जानना चाहता हूँ कि क्या यह कोई अन्तर्राष्ट्रीय पड-यन्त्र तो नहीं है ?

**श्री पी० वी० नरसिंह राव :** मुझे इस की कोई सूचना नहीं है।

**आचार्य भगवान देव :** मैंने पूछा है कि क्या यह कोई अन्तर्राष्ट्रीय पडयन्त्र तो नहीं है, क्योंकि वे हजारों की संख्या में आये हुए हैं ?

**श्री पी० वी० नरसिंह राव :** मुझे इस का कोई इल्म नहीं है।

**श्री रामबिलास पासवान :** क्या मंत्री महोदय को यह जानकारी है कि ब्रिटेन में जो भारत के बच्चे जाते हैं, उन के लिए एक नया अधिनियम बनाने जा रहे हैं कि अब उनका एक्स-रे लिया जायगा। एक्स-रे लेने के बाद उन को ब्रिटेन भेजा जायेगा। मैं जानना चाहता

हूँ कि क्या उन के स्वास्थ्य के लिए हानिकारक नहीं है।

**श्री पी० वी० नरसिंह राव :** यह प्रश्न हमारे इम्मीग्रेशन से सम्बन्ध रखता है, उन के इम्मिग्रेशन से नहीं। इस सम्बन्ध में कुछ अन्य सवाल आने वाले हैं, तब उन का जवाब दूंगा।

**SHRI K. LAKKAPPA :** Mr. Deputy Speaker, Sir, it is not only the Indian nationals living in Kuwait who have reported this difficulty but also the Indian nationals living in other countries who visited even as tourists felt that in transit lot of harassment had been created regarding emigration. They had been asked to stay here for many days whereas they were not in a position to stay. Lot of difficulties have been experienced. Yesterday also they had given a memorandum to some Members of Parliament. Therefore, may I request the hon'ble Minister to kindly look into it and ease the situation immediately and remove the difficulties.

**SHRI P. V. NARASIMHA RAO :** Let me explain the situation. Before the introduction of these rules, there was so much pressure on the airport authorities that it was just not possible to complete all this check. Hours and hours before the departure time passengers were asked to come and congregate and stand in a queue at the airport. This had resulted in an all-round inconvenience and the concerned Ministry, that is, the Civil Aviation Ministry also urged upon the Ministry of External Affairs to do something about it. So, in view of all these inconveniences, we have introduced a set of new rules; a new method has been introduced. Now, we will have to see how it works. If this method also becomes even more inconvenient we will have to look into it. But I think that so far as the congestion at the airport is concerned this is going to be relieved considerably. It has been seen that it is relieved considerably. In the wake of the application of this method, if there is any other inconvenience caused to the passengers, whether they will have to go again and again to the passport office to get the endorsements, what could be done in order to relieve that kind of pressure, we will have to see about that. The passport offices are under pressure at the moment because all the pressure is now transferred from airport to the passport office. We are taking that additional precaution in order to relieve that pressure at the airports. We will



have to see whether there is any other kind of method for relieving this pressure. That we will have to see after observing how this new method works for a few months. As you know, it has been introduced only from the 1st of November.

**DR. SUBRAMANIAM SWAMY :**  
Sir, the Minister has pointed out that in order to alleviate the sufferings of the overseas Indians these rules are brought in. Now, one of the biggest headaches for overseas Indians (which I think the Minister should try to remove) is the fact that the passport is valid only for 3 years. And no visa is allowed by any country unless the passport is valid for more than 6 months as the time of application. May I know whether the Minister would consider amending these rules further to make the passport valid for 10 years so that this additional bureaucratic work of renewing passport over and over again could be avoided? This is what really overseas Indians want. Would the hon. Minister consider that?

**SHRI P. V. NARASIMHA RAO ;**  
This question is not connected necessarily with overseas Indians. This is a limited matter. But naturally we will consider if there is any particular advantage in making it a 10-Year passport. But I cannot make any assurance because that may have its own inconvenience, its own difficulties. All the same, I will certainly get it examined.

### **Cancer Research and Treatment Programme**

\*143. **SHRI A. NEELALOHITHA-DASAN :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) Whether the Government of India have finalised the Cancer Research and Treatment Programme to be taken up with the Central assistance for implementation during the Sixth Five Year Plan ;

(b) if so, the details thereof ;

(c) whether Government have included the proposal of Government of Kerala regarding the development of the Cancer unit of the Medical College, Trivendrum as a Regional Cancer Centre in this ; and

(d) if not, when it will be finalised and included ?

**THE MINISTER OF STATE I THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) :** (a) Yes, Sir. Decisions regarding the implementation of the Programme have been taken.

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

(c) Yes, Sir.

(d) Does not arise.

### **STATEMENT**

Depending upon the availability of Plan funds and the fulfilment of the prescribed conditions by the concerned States/Union Territories, financial assistance is provided for :—

I. The development of existing Cancer Institutes into Regional Cancer Research and Treatment Centres. It has been tentatively decided that, depending upon the satisfaction of prescribed conditions by the concerned States/Union Territories, financial assistance may be afforded to the following institutions :

1. Chitranjan National Cancer Research Centre, Calcutta.
2. Cancer Institute, Madras.
3. Institute-Rotary Cancer Hospital, All India Institute of Medical Sciences, New Delhi
4. Cancer Hospital and Research Institute, Gwalior.
5. S. C. B. Medical College Hospital, Cuttack.
6. Gujarat Cancer and Research Institute, Ahmedabad.
7. Dr. B. B. Cancer Institute, Gauhati.
8. Cancer Wing of the Medical College Hospital, Trivendrum
9. Kidwai Memorial Institute of Oncology, Bangalore.

II. Assistance of Rs. 10.00 lakhs in each case will be afforded to the States/Institutions for installation of Cobalt Therapy Units,

with rotating head and collimation facilities, subject to their fulfilling the prescribed conditions.

III. Assistance to the extent of Rs. 50,000 in each case is afforded to States/Union Territories/Institutions desirous of setting up of Early Cancer Detection Centres for procurement of equipment, subject to their satisfying the stipulated conditions. This scheme stipulates that 3 such Centres may be setup in each of the bigger States, 2 in the medium sized States and 1 in the smaller States.

IV. 3-4 Cancer Registries under the overall control of the Indian Council of Medical Research, New Delhi would be set up during the Sixth Five Year Plan, in the various regions of the country.

V. Central assistance would be afforded for research in the Traditional Systems of Medicine for the Treatment of cancer.

**SHRI A. NEELALOHITHADASAN :** In the statement of the hon. Minister laid on the Table of the House it has been said that the Government of India have tentatively decided to afford financial assistance to the nine institutes mentioned in the Statement, to develop them as regional cancer research training centres depending upon their satisfying the prescribed conditions by the concerned states or Union Territories. I want to know whether the Minister would be pleased to state what are those conditions and how many of the states connected with these institutions mentioned in the statement have so far fulfilled those conditions. May I know whether the Kerala Government which is concerned with the Cancer wing of the Medical College Hospital, Trivandrum, has fulfilled those prescribed conditions?

**SHRI NIHAR RANJAN LASKAR :** I have already stated the position as far as part (c) of the question is concerned. I have already said, yes, we have included this. But there are certain criteria to be fulfilled for giving this assistance. In the Fifth Five-year plan we have taken up certain institutes to make them regional centres. We propose to take up six more as regional centres if they fulfil the criteria. There are certain criteria about it.

**SHRI A. NEELALOHITHADASAN :** What are those conditions?

**SHRI NIHAR RANJAN LASKAR :** These conditions are detailed here. I can read out if the hon. Member wants.

**SHRI A. NEELALOHITHADASAN :** The Government of Kerala has issued orders for the establishment of a Regional Cancer Research Institute with limited autonomy in the premises of Medical College Hospital, Trivandrum, pending clearance of the Government of India. The information given by the Kerala Government to the Members of Parliament representing the Constituencies of Kerala State is that clearance of the Central Government is pending for this purpose. I want to know whether the clearance has already been given to this effect by the Central Government. If it has not been given so far, when does the Government propose to give clearance to establish the Research Institute?

**MR. DEPUTY-SPEAKER :** He has already replied to that.

**SHRI NIHAR RANJAN LASKAR :** I said 'Yes'.

**SHRI SONTOSH MOHAN DEV :** I would request the hon. Minister to inform the House whether it is a fact that out of the total cancer attack in the Country, Assam has got the highest attack. I want to know whether the Hon. Minister would consider having a Regional Cancer Research Centre in Assam preferably in Cachar because Cachar is the most affected district in that region. Incidentally I may mention that the Hon. Minister has been elected from that constituency.

**SHRI NIHAR RANJAN LASKAR :** This is only a suggestion. In regard to the other part of his question, my reply is: 'Yes' there is a lot of incidence of Cancer in that part of our country.

**DR. KARAN SINGH :** Mr. Deputy-Speaker, Sir, as you are aware cancer is one of the dangerous and intractable diseases in the world and there is a lot of research going on in the world to have grip over this disease. Many systems of medicine in India apart from allopathy also claim cure for cancer disease, for example Ayurvedi, Unani, Homoeopathy, Natural cure, etc. Now, in the Rotary Cancer Hospital at the All India Medical Institute, a decision has been taken that there would be a unique multi-pronged attack on the cancer by combining all these 5 medicines to treat this disease so that instead of duplicating the research that is going on all over the world we might as a result of our indigenous background, be able to bring some new idea to bear upon cancer treatment. Would the hon. Minister let us know

how far this multipronged, multi dimensional attack on cancer has progressed in the last two years ?

**SHRI NIHAR RANJAN LASKAR :** We are trying to develop all sorts of systems. If anybody comes forward and suggest any Indian system of Medicine, we would try to help him. We have a provision for giving central assistance for the research in Ayurvedic and homeopathic medicines.

**DR. KARAN SINGH :** Generally funds are available for research in other systems. That is not my question. My question is that specially for cancer, the Rotary club in the Institute has collected Rs. 80 lakhs and it has been put up. A decision was taken at that one hospital that various systems of medicines would be tried together at one place so that they can be studied, their impact, their inter-action, their Correlation could be studied. Has that progressed ?

**SHRI NIHAR RANJAN LASKAR :** So far this part of the question the necessary information is not with me. I have to collect this information.

**SHRI P. NAMGYAL :** According to experts and doctors, if cancer is detected at an earlier stage, it can be cured. In the light of this I would like to know from the hon. Minister whether the Government has any proposal to establish testing centre for cancer for early detection. I also want to know whether the Government has any proposal to establish such centres in all the district headquarters of the country. My second question is that there is a Tibetan Medical Institute at the Dalai Lama's headquarters at Dharmshala.

Many peop'e have reportedly been cured particularly of breast cancer : many other types of cancer have also been cured by that Tibetan medicine. Will the Government look into it for further research in that type of medicine ?

**SHRI NIHAR RANJAN LASKAR :** I have already stated that depending upon the availability of funds and the fulfilment of the prescribed conditions, we are going ahead with the Programme.

The hon. Member has asked whether we have any programme for early detection of this disease. We have a definite programme for this. It may not be possible to have such centres in every district, but we are trying to put up such centres initially in certain areas. But there is a scheme for that.

As regards the third part of the Question of the hon. Member, I will look into the same.

**SHRI INDRAJIT GUPTA :** A part of my question had already been asked. Everybody knows that half of the battle against cancer depends on early detection. You may invest money in lot of costly sophisticated equipment, expansion of hospitals etc., but in a country like ours where ignorance about these things is widely prevalent, if early detection is not given priority, I am afraid all this expenditure may be of no avail. According to the statement laid on the Table of the House, it appears that the question of setting up early cancer detection centres is more or less left to the option of the various states and union Territories. It says so:

"Assistance to the extent of Rs. 50,000 in each case is afforded to states/ Union Territories/Institutions desirous of setting up of early cancer detection centres."

Of course, I know, you cannot compel these people to do anything. But have you thought of any kind of incentive by which financial assistance would be offered to those institutions or states who would really go in for a widespread campaign and propaganda down to the villages about why early detection is necessary and also to increase the number of such centres, as far as possible. Here, it is, more or less, left to the option of anybody who wants it.

**SHRI NIHAR RANJAN LASKAR :** As I have already said, those states or Institutions who want to take advantage of this scheme we are ready to give Rs. 50,000 as financial assistance for opening up such centres. But we are sorry to say that in spite of our writing to various states, they are not coming forward to take advantage of this scheme.

श्रीमति ऊषा वर्मा : अध्यक्ष महोदय, कैंसर की बीमारी हर जगह पर फैली हुई है और उसके इलाज के लिए छोटा आदमी बाहर नहीं जा सकता है । इस के लिए मैं वह जानना चाहती हूँ कि क्या सरकार उत्तरप्रदेश में कैंसर की बीमारी के लिए कोई व्यवस्था करना चाहेगी । इस के बारे में सरकार का क्या विचार है ।

**SHRI NIHAR RANJAN LASKAR :** Uttar Pradesh is a very big State and we have a provision for such States also and they can certainly take advantage of these schemes.

**प्राचार्य भगवान द्वेद :** उपाध्यक्ष महोदय, यह देखा गया है कि एलोपैथी पर अधिक रूपया सरकार की तरफ से खर्च किया जा रहा है। मैं यह जानना चाहता हूँ कि जामनगर में आयुर्वेद की जो यूनिवर्सिटी स्थापित है उस में कैंसर की चिकित्सा के संबंध में एलोपैथी की दृष्टि से कितनी राशि व्यय की जा रही है और कितना बजट में प्रावधान किया गया है ?

दूसरे क्या मंत्री जी इस सम्बन्ध में भी जानकारी देंगे कि योग की दृष्टि से कितनी राशि गोल मार्केट, नई दिल्ली में चल रहे योग केन्द्र पर खर्च की जा रही है ?

**SHRI NIHAR RAJAN LASKAR :** As I have already said, Central assistance is available for Ayurvedic research in cancer programme. But it is a fact that allopathic system is doing much more and they are getting more assistance in this field. Government is, of course, interested to give some funds if the Indian medicine system, come forward to take advantage of these schemes for research. If they have some programme, we are prepared to give them funds.

**SHRI MANORANJAN BHAKTA :** Mr. Deputy Speaker, as you know there are three types of administrations in the country, the State Government, the Union Territory with the legislature and the Union Territories without legislature which is directly administered by the Union Government. Now, I would like to know specifically from the Honourable Minister what is his option from the Union Government for the Union Territories directly administered by them to have these centres of the cancer institutes ?

**SHRI NIHAR RANJAN LASKAR :** The States and the Union Territories are entitled for this assistance. When they i.e. Union Territories come up with proposals they are entitled for it and they are considered.

**SHRI JAGANNATH RAO :** Sir, apart from the Research Institutes which are going to get grant from the Government, may I know from the Minister whether individuals, the Ayurvedic doctors, who have been carrying on the

research in the field of cancer and who claim to have cured some incurable cases will they get grants from the Government ?

**SHRI NIHAR RANJAN LASKAR :** So far, there is no such case.

**MR. DEPUTY SPEAKER :** All Honourable Members who are putting supplementary questions may go through the questions and be prepared to ask supplementaries for the first ten questions at least. In that case, everybody will get a chance. Don't prepare only for one question.

**श्री जगपाल सिंह :** मैं माननीय मंत्री जी से जानना चाहूंगा कि जिन नौ कैंसर अनुसंधान केन्द्रों को केन्द्र सरकार सहायता देती है क्या उनमें ऐसी कोई योजना बनाई गई है कि भारत में जो पुरुषों के मुकाबले में स्त्रियों की संख्या घट रही है उसका मुख्य कारण स्त्रियों में कैंसर का ज्यादा होना है, क्या इसके सर्वेक्षण कोई योजना भारत सरकार ने बनाई है ? यदि बनाई है तो वह क्या है ?

**SHRI NIHAR RANJAN LASKAR :** Sir, this is also a fact that women suffer more from cancer. This we are looking into to see how we can give more attention to women and all that.

### New Muzaffarpur-Darbhanga Line

\*145. **SHRI BHOGEN德拉 JHA :** Will the Minister of Railways be pleased to state :

(a) whether survey was held for new Muzaffarpur-Darbhanga direct line via Benibad ; and

(b) if so, the result thereabout and the action taken thereon ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) :** (a) Yes, sir, via Katra, Bharwara and Singhwara.

(b) According to the survey report, the proposed 65.54 kms. long B.G. line was estimated to cost Rs. 12.45 crores and financially unremunerative. Therefore, the proposal was not pursued.

श्री भोगेन्द्र झा : उपाध्यक्ष महोदय, मैं सबसे पहले एतराज करता हूँ कि मेरे प्रश्न को तीन हिस्सों में बांट दिया गया है और मुझसे पूछा नहीं गया। अगर तीन हिस्सों में कर दिया गया तो कम से कम प्राथमिकता के बारे में पूछा जाता। इसलिए मैं आशा करता हूँ कि मेरा पूरा प्रश्न गया था और पूरे प्रश्न का मंत्री महोदय जवाब देंगे।

उपाध्यक्ष महोदय : यह प्रश्न उस इलाके के बारे में जहाँ 62 के चीनी आक्रमण के बाद बहुत बड़ा सैनिक विमान अड्डा कायम किया गया और वहाँ के लोग कहते हैं कि बम गिराने के लिए और उसका शिकार होने के लिए तो हमें छोड़ दिया गया है लेकिन इस इलाके को देश के प्रमुख हिस्सों से जोड़ने के लिए एक रेलवे लाइन अभी तक नहीं डाली गई। दरभंगा-समस्तीपुर लाइन स्वीकृत हो गई थी 1972 में और तब से वह पड़ी हुई है। मैं जानना चाहता हूँ कि उसकी शुरुआत कब होने जा रही है और उसको कब तक पूरा कर लिया जाएगा। सकरी हसनपुर लाइन 1973 में स्वीकृत हुई थी और उसका काम अभी तक हाथ में नहीं लिया गया है। गत सत्र में एक प्रश्न के उत्तर में कहा गया था कि इस साल उसके लिए 12-13 लाख रूपया रखा गया है। मैं जानना चाहता हूँ कि इस लाइन को कब तक पूरा कर लिया जाएगा। इस साल के बजट में दरभंगा जयनगर बड़ी लाइन के सर्वेक्षण की व्यवस्था की गई है। मैं जानना चाहता हूँ कि क्या सर्वेक्षण का काम प्रारम्भ हो गया है और क्या उसको इस साल पूरा कर लिया जाएगा ?

SHRI MALLIKARJUN : The hon. member has taken the question in a different form. However, the question pertains to the survey between Muzaffarpur-Darbhanga direct line via Benibad. The survey report had been submitted in November 1979. The direct line via Benibad is 8 kms. less than the present

survey which has been conducted via Katra, Bharwara and Singhwari which is 65.54 kms. Since this is unremunerative, the proposal has not been taken up. Since this is a backward area also, there is already a National Transport Policy Committee which has given its recommendation for the development of this backward area ; and that is under examination by the Planning Commission. After the examination is over .....

SHRI BHOGENDRA JHA : My question has been split into three parts without consulting me. He has replied to one part and he has been repeating that. The Minister's reply before me.

MR. DEPUTY SPEAKER : He has already replied to that

SHRI BHOGENDRA JHA : He has not touched the supplementary.

SHRI MALLIKARJUN : His question is : whether survey was held for new Muzaffarpur-Darbhanga direct line via Benibad ; and if so, the result thereabout and the action taken thereon ?

MR. DEPUTY SPEAKER : One supplementary is over. Now you can put another supplementary.

SHRI BHOGENDRA JHA : He has not replied my supplementary question.

MR. DEPUTY SPEAKER : What is your supplementary question?

रेल मंत्री (श्री केदार पांडे) : माननीय सदस्य ने एक कम्प्रिहेंसिव सवाल पूछा है और वह उत्तर बिहार के कुछ लाइनों को बी जी लाइनें बनाने के बारे में है। वह ग्रन्डर कंसिड्रेशन है। जहाँ तक इस सवाल का ताल्लुक है यहप्सीधा सवाल है कि मुजफ्फरपुर से दरभंगा जो लाइन है उसको डायरेक्ट लिंक कीजिये। उसके लिए सर्वे हुआ था और सर्वे में पाया गया कि यह अनरिम्प्युनरेटिव है। लेकिन चूँकि यह बैकवर्ड एरिया है इसलिए इसको प्लानिंग कमीशन के पास भजा गया है। मैं एक बात कहूँगा। इस में बारह करोड़ के करीब खर्च होगा। उसमें स्टैंडर्ड यह है कि दस परसेंट का रिटर्न होना चाहिए आन दी कैपिटल इनवैस्टमेंट यह इसमें नहीं आती। इसमें नेगेटिव हो रहा है, कम से कम सवा करोड़ का रिटर्न दस परसेंट के हिसाब से होना चाहिये, जो नहीं होता है। जहाँ तक इस

पटिक्युलर सवाल का ताल्लुक है कि यह स्पिल्ट हुआ है तो मैं कहना चाहूंगा कि आई एम नाट एट फाल्ट । जहां से सपिल्ट हुआ है वह जानें ।

MR. DEPUTY SPEAKER : Now, you can put your second supplementary question.

SHRI BHOGENDRA JHA : What happened to my first supplementary ? They are repeating the first answer.

MR. DEPUTY SPEAKER : I am satisfied with the reply given by the Government because your question has been replied. What is that you want to know from them ? He said, it has been recommended to the Planning Commission....

SHRI BHOGENDRA JHA : No, Sir. They have approved and sanctioned it in this year's budget. The reply is before me. They do not do the home work. They are repeating the reply. The reply is before me now.

MR. DEPUTY SPEAKER : The unfortunate thing is that you have done more home work than they have done.

SHRI BHOGENDRA JHA : Sir, the reply is before me. They have replied it. (*Interruptions*) In this year's budget they have not touched it, Sir. Let us have the question. The original copy of the Question from the last session. (*Interruptions*) They don't study it. They don't do any home work. (*Interruptions*)

SHRI MALLIKARJUN : Sir, I take strong objection to this. What do you mean by not studying.? (*Interruptions*)

We are responsible. (*Interruptions*)

SHRI BHOGENDRA JHA : I am prepared to give this original reply to you. (*Interruptions*)

MR. DEPUTY SPEAKER : Mr. Mallikarjun, you are seeing him, Why do you see him ? (*Interruptions*)

SHRI BHOGENDRA JHA : The reply is in my hands. This is the original

copy of the reply given in the last session. He knows all these things. They are denying it today. This is ridiculous.

(*Interruptions*)

MR. DEPUTY SPEAKER : Are you going to put your second supplementary or not ? The first supplementary is over. Put Your second supplementary. (*Interruptions*).

SHRI BHOGENDRA JHA : They have not answered. (*Interruptions*).

MR. DEPUTY SPEAKER : You must put your second supplementary. (*Interruptions*)

MR. DEPUTY SPEAKER : The first supplementary has been replied, the main Question has been replied. Are you going to put your second supplementary or not ?

(*Interruptions*)

MR. BHOGENDRA JHA : Sir, whether it is a fact that Darbhanga-Muzaffarpur-Samastipur line conversion into broad gauge, line has been sanctioned and approved, since several years, about seven or eight years ago, whether and when the work is going to begin and when will it be completed and if survey of Jayanagar-Darbhanga conversion to B.G. line is complete, when these going to be begun and completed ? (*Interruptions*)

श्री० केदार पांडे : जहां तक दरभंगा समस्तीपुर लाइन की बात है, वह बी० जी० होने जा रही है । दरभंगा-जयनगर बी० जी० होने का सर्वे चल रहा है । सर्वे कम्पलीट हो गया है, यह गलत बात है । लेकिन जहां तक इस प्रश्न का ताल्लुक है, दरभंगा-मुजफ्फरपुर है, दरभंगा-समस्तीपुर नहीं है ।

श्री० सत्यदेव सिंह : मैं रेल मंत्री जी से जानना चाहता हूं कि छपरा-रक्सौल वाया बनियापुर, डुमरिया-घाट कोई नई रेल लाइन बनाने के लिए सर्वे चल रहा है ?

श्री केदार पांडे : अभी तक नहीं है । अगर माननीय सदस्य पत्र भेजें तो विचार किया जायेगा ।

श्री धनिक लाल मंडल : अभी मंत्री जी ने बताया कि दरभंगा-समस्तीपुर लाइन का

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सर्वेक्षण हो रहा है, लेकिन इस सदन में बार-बार यह आश्वासन दिया गया है कि दरभंगा-समस्तीपुर लाइन के सर्वेक्षण का सवाल नहीं है, केवल 22 किलोमीटर है, मंत्री जी तो वहां रहते ही हैं, लेकिन फिर भी उस पर ध्यान नहीं दे रहे हैं। 22 किलोमीटर है दरभंगा से समस्तीपुर। समस्तीपुर से बाराबंकी लाइन आपकी चली जा रही है। दरभंगा डिवीजन का हैड-क्वार्टर है, 7 लाख की आबादी है, नार्थ बिहार का सबसे बड़ा शहर है। अगर 22 किलोमीटर दरभंगा-समस्तीपुर बड़ी लाइन हो जायेगी तो यह बड़ा रीजन है, जिससे बहुतों को लाभ होगा। आप जानते हैं ललित बाबू जब मंत्री थे, तो उस समय सर्वे हो चुका था, स्टेशन भी बन गया था, लेकिन वह सब कहां चला गया ?

श्री केदार पांडे : यह तो मैंने कहा कि दरभंगा से समस्तीपुर लाइन बी०जी० होने जा रहा है, उसका प्रीलिमिनरी स्टार्टेड है, यह सब ठीक है। लेकिन जहां बाराबंकी से समस्तीपुर की बात है वह तो है ही, उसको हम भी जानते हैं, आप भी जानते हैं।

### ईरानी जहाजों से लापता भारतीय

147. श्री राजेश कुमार सिंह : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या ईरान-इराक युद्ध के दौरान ईरानी जहाजों से लापता बहुत से भारतीयों का अभी तक पता नहीं चला है ;

(ख) क्या भारत सरकार को इन भारतीयों के बारे में ईरान सरकार से जानकारी प्राप्त हुई है ; और

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है ?

विदेश मंत्री (श्री पी० बी० नरसिंह राव) : (क) और (ख). सरकार को इस प्रकार की कोई सूचना नहीं है। ईरानी जहाजों के कर्मियों के किसी भी भारतीय के लापता होने की खबर नहीं है।

(ग) प्रश्न नहीं उठता।

श्री राजेश कुमार सिंह : क्या मंत्री महोदय को उस बात की जानकारी है कि समाचारपत्रों में इस तरह के समाचार छपे हैं कि वहां पर कुछ भारतीय ईरानी जहाजों से लापता हैं ? मैं यह भी जानना चाहता हूँ कि ईराक और ईरान में कितने भारतीय हैं और उनकी सुरक्षा और उनके हितों की सुरक्षा के लिए क्या व्यवस्था की गई है। क्या इस बारे में उन सरकारों से कोई सम्पर्क स्थापित किया गया है ?

श्री पी० बी० नरसिंह राव : यह प्रश्न ईरानी जहाजों के बारे में है मैंने कहा कि इस बात का पता नहीं है कि ईरानी जहाजों से कोई भारतीय काम करने वाले लापता हुए हों, या उन पर कोई मुसीबत पड़ी हो। मैंने अपने वक्तव्य में बताया है कि शैतुल-अरब में तीन हिन्दुस्तानी जहाज तक गये हैं और कुछ लोग वहां से निकाले गये हैं, कुछ लोग वापस आ गये हैं। मैंने अपने वक्तव्य में सारे तथ्य दे दिये हैं। ईरानी जहाजों के बारे में ऐसी कोई खबर नहीं है।

श्री राजेश कुमार सिंह : ईराकी जहाज हों या इरानी जहाज, क्या वहां पर कोई भारतीय लापता हुए हैं ? यह राष्ट्र हित, राष्ट्रियता और राष्ट्र के नागरिकों की बात है।

श्री पी० बी० नरसिंह राव : इसका जवाब पूरी तरह से दिया जा चुका है यह प्रश्न है इरानी जहाजों के बारे में,

जिसके उत्तर में मैंने कहा है कि ऐसी कोई खबर हमारे पास नहीं है, और ऐसा नहीं हुआ है। जिन जहाजों के बारे में मैं अपने वक्तव्य में कह चुका हूँ, यदि माननीय सदस्य कहें, तो उसको दोहरा सकता हूँ। तीन हिन्दुस्तानी जहाज हैं: हिमालय शिपिंग कंपनी का नीलकंठ, ठाकुर शिपिंग कंपनी का वरुण-यात्र और रेशमवाला शिपिंग कंपनी का श्रीविष्णु बसरा में है। एक और हिन्दुस्तानी जहाज विजय-प्रवतार खुरमशहर में है।

श्री छांगुर राम : क्या वहां पर कोई भारतीय लापता हुए हैं ? वे ईरानी जहाजों से लापता न हुए हों, वे कहीं और लापता हुए हैं ?

श्री पी० पी० नरसिंह राव : मैं माननीय सदस्य के पूछे हुए सवाल का जवाब दे रहा हूँ—जो वह पूछना चाहते हैं, उसीका मैं जवाब दे सकता हूँ। किसी और सवाल का जवाब मैं नहीं दे सकता हूँ। मेरे पास जो सूचना है, वह मैं आपके सामने पेश कर रहा हूँ। चार हिन्दुस्तानी जहाजों में से, जिनके नाम मैंने अभी बताये हैं, कुछ लोग निकाले गये हैं। एक जहाज के बारे में मैं कह सकता हूँ। वहां पर 34 काम करने वाले हिन्दुस्तानी थे, जिनमें से 33 किसी तरह से बसरा पहुंचे और हिन्दुस्तान वापस आये। वहां एक काम करने वाला कैंडेट अंबू है, जिसका पता अभी तक नहीं चल पा रहा है। हम दोनों सरकारों से सम्पर्क बनाये हुए हैं। वहां पर काम करने वाले कर्मचारियों को हजारों की संख्या में वापस लाया जा चुका है। कई लोग नहीं आना चाहते हैं। वे वहीं काम कर रहे हैं। यह सब मैं कह चुका हूँ।

DR. VASANT KUMAR PANDIT : I would like to know from the hon. Minister, how many Indians are working as crew on Iranian ships. Two ships have

been sunk. So, I want to know whether the Indian crew on Iranian ships are dead or missing.

SHRI P. V. NARASIMHA RAO : I have already said it.

MR. DEPUTY-SPEAKER : Question Hour is over.

## WRITTEN ANSWERS TO QUESTIONS

### Construction of a light house in Andhra Pradesh

\*146. SHRI P. RAJAGOPAL NAIDU : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) Whether there is a proposal to construct a Light House at Machilipatnam in Andhra Pradesh ;

(b) if so, when it will be taken up ; and

(c) the cost of the scheme ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEEVEENDRA PATIL) : (a) Yes, Sir.

(b) The work of construction of the Lighthouse has already been taken up in September, 1980.

(c) The scheme has been sanctioned at an estimated cost of Rs. 32.40 lakhs.

### Food Sample Survey by All India Institute of Hygiene and Public Health

\*148. SHRI CHHANGUR RAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) Whether it is a fact that according to the food sample survey recently conducted by the All India Institute of Hygiene and Public Health, residues of pesticides like DDT were found in majority of the cases ;

(b) if so, the details thereof; and

(c) the steps taken by Government in the matter ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND) : (a) & (b) No Sir, However, according to a food sample survey conducted in Calcutta between November, 1975 and October, 1976 by the All India Institute of Hygiene and Public Health, residues of pesticides like DDT were found in about 24 per cent of the sample.

(c) The attention of the West Bengal Government has been drawn to the results of the said Survey for needed action.



### Loss to Railways due to Assam Agitation

\*149. SHRI P. M. SAYEED : Will the Minister of RAILWAYS be pleased to state :

(a) whether due to the agitation in Assam the Railways had to undergo a heavy loss ;

(b) if so, whether the rail traffic has once again been disrupted due to the recent agitation.

(c) if so, the total loss suffered by the Railways ; and

(d) what steps are being taken to revive the movement of trains in the state ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) and (b) yes Sir.

(c) Over the 9 month period from January to September, 1980, the loss of freight traffic in physical terms on account of the agitation in Assam has been 3.15 million tonnes (approx.) on Indian Railways. In monetary terms, this works out to a loss of Rs. 24 crores (approx). Passenger traffic has also been seriously affected because of the agitation. It is not possible to quantify the loss in financial terms on passenger traffic.

(d) Efforts are being made to run maximum number of trains. The cases of hold up of trains are also being brought to the notice of the State Government and their assistance sought in restoring train services in the State as per the requirements.

### Modernisation of Calcutta Port

\*150. SHRI SATYAGOPAL MISRA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) What are the steps that the Government has taken to modernise the Port of Calcutta ; and

(b) What are the proposals of the Government ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL) : (a) and (b) The process of modernisation of Calcutta Port by way of replacement of old and obsolete plant and equipment and other port facilities has been going on through plan development works right from the beginning of First Five Year Plan. An amount of Rs. 74.00 crores has been spent in this connection upto the period 1979-80.

2. The creation of Haldia Dock System at a cost of Rs. 145.74 crores was also a part of the process of modernisation of Calcutta Port by providing facilities for handling bulk traffic and containers.

3. During 1980-81, a provision of Rs. 4.91 crores has been made for development of schemes aimed at modernisation of Calcutta Port. The Port has recently placed orders for the procurement of 8 Nos. 3-tonne wharf and yard electric cranes and replacement of 7 Nos. 6-tonne capacity and 2 Nos. 10-tonne capacity mobile cranes. They have also replaced 18 of their old forklift trucks.

4. Schemes regarding conversion of hopper barge into grab dredger, replacement of tugs 'Sturdy and Lotus', Hi-Fix chain and procurement of 5 diesel locomotives are under processing. Twenty old forklifts are also proposed to be replaced.

5. For the 6th Five Year Plan period 1980-85, CPT has suggested, in addition to 1980-81 schemes, certain modernisation schemes like replacement of cranes, tractors, locomotives, hydraulic engines, dredgers etc.

6. Certain training measures essential for revitalising the Bhagirathi-Hooghly River System are being executed by Calcutta Port Trust. Expenditure on these works is met by the Central Government. An amount of Rs. 20.70 crores has so far been spent in this connection.

### Construction of a National Highway from Delhi to Bombay

\*151. SHRI NAND KISHORE SHARMA :

SHRI ASHOKGE HLOT :

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

(a) Whether Government propose to construct a National Highway from Delhi to Bombay from Mayapuri Industrial area in Delhi and running parallel to Delhi-Ajmer metre gauge rail line touching Ahmedabad and Surat and going upto Bombay connecting thereby Delhi, Haryana, Rajasthan, Gujarat and Maharashtra with a single road ; and

(b) If so, how much road is completed as also the time by which remaining road is likely to be completed and if not, the reasons therefor ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA

**PATIL** : (a) No, Sir, There is already an existing National Highway from Delhi to Bombay connecting Delhi, Haryana, Rajasthan, Gujarat and Maharashtra.

(b) Does not arise.

#### **Protocols and Agreements Signed between USA and China**

\*152 **SHRI MADHAVRAO SCINDIA** Will the Minister of **EXTERNAL AFFAIRS** be pleased to state:

(a) Whether Government are aware of the growing defence, diplomatic, trade and economic relations between the USA and China in the context of increasing cold war in the Indian Ocean between the big powers and the continued occupation of Indian territory by China;

(b) if so, the detailed information about the protocols and agreements signed between the two countries during the past six months; and

(c) Government's reaction thereto by way of strengthening India's defence and protecting Indian economic and trade interests?

**THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO)** : (a) The Government are aware that there has been considerable development in Sino-US relations in various fields recently.

(b) The following agreements were signed between USA and China during the past six months:

(1) **On 17 September, 1980**, the following four agreements were signed in Washington :-

(i) **Civil Air Transport Agreement** : This agreement will mean regularly scheduled direct flights between the US and China between the cities of New York and Peking via Tokyo.

(ii) **Textile Agreement** : This agreement's stated objective is to promote orderly marketing in U.S.A. of Chinese textile products. The agreement replaces the unilaterally imposed quota by the United State last year.

(iii) **Maritime Transport Agreement** : The agreement provides for increased marine trade between the two countries. Chinese vessels will be granted access to 55 US ports on short notice as against similar facilities to US vessels in 20 Chinese ports.

(iv) **Consular Conventions** The agreement spells out the protection and services that consular officers can provide to the citizens of both nations. It permits each country to open three additional consulates.

(2) **On 22 October, 1980**, China and US signed their first longterm trade

agreement providing for an annual sale of 6-9 million tons of American wheat and maize to China during the four year period beginning 1st January, 1981.

It is also well-known that the US Government has earlier this year agreed to sell a variety of support equipment to China which includes air defence radar, transport aircraft, trailer trucks and communication gear.

(c) The Government of India keep in constant review the measures required to safeguard India's security, economic and trade interests in response to the various international development.

#### **International convention on standards of training certification and watch-keeping for seafarers**

\*153. **DR. VASANT KUMAR PANDIT** : Will the Minister of **SHIPPING AND TRANSPORT** be pleased to state :

(a) Whether India has ratified the conventions passed by the International Convention on the Standards of Training, Certification and Watch-keeping for Seafarers, 1978;

(b) if not, what steps are being taken by the Shipping Corporation of India, the Indian National Shipowners' Association and other bodies to ratify the same; and

(c) What new courses and technical committees are being appointed to review and reorientate the present out-dated standards of training, certification, watch-keeping, fire fighting and other conventions passed by the International body?

**THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL)** : (a) No Sir.

(b) The question of ratification is under consideration. International Maritime Conventions are ratified by Member States of the Inter-Governmental Maritime Consultative Organisation. As such it is for the Government of India to ratify the Convention and not for the Shipping Corporation of India, Indian National Shipowners' Association or other bodies.

(c) The STW Convention 1978 has prescribed 13 training courses. Of these only 2 are being conducted in India at present. Arrangements are being worked out in consultation with Shipping Corporation of India and other Shipping Companies for organising the remaining 11 courses at the proposed SCI maritime training institute in Bombay, at Government's existing Merchant Navy Training Institutes or at other training institutes,

“ए प्राइवेट अफेयर” शीर्षक समाचार

\* 154. श्री मूलबन्द डागा : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान दिनांक 18 अगस्त, 1980 के “इंडियन एक्सप्रेस” में पृष्ठ 6 पर “ए प्राइवेट अफेयर” शीर्षक के अन्तर्गत छपे समाचार की ओर आकर्षित किया गया है ;

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

(ग) क्या सरकार का विचार ऐसी गर्भवती महिलाओं को, जो गर्भपात करवाना चाहती है, सरकारी अस्पतालों में सुविधाएं देने के लिए कदम उठाने का है ; और

(घ) यदि हां, तो उसकी रूपरेखा क्या है ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री बी. शंकरानन्द) . (क) 18 अगस्त, 1980 के नई दिल्ली के इण्डियन एक्सप्रेस के संस्करण के पृष्ठ 6 पर छपे दूसरे सम्पादकीय की ओर सरकार का ध्यान आकर्षित किया गया है ।

(ख) से (घ) : 1. जिन महिलाओं को गर्भपात के लिए सुरक्षित, साफ सुथरी और प्रभावी सेवाओं की आवश्यकता होती है, उन्हें सुयोग्य कार्मिकों के माध्यम से उत्तम सेवाएं उपलब्ध कराने की आवश्यकता को भलीभांति समझते हुए संसद ने गर्भ का चिकित्सीय अधिनियम, 1971 बनाया, जो एम०टी०पी० अधिनियम के नाम से भी विख्यात है । कानून के अनुसार कुछ परिस्थितियों में गर्भपात मूलतः महिला के स्वास्थ्य को दृष्टिगत करके

(न कि संतान नियंत्रण के उपाय के रूप में) किया जाता है । इस कानून के पास हो जाने के बाद सरकार ने एम०टी०पी० सेवाओं (प्रति गर्भपात) को सुलभ कराने का कार्य शुरु कर दिया है । इस दिशा में कदम उठाये गये हैं, वे इस प्रकार हैं :—

(1) विभिन्न स्तरों के डाक्टरों और प्राइवेट प्रैक्टीशनरों को बड़े पैमाने पर प्रशिक्षण दिया जा रहा है ताकि वे जहां कहीं आवश्यकता हो, एम०टी०पी० की सेवायें प्रदान कर सकें ।

(2) चिकित्सा से गर्भपात कराने की तकनीकों के कार्यक्रम को प्रशिक्षित कर्मचारियों के उपलब्ध होने की दशा में बढ़ा कर ग्रामीण क्षेत्रों में प्राथमिक स्वास्थ्य केन्द्र के स्तर तक फैलाना ।

(3) प्रसवोत्तर तथा ऐसे ही अन्य परिवार कल्याण योजनाओं के अन्तर्गत चिकित्सा से गर्भ समाप्ति की सेवाओं के लिये आवश्यक उपकरण खरीदने के लिये धन की व्यवस्था करना ।

(4) संस्थाओं को मान्यता देने के अभिप्राय से भरे जाने वाले फार्मों की संख्या में कमी करने और सरलीकरण करने के लिए अधिनियम के अन्तर्गत बने नियमों में संशोधन करने के लिए कार्यविधि सम्बन्धी कठिनाइयों को समाप्त करना ।

(5) चिकित्सा से गर्भ समाप्त करवाने वाली महिलाओं की सूचना को पूर्णतः गुप्त रखना ।

(6) चिकित्सा से गर्भ समाप्ति के लिए दी गयी सुविधाओं तथा जिन शर्तों के

अन्तर्गत ये प्राप्त की जा सकती हैं, उनके बारे में लोगों को विस्तृत जानकारी देना ।

(7) चिकित्सा तथा नर्सिंग के छात्र-छात्राओं के लिए सम्बन्धित परिषदों के माध्यम से उनके स्नातकपूर्व स्तर के पाठ्यक्रम में चिकित्सा से गर्भ समाप्ति की तकनीकों को शामिल करना ।

2. इन प्रयासों के बावजूद यह सच है कि अनेक महिलायें गर्भपात की सेवाओं के लिये अनधिकृत व्यक्तियों के पास जाती हैं । वे अनजाने में या गलती से प्राइवेट डाक्टरों के पास यह सोच कर जाती हैं कि वहां वे अधिक गुप्त रहेंगी । अस्पतालों में फार्म भरना आवश्यक होता है किन्तु कानूनी उपबन्धों के अधीन उसका व्यौरा बिल्कुल गुप्त रखा जाता है । फार्म भी सरल और कम से कम होते हैं ।

3. यदि रोगी शुल्कदायी वाडें में न हो तो सरकारी संस्थाओं में गर्भपात की सेवायें मुफ्त प्रदान की जाती हैं ।

4. इस प्रयोजन के लिये सरकारी अस्पतालों और मान्यताप्राप्त संस्थाओं में गर्भपात करवाने वाली सभी महिलाओं को भविष्य में अवांछनीय गर्भों से बचने के लिये गर्भरोधन के बारे में सलाह दी जाती है तथा गर्भरोधन की सेवायें और उपकरण भी दिए जाते हैं ।

5. देश में मान्यता प्राप्त संस्थाओं द्वारा कराए गये गर्भपातों के सरकारी आंकड़े प्रति वर्ष इस मंत्रालय के प्रकाशनों में प्रकाशित किये जाते हैं । वैसे, जैसा कि स्पष्ट है, अनधिकृत व्यक्तियों द्वारा कितने गर्भपात किये गए उनके कोई सही आंकड़े उपलब्ध नहीं हैं ।

6. गर्भ के चिकित्सीय समापन अधिनियम के अधीन विवाहित अथवा अविवाहित

महिलाओं को सेवायें प्रदान करने के लिये कोई भेद-भाव नहीं बरता जाता है । सरकारी अस्पताल तथा अन्य मान्यता प्राप्त संस्थाएँ अविवाहित महिलाओं को भी ये सेवायें अवश्य प्रदान करती हैं ।

7. समाचार पत्र के सम्पादकीय बें बम्बई की रिपोर्ट का उल्लेख है । यह स्पष्ट नहीं है कि इस खबर का सम्बन्ध किस रिपोर्ट से है ।

8. विश्व के जिन अधिकांश देशों ने गर्भपात को वैध बनाया है उन्होंने ऐसी महिलाओं के स्वास्थ्य को दृष्टिगत रखकर किया है कि सन्तान नियंत्रण के साधन के रूप में ।

9. इस सम्पादकीय में जनसंख्या कार्य-कलापों को संयुक्त राष्ट्रीय निधि द्वारा किये गये जिस सर्वेक्षण का उल्लेख किया गया है, उसकी सरकार को कोई जानकारी नहीं है ।

10. जहां तक उपर्युक्त सूचना का सम्बन्ध है सम्पादकीय में वर्णित विचार तथ्यों पर आधारित नहीं हैं ।

#### Over Crowding in II Class Compartments

\*155. SHRI CHITTA MAHATA : Will the Minister of RAILWAYS be pleased to state :

(a) what steps Government have taken to remove over-crowding in II Class compartments in the railway trains; and

(b) what are the new amenities proposed to be introduced for II Class passengers during the Sixth Five Year Plan ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) : (a) Consistent with the availability of resources, steps are being taken to introduce new trains, extend the runs of existing trains and also augment their loads. During the years 1977-78 to 1980-81 (upto 15-11-1980), a total of 278 non-suburban trains were introduced and the runs of about 160 trains were extended.

(b) The Sixth Five Year Plan proposals have not yet been finalised.

**Hindustan Shipyard Limited,  
Vishakapatnam**

\*156. SHRI S. M. KRISHNA :  
SHRI K. A. RAJAN :

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

(a) whether the Hindustan Shipyard Ltd., Vishakapatnam is facing stringent problems as two of its four berths are lying idle for over one year due to lack of adequate orders for ship-building ;

(b) whether Government have examined the situation arising from the non-utilisation of full capacity of the Hindustan Shipyard ; and

(c) if so, the measures which Government propose to take to fully utilise the capacity of the Shipyard ?

**THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL) :** (a) Hindustan Shipyard is facing problem of production gap due to lack of adequate ship-building orders for the past one year. Consequently, two of its four berths are unoccupied—one from December, 1979 and second from August, 1980.

(b) Yes, Sir.

(c) (i) A high level meeting was held with the managements of Shipyards and shipowners to secure more orders for Indian shipyards. As a result of this, orders for four ships of 27,000 DWT each have since been placed on Hindustan Shipyard Limited. Negotiations are also under way with other Indian shipping companies or additional orders.

(ii) Excise Duty of 8% on Indian built ships has been waived by the Government of India from 19-6-1980. This will serve as an incentive to shipping companies to place more orders on Hindustan Shipyard Limited.

**Shortage of Wagons**

\*157. SHRI SOMNATH CHATTERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that because of the acute power shortage in the Eastern Region where most of the wagon building units are situated, the production of wagons for 1980-81 in the first quarter (April-June) has not exceeded 2000 units against an order of 13,500 wagons ;

(b) whether Government are also aware that because of the acute shortage of wagons, the coal movement in the country is restricted, resulting in acute shortage of power ; and

(c) if so, the remedial measures taken by Government therefor ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) :** (a) The final Budget for 1980-81 provides for acquisition of 13,000 wagons in terms of four wheelers during the year. Against *pro-rata* target of 3250 wagons in terms of four wheelers, actual production during April-June, 1980 was 2517 wagons in terms of four wheeler units. The shortfall in production was mainly due to power cuts faced by the wagon builders, labour trouble in some units and shortfall in supply of wheel sets from the Wheel and Axle Plant, Durgapur.

(b) and (c). Shortage of wagons was not allowed to come in the way of moving coal to power houses. However, action has already been taken for procurement of more wagons.

Ministry of Railways have also taken up the matter with the State Governments, including the Governments of Bihar and West Bengal for according higher priority to the wagon builders in the matter of power supply. Also Ministry of Energy have been requested to render necessary assistance in this regard. To make good the shortfall in indigenous supply of wheelsets, arrangements have been made for matching import of wheelsets.

भारतीय हांकी कोच को रिहा कराने में हुई प्रगति

\*158. श्री तारिफ अन्वर :  
श्री अर्जुन सेठी :

क्या विदेश मंत्री भारतीय हांकी कोच का अफगान विद्रोहियों के हाथों में होने के बारे में 12 जून, 1980 के अनारंकित प्रश्न सं० 609 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) भारतीय कोच को रिहा कराने में अब तक क्या प्रगति हुई है ; और

(ख) काबुल में भारतीय दूतावास ने अफगानिस्तान सरकार से किन-किन तारीखों को सम्पर्क किया ?

विदेशमंत्री (श्री गी०बी० नरसिंह राव) :

(क) काबुल स्थित भारतीय राजदूतावास से श्री चैन सिंह का पता लगाने के लिए सभी उपलब्ध साधनों की सहायता से अथक प्रयत्न किया है और निरन्तर प्रयास कर रहा है । परन्तु अभी तक उनके अथवा उनकी कुशलता के बारे में कोई विश्वस्त जानकारी प्राप्त नहीं हुई है ।

(ख) अप्रैल, 1980 में अफगानिस्तान के विदेश कार्यालय के साथ यह मामला उठाया गया था । उसके बाद मई, 1980 में अफगानिस्तान के उप प्रधान मंत्री और जून, 1980 में वहां के उप विदेश मंत्री के समक्ष भी इस सवाल को उठाया गया । काबुल स्थित भारतीय दूतावास इस संबंध में संबंधित अधिकारियों से निरन्तर सम्पर्क बनाये हुए है ।

पूर्वोत्तर रेलवे में रेल गाड़ियों का लेट चलना

\* 150. श्री राम लाल राहो : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे में लखनऊ-बरेली, सीतापुर-दुधवा, लखनऊ-मैलानी और सीतापुर-बुदवाल के बीच रेल गाड़ियों के लेट चलने से यात्रियों को असुविधा हो रही है; और

(ख) यदि हां, तो स्थिति में सुधार लाने के लिए इस सम्बन्ध में सरकार ने क्या कार्यवाही की है ?

रेल मंत्रालय में उप-मंत्री (श्री मल्लिकार्जुन) : (क) सीतापुर-दुधवा, सीतापुर-बुदवाल खंडों पर चलने वाली यात्री गाड़ियों और 25 अप/26 डाउन लखनऊ-मैलानी एक्सप्रेस गाड़ियों का समय-पालन सामान्यतः संतोषजनक रहा है । लेकिन

लखनऊ-बरेली खंड पर चलने वाली यात्री गाड़ियों का समय-पालन संतोषजनक नहीं रहा है ।

(ख) गाड़ियों के संचालन पर कड़ी नजर रखी जाती है और चौबीसों घंटे इनकी निगरानी की जाती है ताकि तत्काल शोधक/निवारक कार्रवाई की जा सके और गाड़ियां लेट न हों । सुरक्षण कार्य और इंजनों में पानी देने के लिए बिजली की पर्याप्त सप्लाई सुनिश्चित करने और साथ ही जिन क्षेत्रों में गाड़ियों के सुचारु संचालन के लिए कानून और व्यवस्था की सामान्य स्थिति अपेक्षित है, वहां समाज विरोधी गतिविधियों की रोकथाम सुनिश्चित करने के लिए राज्य सरकारों से समन्वय भी रखा जाता है ।

#### Electricity based urban Transport

\*160. SHRI HARINATH MISRA :  
SHRI E. BALANANDAN :

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

(a) whether it is a fact road planners and transport experts have recommended that urban transport should be based on electricity rather than petroleum ;

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

(c) whether Government propose to draw up a new 20 year road development plan ; and

(d) if so, the details thereof ?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL) : (a) and (b). While dealing with the subject of urban transport, National Transport Policy Committee in its report has stressed the need for augmentation of existing suburban rail facilities and providing new electrified intra-urban rail services as essential to meet the traffic demand. It has also emphasized that electric trams and trolley buses have an important role to play on considerations of energy conservation. The recommendations of the NTPC are under consideration of the Government.

(c) and (d). The National Transport Policy Committee has also recommended the need for formulation of a perspective plan for the next 20 years. The recommendation is under consideration.

**Loan for purchase of DDA Flats**

1401. SHRI F.H. MOHSIN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the particulars of officials in the Ministry of Health and Family Welfare and D.G. H.S. Headquarters who were granted loans for the purchase of ready built flats from the Delhi Development Authority during 1977-78, 1978-79 and 1979-80 ; and

(b) the dates on which conveyance deeds for mortgaging the flats to the President of India were executed by each ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RAJAN LASKER) : (a) and (b); The information is given in the statement attached.

**Statement**

*Loan to Officials of the Ministry of Health and F. W. and D.G.H.S. for purchase of DDA Flats*

Year	Name and Designation of the officer	Date on which conveyance deeds for mortgaging the flats was executed
Ministry of Health and Family Welfare and DGHS Headquarters	1977-78 1. Shri S.K. Karthak, Deputy Director (Admn.)	Not yet
	2. Shri D.R. Gupta, Hindi Translator	31-5-80
	3. Shri Jagjit Singh, Assistant	Not yet
	4. Shri M.R. Sharma, Stenographer	Not yet
	5. Shri N.D. Sethi, Stenographer	Not yet
	6. Smt. Pashminder Kaur, Stenographer	Not yet
	7. Shri A.L. Bhatia, Stenographer	Not yet
	8. Shri T.J. Rao, Stenographer (Gr. III)	Not yet
	9. Shri J.S. Goindi, LDC	Not yet
	10. Shri Jai Kumar, Sr. P.A.	Not yet
1978-79	1. Shri B.K. Nayar, Assistant	Not yet
	2. Shri H.S. Sagar, Assistant	Not yet
	3. Shri H.M. Sambhi, Assistant	Not yet
	4. Shri Raja Ram, UDC	Not yet
	5. Shri A.V.L.N. Rao, Stenographer	Not yet
	6. Miss Lakshmi Abhichandani, Population Education Officer	Not yet
	7. Shri K.V.S. Bhima Rao, Section Officer	Not yet
	8. Shri G.P. Suman, Food Inspector	Not yet
	9. Shri R.P. Dixit, Librarian (Gr.III)	Not yet
	10. Shri Sukh Lal Prasad, Technical Asstt.	Not yet
1979-80	1. Shri Charanjit Singh, Section Officer	Not yet
	2. Shri Kamal Ranjan Saha, Computer	Not yet
	3. Shri D.R. Chawla, Statistician	Not yet
	4. Kum. Nirmal Dhanedhar, Investigator	Not yet

**Tenders for goods and Parcels handling contract at Shalimar**

1402. SHRI N.K. SHEJWALKAR : will the Minister of RAILWAYS be pleased to state :

(a) the names of parties who submitted tenders for Goods & Parcels handling contract at Shalimar on 15th October, 1979 together with rates quoted by them for each individual item of the schedule and the total valuation worked out on the basis of traffic figures made available to tenderes :

(b) what was the percentage increase in rates compared to the rates received in earlier tender opened on 2nd March, 1979 for the same work ;

(c) the names of the parties who participated in negotiations conducted on 14th February, 1980 for reduction in tendered rates ; and

(d) what rates were received from different parties in negotiations held on 14 February, 1980 and 7th June 1980 together with total valuation of the Contract

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN), (a) and (b). The names of the parties who submitted the tenders are as under :—

1. M/s Dey & Agarwala
2. M/s Kamta Prasad Singh & Co.
3. M/s 24 Parganas Workmen's Co-operative Labour Contract and Construction Society Ltd.
4. M/s Railway Parcels & Goods Porters Co-operative Labour Contract Society Ltd.
5. M/s Malgudam Co-operative Labour Contract Society Ltd.
6. M/s Allahabad Labour Supply agency.

Since this tender has not been finalised as yet, it is not in public interest to disclose the information regarding rates, valuation, percentage increase in rates, etc.

(c) Names of parties who participated in negotiations conducted on 14-2-1980 are as under :—

1. M/s Dey & Agarwals
2. M/s Kamta Prasad Singh & Co.
3. 24 Parganas Workmen's Co-operative Labour Contract and Construction Society Ltd.
4. M/s Allahabad Labour Supply Agency
5. M/s Malgudam Co-operative Labour Contract Society Ltd.

(d) Since this tender has not been finalised it is not in public interest to disclose this information.

**Construction of flyovers in Delhi**

1403. SHRI NARAYAN CHAUBEY : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether fly overs are going to be constructed in Delhi and work completed before the beginning of the Asian Games. :

(b) if so, the details thereof ;

(c) the names of the Construction Companies to whom contracts have been given and the total amount of expenditure in each case ;

(d) whether fly over on School lane is being constructed by U.P. state Buildings Corporation ;

(e) if so, whether tenders were called; and

(f) the names of the builders and amount quoted by each of them ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) :



(a) to (c). Yes Sir, The details of flyovers to be constructed are as under :—

Sl. No.	Name of fly over	Constructing Agency
1.	Flyover across Railway line in Sewa Nagar.	Work yet to be awarded.
2.	Flyover at I.P.O. intersection on Ring Road Near I.P. Estate.	-do-
3.	Flyover at intersection near Mool Chand Hospital	-do-
4.	Flyover at intersection near Oberoi Hotel.	-do-
5.	Flyover at intersection near Lodhi Hotel.	-do-
6.	Flyover on Jail Road in Delhi Contonment area.	Construction of approaches awarded to M/S Simplex Concrete Piles Ltd. the bridge portion in Railway limits will be constructed by the Railways for which tenders have been floated by them.
7.	Flyover on School lane connecting Barakhamba road with Ranjit Singh Road.	U.P. State Bridge Construction Corporation for construction of approaches only-- Railway portion of the bridge costing about Rs. 130 lacs is to be constructed by Railways for which they have floated tenders.

(d) Yes, Sir through U. P. State Bridge Corporation.

(e) Yes, Sir.

(f) The names of firms and amount quoted by each of them are as under—

Sl. No.	Name of firm	Amount quoted (Rs. in lacs)
1.	U.P. State Bridge Corporation	297.60
2.	M/s. Tirath Ram Ahuja	316.49 (with conditions)
3.	M/s. Gammons India Ltd.	338.70 (with conditions)
4.	National Project Construction Corporation.	345.13 (with conditions)
5.	M/s. Cement Concrete and Allied Products.	401.13

### Conversion of Pratap Nagar-Chhotande- pur N.G. Line

1404. SHRI R. P. GAEKWAD : Will the Minister of RAILWAYS be pleased to state :

(a) the details of engineering and traffic survey undertaken and completed on the conversion of Partapnagar-Chhotande-  
pur and Chhotudepura-Tanakhla N.G. railway line on the Baroda Division of the Western Railway and the amount spent thereon ;

(b) when the gauge conversion work will start ;

(c) whether any provision has been made in the Budget ; and

(d) if not, the reasons thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN : (a) to (d). Consequent on the recommendations of the Uneconomic Branch Lines Committee, 1969 for conversion of Chhota Udaipur-Paratapnagar and Chhuchupara-Tankhala narrow gauge sections into broad gauge, a traffic survey was carried out in 1971-72 at a cost of Rs. 76,000/-. It was found that the project was not financially viable.

The State Government of Gujarat have been pressing for the conversion of this line in the light of the quantum of traffic to be moved for the proposed Navagam Dam. The State Govt. have also decided to bear the survey charges of Rs. 5 lakhs. Further action will be taken by the Railway Administration as soon as the State Government deposit the survey charges.

### Cast Railway Wheels

1405. SHRI S. B. SIDNAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a plant has been set up in Karnataka for manufacturing cast railway wheels ; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN : (a) Yes.

(b) The Indian Railways are meeting their requirements of wheelsets, tyres and axles from two plants in the country namely Hindustan Steel, Durgapur & TISCO,

as well as from imports. About 50% of the Railways requirement is imported. In order to prevent a heavy drain on foreign exchange it was decided to set up a Wheel & Axle Plant at Yelahanka, Bangalore. The estimated cost of Rs. 38-39 crores for the Project is under revision at present. The Plant is expected to commence phased production in 1982-83.

The Sizes of wheels to be manufactured at Yelahanka range from 725 mm to 1090mm dia and comprise 5 types of wheels. In addition, the plant is programmed to manufacture 50 types of axles which represent a major cross section of different types used on the Railways.

### Central Assistance to States to open mobile Health units in Rural Areas

1406. SHRI HARIHAR SOREN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have any plan to provide Central assistance to the States to open mobile health units in the rural areas ;

(b) if so, whether any assistance has been given to Orissa under this head ; and

(c) the number of villages which have been provided with such family in the Kunijhar district of Orissa ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) : (a) to (c). There is no such proposal under the consideration of the Government of India. However, under the Re-orientation of Medical Education Scheme, three mobile clinics have been provided to each medical college in the country. In Orissa, 9 mobile medical clinics have been supplied to the three Medical Colleges namely, S.C.B Medical College, Cuttack, V.S.S. Medical College, Bhurta, Sambalpur and M.C.G. Medical College, Berhampur in the State. These three mobile clinics are meant to operate in and serve the areas covered by the three PHCs attached to each medical college, in the districts in which medical college is situated.

### बदलु रेलवे स्टेशन

1407. श्री वृद्धि चन्द्र जैन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजस्थान में जोधपुर-बाड़मेर लाईन पर स्थित बदलु रेलवे स्टेशन पर यात्रियों के प्रतीक्षालय की छत बोहे की शीटों की बनी हुई है;

(ख) क्या यह भी सच है कि उपरोक्त प्रतीक्षालय लोगों के लिये उपयुक्त नहीं है; और

(ग) यदि हां, तो आधुनिक प्रतीक्षालय का निर्माण करने के लिए सरकार क्या उपाय कर रही है और लोगों की आवश्यकता की पूर्ति के लिए कब तक नए प्रतीक्षालय का निर्माण हो जाएगा ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) :

(क) से (ग). उत्तर रेलवे के जोधपुर-बाड़मेर खंड में "बदलु" नाम का कोई स्टेशन नहीं है। संभवतः आशय बैतु रेलवे स्टेशन से है। इस स्टेशन में जस्तेदार लोहे की चादरों की छत वाला एक प्रतीक्षालय है। यह प्रतीक्षालय यात्रियों के उपयोग के लिए उपयुक्त है। प्रतीक्षालय के अतिरिक्त इस स्टेशन पर पत्थर की छत पच्चीकागी के फर्श और सफाई युक्त श्याधन वाला उंचे दर्जे का एक प्रतीक्षालय भी है।

### Service Charges Bills by Thane Municipal Council

1408. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Thane Municipal Council (Maharashtra) has submitted bills for the period from 1st April, 1954 to 31st March 1980 amounting to Rs. 5,75,010.47.

(b) if so, the reasons for not settling the claims of the Thane Municipal Council; and

(c) what steps Government are taking to settle the claim ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Yes. However the amount as per the bills is Rs. 5,75,010.47 Paise.

(b) The amount due to Thane Municipal Council is Rs. 2,52,028.16 Paise, as the claim preferred by the Municipal Council is on the basis of 75% of the property tax, while the rate actually payable is 33½%. Against this, an amount of Rs. 1,11,155.00 is payable by the Thane Municipal Council to the Central Railway for the services rendered by the Railway and availed of by them.

(c) Action is being taken by the Central Railway to pay Rs. 1,40,873.16 Paise, being the balance amount due, after setting off the dues payable by the Municipal Council to the Railway.

### Issue of National Permits for trucks

1409. SHRI BHIKU RAM JAIN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the issue of national permits for trucks takes unduly long time in the Transport Department of Delhi Administration;

(b) what steps Government propose to take to improve the procedure for issue of a duplicate licence, up-date the record, of exact number of vehicles on road, physical inspection of a vehicle for issuance of fitness certificate; and

(c) what steps are proposed for introducing efficiency in the Delhi Transport Department?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) According to the Delhi Administration, the work of issuance of National Permits has been stayed in view of the Court orders viz: an interim injunction passed by the High Court of Delhi in 1978, and an appeal filed by Delhi Administration against the order of Transport Appellate Tribunal, Delhi in 1980.

(b) and (c). For expediting issuance of licences, updating of records etc., the Transport Directorate of Delhi Administration is being strengthened. A Special Cell has been set up to attend to complaints of misbehaviour/refusal of taxis, scooters and to go to desired directions. Delhi Administration has taken up the schemes like computerization of records and the training school for drivers.

#### Research Re. Health hazards of bidi smoking vis-a-vis Indian cigarette smoking

1410. SHRI BAPUSAHEB PARULEKAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Tata Memorial Cancer Research Institute, Bombay or any other Indian Institute has carried out the research regarding health hazards of bidi smoking vis-a-vis Indian cigarette smoking;

(b) what are the effects each of carbon monoxide, hydrogen cyanide, phenol, carcinogenic hydro-carbon benza on bidi smokers; and

(c) whether bidi smoking is more harmful as compared to Indian cigarette smoking on the background of research findings?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes. The Cancer Research Institute of the Tata Memorial Centre, Bombay has undertaken the chemical analysis of four popular brands of Indian bidis and eight popular brands of Indian cigarettes.

(b) Carbon monoxide, hydrogen cyanide phenol, benzpyrene etc. are important ingredients of tobacco smoke and are harmful for the following reasons:—

- (1) are local irritants to the lungs and the mucous membrane (inner lining) of mouth, food pipe, stomach and are, therefore, potentially carcinogenic;
- (2) produce spasms in bronchitis and blood vessels and are, therefore, dangerous for the cardio-vascular system and may produce Buerger's disease, coronary disease etc.
- (3) by-products of tobacco smoke are excreted through and, during excretion, are potentially carcinogenic to the G.I. Tract and G.U. Tract. Hydrogen cyanide is toxic to the cilia of the lung, phenol is a tumour promoting agent and carcinogenic hydro-carbon benza are tumour causing agents.

(c) *bidi* is lighter in weight than a cigarette. Taking this into account, the chemical analysis carried out so far has shown that per unit weight *bidis* is more harmful than Indian cigarettes.

#### Samastipur Junction

1411. SHRI RAM SINGH SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of employees at Samastipur junction in Bihar and Lucknow junction in U.P., category-wise;

(b) the number of Scheduled Castes and Scheduled Tribes employees, category-wise;

(c) the number of casual employees in different categories;

(d) the number of employees who have been provided with railway quarters;

(e) the number of employees who have no quarters and by what time they will be provided with quarters; and

(f) the number of employees who own their own houses?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (f). The information is being collected from the two Zonal Railways and will be laid on the table of the Sabha.

#### Nasirabad—Jaipur Line

1412. ACHARYA BHAGWAN DEV: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a proposal to lay railway line from Nasirabad to Jaipur via Goela-Sarwar Shariff-Devli-Kekri-Kota junction or from Todrai Singh Railway Station to Jaipur via Kekri etc. to give rail link to Dargah-Shariff which is a muslim pilgrimage centre;

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

(c) the time by which any of the above Rail lines will be laid so that the pilgrims

going to Dargah-Shariff could avail the railway facilities?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c). A survey was carried out in 1955 for constructing a railway line from Ajmer to Kota via Nasirabad and the report revealed that the project would not be a viable one. However, no survey has been undertaken to connect Nasirabad with Todarai Singh which is already linked to Jaipur by a metre gauge line.

#### **Reservation of seats in K.K. Express**

1413. SHRI T. R. SHAMANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that there is considerable difficulty to get reservation of seats for passengers from Bangalore to Delhi and Bombay, particularly in the K. K. Express and Mahalakshmi Express; and

(b) what steps Government propose to take to give relief to the travelling public?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, some difficulties are generally experienced.

(b) Number of coaches in 125/126 K.K. Express are proposed to be augmented by double-heading, sometime in early 1981, after improved couplings to locomotives and coaches have been developed and tested. The load of Broad gauge Mahalakshmi express has been augmented by one bogie from 1-11-80 between Kolhapur and Pune. Further augmentation of loads of both B.G. and M.G. trains will be considered when adequate resources become available.

#### **New Restrictions by Kuwait Government**

1414. SHRI N. DENNIS: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware of the new restrictions of the Kuwait Government not to permit any person earning with less than about Rs. 1,000 per month to keep his family at Kuwait;

(b) if so, the total number of families likely to be affected by this restriction; and

(c) the steps taken by the Indian Government in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Government of Kuwait, in April 1980, issued a regulation barring stay in Kuwait of immigrants' families with a monthly income of less than KD 400 (approximately Rs. 12,000/-). The regulation applies uniformly to all foreigners and is not directed against our particular nationality. One of the reasons which prompted the Kuwaiti authorities to take this step is the acute shortage of housing accommodation and consequent exorbitant rents. A worker earning less than KD 400 cannot afford proper accommodation for his family.

(b) This regulation is likely to affect a majority of the Indian community in Kuwait estimated at 80,000.

(c) While it is the sovereign right of any State to promulgate rules/regulations, the Indian Embassy in Kuwait have requested the Government of Kuwait that this regulation be made applicable to the families of those entering Kuwait after the promulgation of this regulation.

#### **Memorandum from All India Railway Employees Confederation**

1415. SHRI A.K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether All India Railway Employees' Confederation and Purba Railway Engineering Kamgarh Union (Cons.) Dhanbad have submitted several memorandum/representations regarding the long standing grievances of Construction staff to the Chief Engineer (Cons.) Eastern Railway Calcutta;

(b) if so, what are the grievances of these staff and the action taken by Railway Administration to resolve them; and

(c) the policy and programmes of Government for absorption of these Project labourers working since ten years or more in regular services?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). The grievances generally relate to improvements in service conditions of casual labour. Its Government's policy to mitigate the grievances. Further, casual labour is considered for absorption

against regular vacancies from time to time subject to the availability of the posts and rules governing such absorption.

### Divisional Personnel Officers

1416. SHRI SANAT KUMAR MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) the Divisions on the Northern Railway in which the posts of Divisional Personnel Officers have been upgraded to that of Senior Divisional Personnel Officers;

(b) the Divisions in which these incumbents have not so far been posted and the Divisional Personnel Officers who were not selected are continuing;

(c) the reasons for not posting the selected personnel against these posts of Senior Divisional Personnel Officers now that the initial Indian Railway Personnel Service has been constituted; and

(d) how long it will take to put in position the Senior Division Personnel Officers from the selected Lists in all the Divisions where such posts have been sanctioned?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The posts of Divisional Personnel Officers have been upgraded to Senior Divisional Personnel Officers' grade in the following Divisions:

Allahabad, Delhi, Lucknow, Moradabad, Ferozepur, Bikaner and Jodhpur.

(b) Of these 7 upgraded posts, only two in Lucknow and Ferozepur Divisions are being operated in Senior Divisional Personnel Officers' Grade.

(c) Officers in the Indian Railways Personnel Service are not yet eligible for promotion in terms of Recruitment Rules framed in consultation with the UPSC.

(d) The next panel for this grade in the Indian Railway Personnel Service is expected to be formed in 1981.

### Terrorism in Calcutta Port Area

1417. SHRI K.P. SINGH DEO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the News item appearing

in Statesman dated the 20th August, 1980 that as a result of the terrorism of the Union Dadas, wagons are not loaded and rakes reach their destination half empty;

(b) whether it is also a fact that the gangsters freely loot the wagons to use the components as scrap and at present 3,500 wagons have been disabled by such 'Dadas' in the Calcutta Port area and the railways have refused to carry any more goods barring in a most essential case within port area;

(c) if so, what are the facts of the case and what loss is incurred by the Railways on this account every year; and

(d) what steps have been taken to put an end to this?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Yes, Sir.

(b) and (c). It is not a fact that 3,500 wagons have been disabled by the Union 'Dadas'. However, there have been spurt of thefts of wagons parts in the Port Trust Railway System, which is spread over a large area. As a result of this, the wagon balance in the port rose to 3,225 in July, 1980 including 1,625 damaged wagons. The high wagon balance was mainly to increase in the percentage of damaged wagons, inadequate supply of spares, limited capacity for repairing damaged wagons, pilferage of wagon parts from the port area etc. In view of the high wagon balance, Railways imposed partial restrictions on movement of wagons to Port. Due to the various remedial steps taken the position has since improved considerably and the balance of damaged wagons has also been reduced to 524. The total wagon balance has also reduced to about 1,900.

Loss incurred by the Railways on account of hold-up of wagons in the Port cannot be quantified.

(d) Several remedial steps including patrolling, deployment of additional contingent of armed constables etc. have been taken to avoid incidences of thefts in the Port area.

It has also been decided to hand-over the railway yards to the Central Industrial Security Force.

About 1000 sick wagons have been withdrawn by railways during the last 3½ months for servicing in the railway workshops and depots.

### Roads and bridges damaged in Orissa in recent flood

1418. SHRI GIRDHAR GOMANGO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether his Ministry received report from the Government of Orissa regarding the damages of roads and major bridges in Orissa due to recent flood;

(b) if so, the names of the bridges mentioned in the report;

(c) the financial assistance asked by that State for construction of new bridges and repair of the damaged bridges with names; and

(d) the steps taken by this Ministry in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes.

(b) and (c). A statement giving names of the bridges on National Highways and the financial assistance asked for by the State Government for flood damage repairs is enclosed. No new bridge is required to be constructed.

(d) The detailed proposals and estimates are awaited from the State P.W.D. The funds will be released as and when the estimates are received and sanction accorded.

#### Statement

Sl. No.	N.H. No.	Bridge No.	Financial Assistance asked (Rs. Lakhs) for repair of damages
1	2	3	4
1.	5	744/5-7	2.27
2.	5	679/4	
3.	5	695/5-6	
4.	5	700/6-7	
5.	5	96-5-97-4 (Baitarni)	0.50

1	2	3	4
6.	5	255/0-269/0 (Dhudas)	1 15
7.	5	245/0-255/0 (Chipat)	
8.	6	223/0 (Kaira)	0.38
9.	5A	50/4 (Nuna)	3.25
10.	5A	57/0 (Kula & Mahanadi)	
		67/0	
11.	6	174/1 (Nathjore)	1.00
12.	6	182/2 Do.	
Total:			8 55 lakhs

### Supervisors of Loco Workshop and Carriage and Wagon departments

1419. SHRI SURAJ BHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that before the Third Pay Commission, the highest and the lowest grade of Supervisors of Loco, Workshop and Carriage and Wagon Departments were identical ;

(b) whether it is also a fact that after Third Pay Commission, the Supervisors of Loco and Workshop Departments have been allotted the grade of Rs. 840-1040 (RS) and those of Carriage and Wagon Department have been left out ; and

(c) if so, the manner in which Government propose to remove this anomaly ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) and (b). The Loco Foremen and Shop Supdts. in workshops were eligible to the scale of pay of Rs. 450-575 + Rs. 150/- p.m. Special pay in the Authorized scales of pay, whereas the Senior most Supervisors amongst the Train Examiners of Carriage and Wagon Department were entitled only to the scale of pay of Rs. 450-575 without any special pay. The Loco Foremen and Shop Supdts. in Workshops were, therefore, allotted the Revised Scale of pay of Rs. 840-1040 without special pay while the senior most Supervisors of the Carriage and Wagon Department were allotted the

scale of Rs. 700-900. Subsequently, 10 % of the posts in scale of Rs. 700-900 amongst Carriage and Wagon Supervisors have also been allotted the scale of Rs. 840-1040.

(c) In view of what is stated above, there has been no anomaly, and the question of removing the same does not arise.

### ब्रिटेन की जेलों में भारतीय

1420. श्री चन्द्रदेव प्रसाद वर्मा : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हजारों भारतीय किसी अपराध में बिना दोष सिद्धि के अनेक वर्षों से ब्रिटेन की जेलों में हैं ;

(ख) यदि हां, तो तत्सम्बन्धी ब्यौरा क्या है; और

(ग) भारत सरकार उनकी रिहाई के लिए क्या कार्यवाही कर रही है ?

विदेश मंत्री (श्री पी. वी. नरसिंह राव) : (क) और (ख) . लम्बी अवधि तक नजरबंदी के ऐसे किसी भी मामले के बारे में सरकार को जानकारी नहीं है । उत्प्रवासन अधिनियम और नियमों के अधीन विभिन्न कारणों से जिन व्यक्तियों को प्रवेश करने से मना किया जाता है उन्हें तभी तक वहां नजरबन्द रखा जा सकता है जब तक कि वे वहां से रवाना नहीं हो जाते । इसी प्रकार अवैध रूप से प्रवेश पाने वाले व्यक्तियों अथवा जिन्हें उद्वासन के आदेश दिए गए हैं उन्हें भी तभी तक नजरबन्द रखा जा सकता है जब तक कि वे वहां से प्रत्यावर्तित न कर दिए जायें । सामान्यतः नजरबन्दी की अवधि कुछ महीनों से अधिक नहीं होती ।

(ग) प्रश्न नहीं उठता ।

### नया गाजियाबाद स्टेशन पर मासिक/ त्रैमासिक टिकट जारी करना

1421. श्री चन्द्रपाल शैलानी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नया गाजियाबाद स्टेशन से हजारों यात्री यात्रा करते हैं परन्तु उस स्टेशन पर यात्रियों को मासिक/त्रैमासिक टिकट जारी करने के लिए कोई सुविधा उपलब्ध नहीं है;

(ख) यदि हां, तो क्या सरकार का विचार नया गाजियाबाद से यात्रा करने वाले यात्रियों को नया गाजियाबाद स्टेशन तथा सिटी बुकिंग एजेंसी, दोनों स्थानों से मासिक/त्रैमासिक टिकट जारी कराने के लिये व्यवस्था करने का है । ताकि दैनिक यात्रियों को होने वाली असुविधा दूर हो सके; और

(ग) यदि हां, तो कब तक ?

रेल मंत्रालय में उप-मंत्री (श्री मल्लिकार्जुन) : (क) जी हां ।

(ख) और (ग) . नया गाजियाबाद रेलवे स्टेशन ठेकेदार द्वारा परिचालित एक हॉल्ट स्टेशन है जहां मासिक/तिमाही सीजन टिकट जारी करने की सुविधा नहीं है । इस हॉल्ट स्टेशन से चढ़ने वाले यात्री दिल्ली/नयी दिल्ली, गाजियाबाद स्टेशनों और सिटी बुकिंग एजेंसी, गाजियाबाद से अपने मासिक/तिमाही सीजन टिकट ले सकते हैं जहां कि अपेक्षित सुविधाओं की व्यवस्था है । नया गाजियाबाद हॉल्ट स्टेशन को प्लेग स्टेशन में बदलने के बारे में कार्रवाई हो रही है । जैसे ही यह काम पूरा हो जायेगा और अपेक्षित कर्मचारी तैनात हो जायेंगे, मासिक/तिमाही सीजन टिकट



दने की सुविधाओं की व्यवस्था करने के बारे में विचार किया जायगा।

**Construction of another Road parallel to Karakoram Highway**

1422. SHRI CHANDRAJIT YADAV : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government are aware of Sino-Pakistan Plan to construct another strategic road parallel to Karakoram highway across Pak held Indian territory in Kashmir ; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) (a) and (b) : Government have seen a report published in the "Patriot" of May 1, 1980 regarding the building of another highway in Pakistan occupied Kashmir which according to the report would become parallel to the existing Karakoram highway. However, Government have not received any confirmation that such a road is in fact being built. Government will continue to remain vigilant in this matter.

**Fly-Overs in Delhi**

1423. SHRI SUSHIL BHATTACHARYA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state : Number of fly-overs so far constructed in Delhi and expenditure incurred on such fly overs?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) : According to the information received from the Local Authorities 4 fly-overs have been constructed so far. Expenditure incurred on these fly-overs is as under :—

Sl. No.	Name of fly-over	Expenditure incurred (Rs. in lacs)
1.	Patel Road fly-over	77.30
2.	Fly-over near Defence Colony	113.20
3.	Sarai Rohilla fly-over	142.87
4.	Safdarjung fly-over on Aurobindo Marg	130.00

विद्यार्थियों और युवकों द्वारा रेल में बिना टिकट यात्रा

1424. श्री दशरथ शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आजकल विद्यार्थी और अन्य युवक सभी एक्सप्रेस गाड़ियों के प्रथम और द्वितीय श्रेणी के स्लीपर डिब्बों में अनधिकृत रूप से और बिना टिकट यात्रा करते हैं और वे कन्डेक्टरो की बात नहीं सुनते, उनसे झगड़ा करते हैं और उन पर हमला करते हैं जिसके फलस्वरूप गाड़ियों में यात्रियों की असुविधा होती है और उनकी सुरक्षा नहीं रहती है ; और

(ख) यदि हां, तो क्या सरकार इन गाड़ियों में यात्रियों की सुरक्षा के लिए और ऐसी घटनाओं को कम करने के लिए रेलवे सुरक्षा बल के सशस्त्र जवानों को तैनात करने के प्रबन्ध करेगी ?

रेल मंत्रालय में उप-मंत्री (श्री मल्लिकार्जुन) : (क) लम्बी दूरी की डाक और एक्सप्रेस गाड़ियों के आरक्षित डिब्बों में अनधिकृत यात्रियों के प्रवेश करने के मामले रेल प्रशासनों की जानकारी में आये हैं। पहले दर्जे के गलियारेदार सवारी डिब्बों और शयनयानों में तैनात कर्मचारियों को अनुदेश है कि वे अपने सवारी डिब्बों में अनधिकृत यात्रियों को प्रवेश करने की अनुमति न दें।

परन्तु, कुछ अवसरों पर ऐसे यात्रियों पर नियंत्रण पाना कठिन हो जाता है।

(ख) सभी एक्सप्रेस गाड़ियों के प्रत्येक पहले दर्जे के डिब्बे में और दूसरे दर्जे के शयनयान में रेल सुरक्षा बल के कार्मिकों को तैनात करना न तो वांछनीय है और न व्यवहार्य ही है। ऐसे उपायों

के लिए रे० सु० बल में भारी वृद्धि करने की आवश्यकता होगी जो एक स्वीकार्य प्रस्ताव नहीं होगा ।

### Amritsar Railway Station

1425. SHRI L. S. TUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the small office provided as ticket collectors, office at Amritsar Railway Station is sufficient to meet the staff accommodation and to receive the public for reservation; and

(b) if not, what steps are being taken by the Railways in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) At Amritsar Railway Station, the accommodation earmarked for Ticket Checking Staff is adequate. The reservation work is dealt with in a separate Reservation Office which functions from 09:00 hrs. to 16:30 hrs. Thereafter, enquiries about reservations are dealt with at the counters on the platforms.

(b) Does not arise.

### Ganga Bridge at Patna

1426. SHRI HARINATH MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the original cost of the Ganga Bridge at Patna was estimated to be Rs. 30 crores and it was scheduled to be completed by the end of 1977;

(b) if so, what is the present estimated cost of the Ganga Bridge at Patna and the proposed date of completion;

(c) what factors are responsible for escalation in the cost of the bridge and its non-completion so far; and

(d) what steps Central Government propose to take to ensure completion of the bridge at an early date?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). The bridge in question is a State Project and the Bihar Govt. are essentially concerned with it. According to information furnished by them, the

bridge was originally estimated to cost Rs. 23.50 crores for a 2 lane superstructure (without footpaths) and foundations including approaches with 2 lane carriage-way. Subsequently, while inviting tenders, the State Govt. increased the scope of work to provide a 2 lane superstructure with footpaths for the present and a 4 lane foundation and substructure for carrying 4 lane superstructure in future, together with 4 lane approaches. The contract for the bridge was awarded to M/s. Gammon India Ltd., in June, 1972 with stipulated date of completion as June 1978. The revised cost based on accepted tender and further escalation in prices of material, labour etc. has been estimated as Rs. 46.47 crores by the State Govt. The State Govt. now expect the bridge to be completed by December, 1981.

(c) The reasons for escalation in cost of work as indicated by the State Govt. are:—

(i) increase in scope of work as already mentioned, and

(ii) rise in prices of material and labour wages etc.

The factors responsible for delay in completion as reported by State Govt. are:—

(i) problems in sinking and heavy work of well foundations;

(ii) shortage of power, labour strike, cyclone in April, 1979, and

(iii) shortage of appropriate quality of cement, and

(iv) non-availability of steel in time.

(d) Since it is a State Project, necessary steps are to be taken by the State Govt. to ensure its timely completion.

राष्ट्रीय राजमार्ग संख्या 30 की सम्पत्त

1427. श्री रामावतार शस्त्री : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राष्ट्रीय राजमार्ग सं 30, सासाराम, आरा, मानेर, दानापुर, पटना, बख्तियारपुर, डाढ़,

मोकामा, बरौनी और बेगूसराय होकर जाता है;

(ख) यदि हां, तो क्या यह भी सच है कि यह मार्ग मानेर और मोकामा के बीच कई स्थानों पर खराब हालत में है; और

(ग) यदि हां, तो इस मार्ग की मरम्मत के लिए सरकार ने क्या कार्यवाही की है और मरम्मत कार्य कब तक पूरा होने की संभावना है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह) : (क) जी, नहीं। दरअसल राष्ट्रीय राजमार्ग सं० 30, राष्ट्रीय राजमार्ग 2 पर स्थित मोहनिया से शुरू होता है और आरा, मानेर, दानापुर, पटना और फतवा से होकर गुजरने के बाद राष्ट्रीय राजमार्ग 31 पर स्थित बख्तियारपुर पर खत्म होता है। इसके बाद, राष्ट्रीय राजमार्ग सं० 31 (जो दरअसल राष्ट्रीय राजमार्ग 2 पर स्थित बरही से शुरू होता है) चालू होता है जो बड़, मोकामेह, बरौनी और बेगूसराय से होकर गुजरता है।

(ख) यह सड़क वाकायदा अच्छी हालत में है और यहां पर यातायात आसानी से चल सकता है। हां, इतना जरूर है कि भारी वर्षा के मौसम में कुछ स्थानों पर तेज रफ्तार से चलने वाले यातायात के लगातार आने-जाने से यह सड़क कुछ क्षतिग्रस्त हो जाती है। लेकिन, इन क्षतिग्रस्त भागों की तत्काल समुचित मरम्मत कर दी जाती है।

(ग) पिछले तीन सालों में, मूल कार्यो तथा सामान्य मरम्मत कार्यो के लिए अनुदान देने के अलावा, राष्ट्रीय राजमार्ग 30 और 31 के मानेद-मोकामेह सड़क—खण्डों में मरम्मत करने

के लिए और बाढ़ से क्षतिग्रस्त हुए भागों की मरम्मत करने के लिए 25.12 लाख रुपये के विशेष अनुदान स्वीकृत किए गए हैं। इसके अलावा, हाल ही में पटना और बख्तियारपुर के बीच बाढ़ से क्षतिग्रस्त हुए भागों की मरम्मत करने के लिए स्वीकृति के लिए आवश्यक कार्रवाई हो रही है। अगला मानसून आने से पहले मरम्मत कार्य पूरा हो जाने की संभावना है।

#### National permits to Private Motor Transport

1428. PROF. MADHU DANDA-VATE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that private Motor Transport is seeking increase in the number of national permits particularly to facilitate the movement of high rated commodities by motor transport ;

(b) if so, whether such increase in the national permits will adversely affect the revenues of the Railways which are already bearing heavy social burdens ; and

(c) whether Government will refrain from increasing the national permits to private Motor Transport in the interest of integrated national transport policy ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH), (a) to (c) . In the interest of facilitating inter-state movement of goods, the State Governments and Union Territory Administrations have, for quite sometime been requesting for the increase in the number of National Permits. The matter also came up for discussion in the meeting of Transport Development Council on 2-8-1980. The Council, considering all aspects including rail-road co-ordination, recommended the increase in number. The Government has notified the increase on 4-10-1980.

### Regional Railway Service Commission in Karnataka

1429. SHRI K. B. CHOUDHRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal to open a Regional Railway Service Commission Office in Karnataka, and

(b) if so, when and where ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) and (b). A Railway Service Commission has already been set up at Bangalore on 2-10-80.

### Introduction of another train between New Delhi and Hyderabad

1430. SHRI G. S. REDDI : Will the Minister of RAILWAYS be pleased to state :

(a) what is the demand for first and second class berths at New Delhi for journeys to Hyderabad and what is the total number of berths available weekly :

(b) whether there have been complaints of inadequate service from New Delhi to Hyderabad as there is only one daily and one bi-weekly train between these two stations; and

(c) if so, whether the Railways intend to run one more train between these two stations daily or convert the A.&P. Express into a daily ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) The average weekly demand and accommodation available for first and second class berths at New Delhi for journey to Hyderabad for the period from May, 80 to October, 80 is as under :

Train No. & name	C'ass			
	Avail-able	Dem-and	Avail-able	Dem-and
22 Up Dakshin Express	523	605	1039	1289
124 U.P. A.P. Express	246	246	1103	1143

(b) Yes.

(c) The feasibility of introducing an additional train between Delhi and Hyderabad or increasing the frequency of

2528 LS-3

A.P. Express has been examined but not found operationally feasible at present.

### दिल्ली अहमदाबाद लाईन को बड़ी लाईन में बदलना

1431. प्रो० निर्मला कुमारी : शक्तावत श्री वृद्धि चन्द्र जैन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:—

(क) क्या सरकार की जयपुर अजमेर होकर दिल्ली और अहमदाबाद के बीच की मीटर गेज रेल लाईन को बड़ी लाईन में बदलने की कोई योजना है, और

(ख) यदि हां, तो इस योजना को कब तक स्वीकृति मिल जाएगी और काम शुरू हो जायेगा ?

रेल मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) (क) और (ख) : जयपुर और अजमेर के रास्ते दिल्ली और अहमदाबाद (934 कि० मी०) के बीच बड़ी लाइन का आमान-परिवर्तन एक अनुमोदित कार्य है जिस पर 100 करोड़ से ऊपर लागत आयेगी। इस परियोजना को यातायात की आवश्यकताओं और धन की उपलब्धता पर आधारित विभिन्न चरणों में निष्पादित किया जायेगा। प्रथम उपाय के रूप में फुलेरा किशनगढ़ खण्ड (50.9 कि० मी०) पर बड़ी लाइन की उप-संरचना सहित दोहरी लाइन बिछायी जायेगी, जिस के लिए 1980-81 के बजट में 50 लाख रुपये की व्यवस्था की गयी है।

### Payment of Compensation to the killed/injured during Train Accident near Jhinjhak and Ambiapur

1432. SHRI RASHEED MASOOD : Will the Minister of Railways be pleased to state :

(a) whether it is a fact that a large number of persons were killed and injured

in a train accident that took place between Jhijnhak and Ambiapur Stations on the night of 31st October, 1980 ;

(b) If so, the number of persons killed/injured as a result thereof ;

(c) the result of the inquiry made into the accident ; and

(d) the amount of compensation, if any, paid by Government to the families of the victims of the accident ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) and (b). In the accident which occurred between Jhijnhak and Ambiapur stations on 30-10-80, 35 persons were killed, 17 sustained grievous injuries and 24 simple injuries.

(c) The Commissioner of Railway Safety, Lucknow, who is an independent authority functioning under the administrative control of the Ministry of Tourism & Civil Aviation has held a statutory inquiry into this accident. According to his provisional findings, the initial derailment of a wagon of 452 Down Goods train was due to failure of mechanical equipment, and subsequent collision of 163 Up Sangam Express with the derailed wagon was due to failure of railway staff.

(d) No compensation has been paid to victims of train accident that took place between Jhijnhak and Ambiapur stations on 30-10-1980. The compensation will be decided by the Claims Commissioner to whom claims applications can be preferred within a period of three months from the date of occurrence of the accident and who may, on good cause shown, also allow any claim application to be made at any time within one year from the date of occurrence. However, a sum of Rs. 68,600/- has already been paid as *ex-gratia* amount to the victims of this accident.

### Halting Station at Khurigachi

1433. PROF. RUPCHAND PAL : Will the Minister of RAILWAYS pleased to state :

(a) whether Government propose to have a halting Station at Khurigachi

between Bhadreswar and Baidyabati in the Bandel-Howrah section of Eastern Railway ; and

(b) if so, by what time the above project will be completed ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) No.

(b) Does not arise.

### Idle Wagons and Coaches.

1434. SHRI A. F. PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) the number and percentage of wagons and coaches lying idle, zone-wise, due to defects want of repairs and other causes respectively as on 31st October, 1980 ; and

(b) what measures have been taken during the last six months to put them on rails ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) A statement is attached.

(b) The percentage of ineffective wagons and coaches is above the prescribed targets because of failure of trade and Durgapur Steel Plant to supply spare components and tyres, wheels and axles and due to poor electric power supply. Efforts are being made to import wheels, tyres, axles and undertake emergency purchases of other spares to release the stock held up at present. With improved power supply the out turn from workshops and sicklines has also shown considerable improvement.

## Statements

Railways	Wagons				Coaches			
	BG	Percentage	MG	Percentage	BG	Percentage	MG	Percentage
Central . . . .	3309	4.98	..	..	394	16.40	..	..
Eastern . . . .	3964	4.57	..	..	571	15.6	..	..
Northern . . . .	3007	5.3	..	..	413	12.3	..	..
N.E. . . . .	..	..	64	0.23	..	..	..	..
N.F. . . . .	NA	NA	NA	NA	NA	NA	NA	NA*
Southern . . . .	1295	6.39	415	3.42	323	13.3	218	11.57
S. Central . . . .	1537	4.7	596	..	161	12.0	59	6.2
S. Eastern . . . .	5438	5.9	..	..	580	22.9	..	..
Western . . . .	1610	5.21	1176	4.6	184	8.1	337	10.5

Target for sick wagons 4%

Target for sick coaches 14%

\*NA—Not Available

**Agreement signed between India and Denmark re. Health and Family Welfare in India**

1435. SHRI ARVIND NETAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that an agreement has been signed recently between India and Denmark regarding Health and Family Welfare in India with special reference to Madhya Pradesh; and

(b) If so, the details of the agreement ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) : (a) Yes; an agreement has been signed between India and Denmark for improving health and family welfare services in some districts of Mahya Pradesh.

(b) The Project agreement envisages an assistance upto 126 million Danish Kroners (Rs. 17.77 crores) which forms approximately 85% of the total cost of an Area Project being taken up in seven districts of Madhya Pradesh (Datia is included as a part of Gwailor district for this purpose) for improving Health and Family Welfare services. Due for implementation from the current Year (1980-81), the Project will last for five Years.

**Survey to know children suffering from Malnutrition**

1436. SHRI CHINTA MANI JENA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have conducted any survey regarding the chil-

dren below five years of age in India suffering from mild and moderate forms of malnutrition;

(b) If so, the details thereof;

(c) whether the World Health Organisation has extended its co-operation in this regard; and

(d) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR):** (a) Yes.

(b) The National Nutrition Monitoring Bureau, National Institute of Nutrition, Hyderabad, under the auspices of Indian Council of Medical Research has been conducting regular surveys in ten States viz. Andhra Pradesh, Orissa, Tamil Nadu, Uttar Pradesh and West Bengal since 1972 to assess the extent of malnutrition in population including children below 5 years of age. Every year, about 409 rural house-holds and 200 Urban house-holds are surveyed for this purpose in each State. About 15,000 children have so far been covered between 1972—79. The survey indicated that about 38 per cent children showed signs of moderate degree of malnutrition and another 40 per cent of children had mild malnutrition.

(c) No.

(d) Does not arise.

#### **Providing a halt of Neelachal Express at Koderma station**

1437. **SHRI R. L. P. VERMA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is fact that 120 berths in Neelachal Express are reserved for Gaya Junction ;

(b) whether it is a fact that on an average not more than 20-25 berths were reserved by pilgrims for Gaya Junction from the starting day (1st. April, 1980) of Neelachal Express till date ;

(c) whether it is a fact that Koderma, situated on Patna-Ranchi National highway is an important station ;

(d) if so, whether there is a proposal for the benefit of Railway to allow 5 minutes halt of Neelachal Express at Koderma Station ; and

(e) if so, when it will be implemented?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) :** (a) No. A quota of 2 berths in second A.C. sleeper coach and 21 second class sleeper berths by 175 Up. Neelachal Express and 3 berths in second A.C. sleeper coach and 57 second class sleeper berths by 176 Dn. Neelachal Express has been provided to Gaya Junction.

(b) No. The utilisation of these quotas is almost 100% and people are even placed on the waiting list.

(c) to (e). Koderma station is at present served by 7 pairs of Mail/Express trains of which stoppage of 81/82 A.C. Express has recently been provided on experimental basis. Since, the traffic towards Puri from Koderma is negligible, stoppage of 175/176 Neelachal Express at Koderma has not been found justified.

#### **Implementation of Centrally sponsored Health scheme**

1438. **SHRIMATI GEETA MUKHERJEE :**

**SHRI K.A. RAJAN :**

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

(a) whether the implementation of the Centrally Sponsored Health Schemes has been tardy ;

(b) if so, what steps are proposed to be taken for the better implementation of these schemes ;

(c) whether the incidences of diseases covered under the scheme has been on an increase recently ; and

(d) if so, what immediate steps are being taken to check it ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) :** (a) The implementation of some of the Centrally Sponsored Health Schemes has been adversely affected since 1979-80 side to change in the financial pattern of

implementation from 100% Centrally Sponsored to sharing on 50 : 50 basis with the State Governments. Moreover, the implementation of these Schemes rests with the State Governments and whenever they are unable to provide matching funds or requisite operational staff the implementation has been affected.

(b) The following measures are being taken by the Government for better implementation of these schemes : -

(i) The Government of India is exploring the possibility of recategorisation of these schemes as 100% Centrally financed schemes with the approval of National Development Council.

(ii) Chief Ministers of various State Governments have been requested to take personal interest in ensuring effective implementation of the National Health Programmes.

(c) There is no evidence to suggest that the incidence of these diseases has been on the increase.

(d) Does not arise.

#### Superfast Train from Bombay to other cities of South India

1439. DR. SUBRAMANIAM SWAMY: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the growing demand of the people of Bombay to have a Super-fast train between Bombay and important cities of South India like Madras, Trivandrum, Bangalore and Mangalore;

(b) if so, whether there is any proposal to introduce this Super fast train ; and

(c) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Yes.

(b) These were examined and not found feasible at present.

(c) Does not arise.

#### Cases pending for payment of compensation to victims of Railway Accidents

1440. SHRI N. E. HORO : Will the Minister for RAILWAYS be pleased to state whether some cases are still pending

regarding payment of compensation to the victims of railway accident during the last six months and if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : Yes.

Thirty-six claim applications have been filed by the dependents of the killed and 55 by those who sustained injuries in these accidents. These claim cases are being heard by the Claims Commissioners through fullfledged court proceedings.

#### Railway Goods handling capacity

1441. SHRI DEVINDER SINGH GARCHA : Will the Minister of RAILWAYS be pleased to state :

(a) what is the gross goods handling capacity both in terms of revenue and non-revenue fields of the Indian Railways ;

(b) whether the system of continual assessment exists with the Railways ; and

(c) what has been the impact of additional annual investments for the last three years ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) The transport capacity is a function of various assumptions and it is not possible to indicate any precise figure. Further, while the capacity for wagons and locos can be calculated, subject to assumptions, it is not possible to define the capacity in terms of line capacity, which is not a transferable asset.

(b) Yes.

(c) Annual investments in rolling stock during the last three years vis-a-vis total traffic (Net Tonne KMs and Passenger KMs) carried during the period are indicated below :-

Year	Investment (In crores of Rs.)	Total Traffic carried (In billion KMs)
1977-78	217.11	339.4
1978-79	234.44	347.7
1979-80	272.47	355.5



**Paunta-Rohru-Narkanda road in Himachal Pradesh**

1442. SHRI JITENDRA PRASAD : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Paunta-Rehru-Narkanda road in Himachal Pradesh has been taken over by the Central Government as National Highway ;

(b) if so, the break up of the funds allocated and utilised for the maintenance and improvement of this road during 1970 and provision for 1980 ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) : (a) No, Sir.

(b) Does not arise.

**Celebration of golden Jubilee of Family Planning in Karnataka**

1443. SHRI K. LAKKAPPA :  
SHRI H. N. NANJE GOWDA :  
SHRI D. N. PUTTE GOWDA :

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

(a) whether it is a fact that Karnataka State is celebrating the current year as the Golden Jubilee of Family Planning ;

(b) if so, what are its aims and objects; and

(c) the achievements by this Programme ;

(d) whether similar programmes are undertaken by other States; and

(e) if so, the details thereof

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) : (a) Yes.

(b) To mark the 50th year of the establishment of the first birth control clinics in the erstwhile State of Mysore and to give fillip to the Family Welfare Programme in general.

(c) The expectation is that there will be increasing awareness of the importance of Family Welfare amongst the people.

(d) Not to the knowledge of the Central Government.

(e) Question does not arise.

**चन्द्रपुर जबलपुर सकरी लाइन को बड़ी लाइन में बदलना**

1444. श्री विलास सुल्लेखकार : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :-

(क) क्या सरकार का विचार चन्द्रपुर -गोदिया जबलपुर सकरी रेल लाइन में बदलने का है ; और

(ख) यदि हां तो इस संबध में क्या प्रगति हुई [है ?

रेल मंत्रालय में उप मंत्री (श्री लल्लिकार्जुन) : (क) और (ख). गोदिया-जबलपुर और बाला घाट कटंगी शाखा लाइन की छोटी लाइन से बड़ी लाइन में बदलने के लिये प्रारम्भिक इंजीनियरी एवं यातायात सर्वेक्षण की रिपोर्ट प्राप्त हो गई है और इसकी ब्यौरेवार जांच की जा रही है। सर्वेक्षण रिपोर्ट का मूल्यांकन हो जाने के बाद इस संबध में निर्णय किया जायेगा। गोदिया जबलपुर और बाला-घाट कटंगी छोटी लाइन की बड़ी लाइन में बदलने के बारे में निवेश संबंधी निर्णय हो जाने के बाद ही गोदिया चन्द्रपुर छोटी लाइन के बदलाव के बारे में विचार किया जायेगा।

**Damages caused to national Highways in Orissa by Floods**

1445. SHRI RASABEHARI BEHRA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the total extent of damage caused to the National Highways in Orissa during the recent floods ;

(b) the estimated amount required for repairing the damages and for reconstructing the same ; and

(c) the amount which the Union Government has sanctioned for the purpose ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) : (a) Damages to some existing culverts, approaches to minor bridges and in varying ex-

tent to the road proper have occurred in certain stretches of National Highways Numbered 5, 5A, 6, 23, 42 and 43 in Orissa due to floods in September, 1980.

(b) and (c). The Chief Engineer, National Highways and Projects, Orissa has indicated a requirement of about Rs. 52 lakhs for repair of flood damages. However, detailed proposals and estimates are awaited from the State PWD. A clear appreciation of the actual amount required will be possible only after these estimates are received and processed in the Ministry. An allotment of Rs. 5 lakhs has been placed at the disposal of the State PWD on an ad-hoc basis for carrying out immediate repair works to restore the road to traffic.

#### Mechanics and Khalasis in AC Cars

1446. SHRI NIREN GHOSH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that the Mechanics and Khalasis in AC cars who work 24 hours a day, do not get rest and there are no arrangements for their taking rest and berth for sleeping in the trains; and

(b) if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) and (b). On some of the long-distance trains, the maintenance staff and also the attendants of Air-conditioned Coaches, whose duties are of an intermittent nature, are employed from the originating station to the destination station. In some cases two sets of such staff are provided to work in shift duty and in others where one set of staff is employed they are allowed a sufficiently long period of rest on their return to their headquarters and then they are generally employed on short trips or on daily roster basis to limit their hours of employment within the rostered hours on a two weekly period. Necessary arrangements exist for their taking rest on the train.

#### Committee for development of shipping and acquisition of additional tonnage

1447. SHRI K. T. KOSALRAM ;  
SHRI A. T. PATIL :

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

(a) the recommendations made by the Committee which was set up to formulate the strategy for the development of shipping and acquisition of additional tonnage ;

(b) the recommendations of the committee set up to study the development of coastal shipping ; and

(c) the action taken thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) :

(a) The Committee's report is awaited.

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

#### Ship Building Yard at Paradip

1448. SHRI CHINTAMANI PANIGRAHI : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether the proposal for construction of the ship building yard at Paradip has been cleared ; and

(b) if so, when the work is going to start ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) :

(a) No, Sir.

(b) Does not arise.

#### Bunder Goods Yard

1449. SHRI K. MALLANNA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal under consideration for a separate line by-passing Mangalore and connecting Bunder Goods Yard with Shoranur line to enable the direct receipt of goods train at the yard ; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) No.

(b) Does not arise.

वाराणसी नगर से होकर गुजरने वाली सांड ट्रंक जो टी० रोड की दशा

1450. श्री जंतुल बशर : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वाराणसी से होकर बृचरने वाली ग्रांड ट्रंक रोड वर्ष 1978 की बाढ़ में पूरी तरह नष्ट हो गयी थी;

(ख) क्या उसका पुनः निर्माण किया गया है;

(ग) क्या उसका कुछ भाग इस वर्ष वर्षा से पुनः नष्ट हो गया था; और

(घ) यदि हां, तो इस बारे में सरकार द्वारा क्या कार्यवाही की जा रही है?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह) : (क) से (घ). यह प्रश्न उत्तर प्रदेश में वाराणसी शहर से गुजरने वाली दिल्ली कलकत्ता सड़क (रा० रा० मार्ग सं० 2) के खण्ड के बारे में प्रतीत होता है? राष्ट्रीय राजमार्ग अधिनियम, 1956 की धारा 2(1) के अनुसार नगर पालिका क्षेत्र में पड़ने वाली सड़कों को राष्ट्रीय राजमार्ग नहीं माना जाता। इससे यह स्पष्ट है कि प्रस्तुत दिल्ली-कलकत्ता सड़क का भाग जो वाराणसी शहर के नगर पालिका क्षेत्र के अन्दर आता है वह शहर से मिलाने वाली एक योजक सड़क है। केन्द्रीय सरकार ने उत्तर प्रदेश सरकार के साथ फरवरी, 1976 में उत्तर में राष्ट्रीय राजमार्गों को शहरों से मिलाने वाली सड़कों के बारे में एक करार किया था। इस करार के अनुसार केन्द्रीय सरकार इस तरह की योजक सड़कों के अनुरक्षण के लिए राज्य सरकार को प्रति कि० मी० 8000/- रु० तक की धनराशि देती है। शहरी योजक सड़कों के सुधार और अनुरक्षण के लिए इस यदि अधिक खर्च करना हो तो वह राज्य सरकार के कोष से करना होता। वाराणसी को मिलाने वाली 8 कि० मी० लम्बी योजक सड़क की (जिस जी० टी० रोड भी कहते हैं) जो राष्ट्रीय राजमार्ग अधिनियम, 1956 के अनुसार

राष्ट्रीय राजमार्ग नहीं है, समुचित मरम्मत की जिम्मेदारी राज्य सरकार की है।

#### Visit of nuclear Experts from China, Pakistan USA and U. K. to Gilgit

1451. SHRI CHITTA BASU : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that a team of Nuclear Experts of China, Pakistan, USA and Great Britain recently visited Gilgit and other areas, in connection with a mountaineering expedition code-named "Karakoram-80";

(b) if so, whether Government have ascertained the object of their visit ; and

(c) if so, full facts in this regard ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) : (a) to (c), Government do not have any information on the visit of nuclear experts to Gilgit and other areas of Pakistan occupied Kashmir. However, Government are aware that an expedition entitled "International Karakoram Project 1980" was undertaken jointly by the Government of Pakistan, Academic Sinica of China and the Royal Geographical Society of London from June 26 to September 12, 1980. The officially stated purpose of the expedition was to conduct studies in earth sciences. The expedition consisted of 56 experts from these countries on geology, glaciology, seismology and electronics.

#### Hosur-Malur Railway Line

1452. SHRI K. RAMAMURTHY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Tamilnadu Government have submitted any proposal for a broad gauge rail connection between Hosur and Malur on Madras-Bangalore line in order to serve the industrial needs of this area ; and

(b) if so, the action taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAJIKARJUN) : (a) A proposal for carrying out an engineering and traffic survey for a Broad Gauge line between Malur and Hosur was received from the Government of Tamil Nadu.

(b) The Government of Tamil Nadu have been advised that there is no justification for this survey but if they are keen, the survey for this line would be taken up at their cost.

#### Wagons utilised for carrying Food-grains during 1979-80

1453. SHRI MOHAMMAD ASRAR AHMAD : Will the Minister of RAILWAYS be pleased to state :

(a) the number of wagons utilised by each Railway separately for the carriage of wheat and other foodgrains, fertilisers and coal as also the number of covered wagons and open wagons which carried these commodities, separately, during 1979-80 month-wise;

(b) whether there is any shortage of wagons for the carriage of goods and since when and what steps have been taken by Government from time to time to meet the situation, and?

(c) what steps are now proposed to be taken during this year and during the next two years; year-wise.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) A statement show-

ing number of wagons loaded railway-wise during 1979-80 with foodgrains, coal and coke, and chemical fertilisers is attached. The data regarding wagons used for moving wheat alone is not maintained on the Railways. As regards fertilisers, data is maintained in respect of chemical manures only. Separate figures with regard to the loading done in covered and open wagons are also not maintained.

(b) and (c). There is no shortage of wagons in absolute terms, keeping in view the existing targets for movement of traffic. The wagon availability, however, has not been satisfactory from 1978-79 onwards because of deterioration in wagon "turn round" and increase in number of ineffective wagons due to various reasons. It is the constant endeavour of the Railways to improve the wagon utilisation and its availability for movement of goods traffic. Facilities in the yards, at terminals, and movement capacity on the sections are being increased. A close liaison is also maintained with the major users of the rail transport to reduce the detention to wagons at the terminals. It is also proposed to add to the wagon fleet of the Railways by 13,000 wagons in 1980-81, 22,000 wagons in 1981-82 and 25,000 wagons in 1982-83 subject to availability of resources.

#### Statement

Statement showing the number of wagons (in terms of four wheelers) loaded during 1979-80.

Railways	Foodgrains & Pulses	Chemical manure	Coal & Coke	
			Public	Railway
1	2	3	4	5
<b>BROAD GAUGE</b>				
Central	49,754	45,398	200,060	23,457
Eastern	8,192	12,446	1,307,878	296,192
Northern	389,536	32,677	549	475
N. Eastern	278	52	..	..
N. Frontier	428	5	60	4,562
Southern	13,929	57,310	14	4
S. Central	47,659	3,509	255,577	71,552
S. Eastern	20,768	37,267	905,573	157,424
Western	21,276	74,167	4	..
<b>TOTAL</b>	<b>551,820</b>	<b>262,831</b>	<b>2,669,715</b>	<b>553,666</b>

1	2	3	4	5
<b>METRE GAUGE</b>				
Central	2,059	59	..	..
Northern	55,148	762	2	28
N. Eastern	57,829	9,192	1,285	22,519
N. Frontier	23,084	7,631	9,287	17,544
Southern	15,492	37,027	4,283	8,169
S. Central	23,466	25,854	..	..
Western	34,631	31,802	..	1,639
<b>TOTAL</b>	<b>211,709</b>	<b>112,627</b>	<b>14,857</b>	<b>49,899</b>
<b>NARROW GAUGE</b>				
Central	8,401	67	59	992
Eastern	506	..	..	..
Northern	791	61	..	23
N. Frontier	..	..	..	718
Southern	..	..	..	..
S. Eastern	7,055	29	17,886	4,213
Western	1,275	..	..	..
<b>TOTAL</b>	<b>18,028</b>	<b>157</b>	<b>17,915</b>	<b>5,976</b>

**Conversion of Silchar Medical College into a Regional Medical College**

1454. SHRI SONTOSH MOHAN DEV : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Central Government have since taken any decision to convert the Silchar Medical College into a Regional Medical College ;

(b) if so, when ;

(c) whether it is also a fact that Silchar Medical College is being run without a Principal for the last two years ; and

(d) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) : (a) and (b) There is no such proposal under consideration of the Govt. of India.

(c) and (d). The requisite information is being collected and will be laid on the table of the Sabha.

**माल डिब्बों की कमी**

1455. श्री फूल चन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि देश में माल डिब्बों की कमी पूरी करने के लिये क्या विस्तृत कदम उठाये गये हैं ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) : आजकल माल डिब्बों की कमी प्रारंभिक रूप से लदान फेरों में अधिक समय लगने के कारण महसूस की गयी है जो कानून और व्यवस्था की कठिन स्थिति, अधिक समय तक बिजली में कटौती आदि तथा विशेषकर पूर्वी क्षेत्र में रेलों पर कम उत्पादकता जैसे विभिन्न कारणों, जो रेलों के नियंत्रण के बाहर थे की वजह से हुई है। रेल यादों में और माल डिब्बा बेड़े के प्रमुख उपयोगकर्त्ताओं के परिसरों में यथासंभव

माल डिब्बों को रोका जाना कम करके माल डिब्बों के फेरों में सुधार करने के लिए भरसक उपाय कर रही हैं। इसके अलावा छठी योजना के दौरान रेलों द्वारा 1,10,000 माल डिब्बे प्राप्त करने की योजना है जो बढ़ते हुए यातायात को पूरा करने के लिए संसाधनों की उपलब्धता तथा बदलाव की पर्याप्त आवश्यकताओं के लिए व्यवस्था करने पर निर्भर है।

### Howrah-Amta Line

1456. SHRI HANNAN MOLLAH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that the progress of work in Howrah-Amta Broad Gauge Line is very slow;

(b) if so, whether the work will be completed by March, 1981 ; and

(c) whether Government will take special measures to expedite the work ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) to (c). The work was started in December, 1975. The track linking for Phase-I from Santragachi to Barghia (23 kms.) is expected to be completed by March, 1981, and the overhead electrification by middle of 1981.

The total land required for the whole project is 1514 acres. Out of, 469 acres land required for Phase I 455 acres have been acquired by the State Government leaving homestead pockets etc. The Government of West Bengal has already been requested to expedite handing over of the land. Out of 9 major bridges, 7 are in progress and the rest are completed. Out of 32 minor bridges, 19 are completed and the rest are in progress. 82% of earthwork in formation has been done so far. The overall progress of Phase-I is 36%.

### सीमेंट के परिवहन के लिए माल डिब्बे

1457. श्री विलीप सिंह भूरिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश में प्राथमिकता के आधार पर सीमेंट के परिवहन के लिए माल डिब्बों की अनुपलब्धता के कारण आर्बंटित सीमेंट की भारी मात्रा का परिवहन सड़क परिवहन से ले जाना पड़ता है जिसके परिणामस्वरूप उपभोक्ता को देरी से तथा अधिक कीमत पर सीमेंट मिलता है; और

(ख) यदि हां, तो क्या मध्य प्रदेश में सीमेंट के परिवहन के लिए प्राथमिकता के आधार पर माल डिब्बों के आर्बंटन के लिए कोई प्रबन्ध किए जायेंगे ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) : (क) और (ख) सीमेंट नियंत्रक द्वारा मध्य प्रदेश को सीमेंट की ढुलाई के लिए जो आर्बंटन किया जाता है वह प्रायः मध्य प्रदेश में ही स्थित सभी कारखानों से होता है। इन कारखानों को माल डिब्बों की सप्लाई सन्तोषजनक है। सीमेंट नियंत्रक द्वारा सीमेंट का युक्तियुक्त आर्बंटन किया जाता है जिससे 250 कि० मी० के दायरे में सीमेंट की ढुलाई सड़क-मार्ग द्वारा हो सके ताकि देश के भीतर अधिक लम्बी दूरी के लिए सीमेंट की रेल-मार्ग से ढुलाई हो सके।

### Policy regarding Ayurvedic and Homoeopathic Treatment in the country

1458. SHRI MUKUNDA MANDAL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether in view of the inadequacy of Allopathic doctors in the rural areas, Government propose to popularise Ayurvedic and Homoeopathy in the rural areas ;

(b) if so, the facts thereof ; and

(c) what is the policy of Government in regard to Ayurvedic and Homoeopathy treatment in the country ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) : (a) to (c). The policy of the Government in regard to Ayurvedic and Homoeopathic treatment in the country is that these systems should be enabled to develop in accordance with their own genius, to the maximum extent possible.

To facilitate this development separate Research Councils for these systems as also regulatory bodies have been set up. To ensure progressive use of these systems in the rural areas, the States have been advised that the third doctor in the Primary Health Centre to be appointed under the CHV Scheme, should preferably be from these systems, as per local preferences. The Community Health Volunteer has also been equipped with a drug kit which can contain medicines of these systems, according to local preference.

#### Buses for Tourists

1459. SHRI G. Y. KRISHNAN : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government are aware that a number of pilgrims and others are coming to Delhi daily particularly during the winter season and are facing difficulty due to the non-availability of buses on the road; and

(b) whether Government propose to make suitable arrangements for the tourists and proper guidance to them particularly at the Inter-State Bus Stand at Kashmiri Gate, Old Delhi Railway Station, Red Fort and New Delhi Station ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) : (a) and (b). The Delhi Tourism Development Corporation have intimated that with a view to provide proper facilities and guidance to tourists, they have already set up tourist information centres at Inter-

State Bus Terminals Kashmiri Gate, Old Delhi Railway Station, New Delhi Railway Station, Palam Airport and Connaught Place. Two more information centres at suitable locations are also planned. Two Luxury Coaches have been recently added to existing fleet for conducting city tours and package tours.

#### Loss to Railways due to Floods

1460. SHRI G. M. BANATWALLA : Will the Minister of RAILWAYS be pleased to state :

(a) the total loss suffered by the Railways on account of damage caused to Railways throughout the country as a result of recent floods ;

(b) the steps taken to repair the damaged lines ;

(c) whether it is a fact that unduly long time was taken to carry out repairs especially in Gujarat ;

(d) how much repairs have been carried out and how much is still to be completed and

(e) by when all the work is likely to be completed ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Rs. 6.65 crores approximately.

(b) All resources, both men and materials on the Railways were mobilised for repairing and restoring the communication in the quickest possible time.

(c) to (e). The repairs were carried out expeditiously in all the sections except Chorwad Road—Veraval where two bridges had been washed away and where an alternative route connecting Junagadh to Veraval via Talala—Vasavadar—Khijadiya was available. In Gujarat, on Western Railway, the following Sections were affected by floods. The dates of the

breaches and restoration are given below :—

Section	Date on which breach occurred.	Date of restoration
1. Viramgam—Gandhidham . . . . .	28-6-80	1-7-80
2. Jamnagar—Okha :		
(i) Khambhaliya -Bhopalka . . . . .	29-6-80	10-7-80
(ii) Bhopalka—Dwarka . . . . .	5-7-80	13-7-80
(iii) Dwarka—Okha . . . . .	5-7-80	18-7-80
3. Dahinsara—Maliya . . . . .	29-6-80	25-7-80
4. Gandhidham—Bhuj . . . . .	29-6-80	6-7-80
5. Rajkot—Veraval :		
(i) Junagadh—Chorwad Road . . . . .	2-7-80	19-8-80
(ii) Chorwad Road—Veraval . . . . .	2-7-80	Not yet restored.
6. Khijadiya—Veraval . . . . .	2-7-80	3-7-80
7. Jetalsar—Porbandar . . . . .	2-7-80	8-7-80

The work of rebuilding of bridges and restoration of traffic on Chorwad Road—Veraval is in progress and likely to be completed by 30-6-1981.

**विदेशों में नियुक्त किये गये व्यक्तियों के लिए हिन्दी भाषा की पर्याप्त जानकारी होना**

1461. श्री राम विलास पासवान : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विदेशों में स्थित भारतीय दूतावासों अथवा भारत सरकार के कार्यालयों में कार्य कर रहे कर्मचारियों को हिन्दी की जानकारी है ; और

(ख) क्या सरकार यह सुनिश्चित करेगी कि भविष्य में विदेशों में भेजे गये कर्मचारियों अथवा अधिकारियों को हिन्दी की पर्याप्त जानकारी हो ।

विदेश मंत्री (श्री पी० वी० नरसिंह राव) : (क) और (ख) हमारे राज-दूतावासों में अधिकतर विदेश सेवा के अधिकारी होते हैं जिनके लिए एक विदेशी भाषा के

अतिरिक्त हिन्दी का ज्ञान आवश्यक है और इस सेवा की "क" शाखा के अधिकारियों को सेवा में तब तक स्थायी नहीं किया जाता जब तक कि वे विभागीय हिन्दी परीक्षा पास नहीं कर लेते । स्टाफ के अन्य सदस्यों को भी भारत सरकार की हिन्दी शिक्षण योजना तथा हिन्दी पत्राचार पाठ्यक्रम के अन्तर्गत प्रशिक्षित करने की कोशिशें की जा रही हैं ।

**Expansion Programme of Vishakapatnam Shipyard**

1462. SHRI CHIRANJI LAL SHARMA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the steps taken or proposed to be taken to complete VISHAKAPATNAM SHIPYARD Expansion programme with a view to utilise its full capacity ; and

(b) by what time it will be fully utilised ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) (a)



and (b). The first stage of Expansion Programme has been substantially completed. The implementation of the second stage Expansion Programme is under active consideration of the Government.

### Electrification of Railway lines in Kerala & Tamilnadu

1463. PROF. P. J. KURIEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any representation for the electrification of railway lines in Kerala Tamilnadu ;

(b) if so, the decision taken thereon ;

(c) whether Government propose to take steps to electrify these lines in view of power availability in Kerala ; and

(d) whether Government of Kerala have offered electricity at low rates for electrification of these lines ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Yes .

(b) Trivellore-Arkonam, which is one of the sections, for which representations have been received, has been approved and electrification works are already in progress.

(c) and (d). The State Government of Kerala has not offered power at rates cheaper than the normal industrial tariff, which are applicable for high tension consumers. Due to traffic density on routes in Kerala being not sufficiently large at present, there are no proposals to take electrification of these routes so far.

### Dredger Konarak

1464. SHRI LAKSHMAN MALLICK Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government are aware of the sinking of the Dredger Konarak at Paradip Port in the current year ;

(b) if so, the circumstances under which the Dredger met such unusual accident ;

(c) the persons responsible for it ;

(d) the steps taken by Government to fix up the responsibility ; and

(e) the arrangements made for continuous dredging of the channel in the absence of Konarak Dredger ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTTA SINGH )

(a) Yes, Sir, The Government is aware that 'Dredger Konarak' grounded at Paradip Port on 30th August, 1980.

(b) to (d). While dredging on 35 meters line South of centre line of entrance channel, the Dredger had an accident and went aground. An enquiry under Section 359 of the Merchant Shipping Act has been undertaken. The causes leading to the shipping casualty and the persons responsible therefor will be known after the report of preliminary enquiry is available.

(e) The Dredging Corporation of India has been requested to continuous maintenance dredging with the help of their dredger.

### Forbesganj-Siliguri line

1465. SHRI D. L. BAITHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there is a big earthen bundh having a height of 800 ft. from Forbesganj to Siliguri on the Nepal Border of Purnea district of Bihar State ;

(b) whether it is fact that it passes through the area which is a heavy jute and paddy growing area of Bihar ;

(c) whether it is a fact that the above bundh although constructed about hundred years ago, still exists and is free from flood zone and any big river and there is no problem of transferring inhabitants or acquisition of land if a rail line is constructed linking Forbesganj Railway Station in Bihar with Siliguri Railway Station in West Bengal ;

(d) whether it is a fact that the proposed line would be a shorter route for N.E. region and would be of strategic importance as the existing lines connecting N.E. region are all circuitous full of bottlenecks and passes through flood-prone area and mostly remains disturbed ;

(e) whether Government propose to construct a new line as proposed above keeping in view the above facts ; and

(f) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) to (e). No

investigations have been carried out for the proposed direct rail link between Forbesganj and Siliguri in the past. Railways are, therefore, not aware about the earth-bund having a height of 800 ft from Forbesganj to Siliguri on the Nepal border of Purnea District of Bihar, as well as the terrain of the area. No request has been received from the Ministry of Defence for construction of the proposed link on strategic consideration. The proposed link between Forbesganj and Siliguri involves construction of a new MG rail line about 100 kms. long from Forbesganj to Thakurganj (as rail link between Thakurganj and Siliguri already exists) and would cost about Rs. 12 crores or so at the present day construction costs. Due to limited financial resources which are not adequate even to progress the schemes already in hand, it is not possible to undertake either survey or construction of this rail link at present.

#### Indian Embassy Complex at Islamabad

1466. SHRI V. KISHORE CHANDRA S. DEO : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) Whether it is a fact that the Government of India have decided to build a Rs. 6 crores Indian Embassy complex in Islamabad; and

(b) if so, the details thereof ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) Yes, Sir.

(b) It will consist of:—1. A Chancery block including Consular offices.

(2) Residence of the Ambassador ; Residence for 13 Diplomatic officers and 65 Non-diplomatic officials including Class IB staff.

#### Coach Repair Factory at Palghat

1467. SHRI V.S. VIJAYARAGHVAN: Will the Minister of RAILWAYS be pleased to state :

(a) whether the Survey Report about setting up the coach repair factory at Palghat has been submitted to Government ;

(b) whether any final decision has been taken by Government in this regard ; and

(c) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) (a) and (b), No.

(c) Does not arise.

#### पश्चिम रेलवे जोनल सलाहकार समिति

1468. श्री मोतीभाई आर० चौधरी :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे की जोनल सलाहकार समिति का इस बीच गठन कर लिया गया है और यदि हां, तो इसमें लोक सभा के सदस्यों की संख्या कितनी है ;

(ख) इस तथ्य के कारण कि पश्चिम रेलवे का अधिकांश हिस्सा गुजरात के अन्तर्गत आता है, इसमें गुजरात से लिये सदस्यों की संख्या कितनी है और इसमें विपक्ष के कितने सदस्य हैं ; और

(ग) यदि समिति में विपक्ष के सदस्यों को नहीं लिया गया है तो क्या सरकार इस समिति में विपक्ष के सदस्यों को लेने पर विचार करेगी ताकि उनकी सेवाओं का उपयोग किया जा सके ?

रेल मंत्रालय में उप-मंत्री (श्री मल्लिकार्जुन): (क) से (ग). जी नहीं। पश्चिम रेलवे की क्षेत्रीय रेल उपयोगकर्ता परामर्श समिति सहित सभी क्षेत्रीय रेल उपयोगकर्ता परामर्श समितियों के पुनर्गठन के बारे में सत्रिय रूप से विचार हो रहा है और आशा है, शीघ्र निर्णय हो जायेगा। इन समितियों में नामांकन के लिए संसद् सदस्यों और विधायकों के नाम केन्द्र में संसदीय कार्य मंत्री और राज्य स्तर पर राज्य सरकारों से प्राप्त होते हैं। इस समितियों का स्वरूप व्यापक किस्म का होता है और रेल उपयोगकर्ताओं के विभिन्न सुस्पष्ट वर्गों को यथासंभव अधिक से अधिक प्रतिनिधित्व देने के सिद्धान्त के आधार पर इनमें सदस्य रखे जाते हैं।

#### **Bus Service between Nauroji Nagar and Central Secretariat**

1469. SHRI MANHOHAR LAL SAINI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) Whether it is a fact that there is no regular Delhi Transport Corporation bus service between Nauroji Nagar and Central Secretariat ;

(b) if so, what is the alternative bus route number for the commuters of this area to go to Central Secretariat, the distance between Nauroji Nagar Bus stand to the nearest bus stop to catch the alternative bus and the frequency of that bus route ;

(c) whether Government has been receiving representations to start a regular bus service from Nauroji Nagar to Central Secretariat ; and

(d) if so, the reasons for not acceding to their request ?

#### **THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH)**

(a) and (b). Although there is no direct regular bus service between Nauroji Nagar and Central Secretariat, a number of special trips have been provided on route 610 from Nauroji Nagar to Central Secretariat in the morning and from Central Secretariat to Nauroji Nagar in the afternoon. Besides, Nauroji Nagar (M-Avenue) is at a walkable (0.3) Kms. distance from the main stop which is served by the regular services of route 610 operating between R.K. Puram and Central Secretariat at a frequency of 10/20 minutes. Further Nauroji Nagar is also connected with Central Secretariat complex by the services of route No. 52 operating between Nauroji Nagar and Regal.

(c) Yes Sir.

(d) On the basis of surveys made, the Corporation has informed that the present level of services meet the transport requirements of commuters of this area adequately.

#### **Railway Expansion Programme**

1470. SHRI MANPHOOL SINGH CHAUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways had prepared a programme for expansion of the Railway system with special reference to passenger trains in the rural areas, removal of transport bottlenecks and movement of coal and other essential commodities to all parts of the country;

(b) if so, the details of the programme;

(c) whether any time schedule had been laid down for the implementation of the programme; and

(d) if so, the details thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):** (a) Railways' Annual Plan for 1981-82 as well as VI Five Year Plan (1980-85) incorporating programme for expansion of the Railway system, removal of transport bottlenecks and movement of coal and other essential commodities to all parts of the country is under finalisation in consultation with the Planning Commission;

(b) to (d). In view of (a) above, it is not possible to give firm details of the programme.

**रेलगाड़ियों की छतों पर यात्रा करना और इसके परिणामस्वरूप अब तक मरे व्यक्तियों की संख्या**

1471. श्री हीरालाल आर० परमार : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों के दौरान रेलगाड़ियों की छतों पर यात्रा करने वाले कितने यात्री दुर्घटनाग्रस्त हुए थे;

(ख) उनमें से कितने यात्री मारे गये थे; और

(ग) रेलगाड़ियों की छतों पर यात्रा करने वाले व्यक्तियों के खिलाफ अब तक सरकार द्वारा क्या कार्यवाही की गई है और इस बारे में ब्यौरा क्या है ?

रेल मंत्रालय में उप-मंत्री (श्री मल्लिकार्जुन) : (क) और (ख). 1977 से 1980 तक की अवधि (15 नवम्बर, 1980 तक) के दौरान भारतीय रेलों पर गाड़ियों की छतों पर यात्रा करते हुए 135 व्यक्ति दुर्घटनाग्रस्त हुए थे। ऐसी दुर्घटनाओं के फलस्वरूप इनमें से 53 यात्री मारे गये थे।

(ग) गाड़ियों की छतों आदि पर यात्रा करन भारतीय रेल अधिनियम, 1890 की धारा 118(2) के अन्तर्गत वर्जित है और इसके लिए 3 माह तक के कारावास का दूंड अथवा 150 रुपये जुर्माना या दोनों की व्यवस्था है। इस अवधि के दौरान भारतीय रेलों पर, पूर्वोत्तर सीमा रेलवे को छोड़ कर उक्त अधिनियम की धारा 118(2) का उल्लंघन करने के सम्बन्ध में 13045 यात्रियों पर मुकदमा चलाया गया।

### M/s. Allahabad Labour Supply Agency

1472. SHRI N. K. SHEJWALKAR : Will the Minister of RAILWAYS be pleased to state:

(a) whether M/s. Allahabad Labour Supply Agency held goods handling contract at Howrah Maiden Transshipment Point on the Eastern Railway;

(b) if so, the period for which the contract remained operative;

(c) the total amount of demurrage charges accrued and recovered from the party during the above period together with the total amount of demurrage charges waived by the Eastern Railway Administration on the representation received from the party;

(d) whether the said party held any other Goods and Parcels handling contracts on the Eastern Railway; and

(e) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Yes.

(b) The contract remained operative for a period of 3 years from 1-9-1966 to 31-8-1969.

(c) The total amount of demurrage charges accrued during the contractual period was Rs. 806/- and Rs. 161.20 was recovered from the party. An amount of Rs. 644.80 was waived by Eastern Railway Administration on representation from the Party.

(d) No.

(e) Does not arise.

### Vacant posts of Ambassadors

1473. SHRI R. P. GAEKWAD : Will the Minister of EXTERNAL AFFAIRS be pleased to state.

(a) the names of countries in which the posts of Ambassador/High Commissioners have been laying vacant and the reasons therefor; and

(b) the dates from which they have been lying vacant and the dates by which they are likely to be filled ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) : (a) and (b). The following posts of Heads of Mission are presently vacant.

Name of the country	Vacant from	Name of officer nominated, If any	Remarks
<b>I. AMBASSADORS :</b>			
1. Ethiopia	23-9-1980	Shri P. K. Budhwar	likely to reach Addis Ababa on 26-11-1980.
2. Ivory Coast	1-8-1980	Appointment being processed.	
3. Japan	8-11-1980	Appointment being processed.	
4. Norway	9-11-1980	Shri R.K. Dorendra Singh	Announcement being made today.
5. Oman	11-3-1980	Shri K.C. Lalvunga	likely to reach Illegible in first week of December 1980.
6. Surinam	5-11-1980	Appointment being processed.	
7. Syria	11-5-1980	Shri A.K. Ray	
8. Yemen Arab Republic	1-8-1979	Appointment being processed.	
<b>II. HIGH COMMISSIONERS :</b>			
1. Mauritius	4-10-1979	Appointment being processed.	
2. Trinidad & Tobago	27-7-1980	Shri R.C. Shukla	likely to reach Port of Spain in December 1980.

#### U.S.Q. No. 1473

Government have a total of 131 Heads of Mission/Post abroad. Considering that the appointment of Heads of Mission are made on the basis of the principle of rotation and that these entail careful consideration at several levels and thereafter we need to secure the Agreement of the receiving Government, all these naturally take some time.

(b) 26 of these locomotives are in use, one locomotive having been withdrawn from service for condemnation.

(c) The existing twenty-six locomotives were put on line as under:

#### Number of Engines on Latur---Miraj Railway Line

Between 1920—1930	17
Between 1930—1940	5
After 1950	4
<b>Total</b>	<b>26</b>

1474. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of engines on Latur-Miraj railway Line in Maharashtra;

(b) how many of these are actually in use at present; and

(c) when these engines were purchased?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) The total number of N.G. Steam locomotives on this section are 27.

#### Kalyan Station A terminus of Central Railway

1475. SHRI R. K. MHALGI : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a representation from a Municipal Councillor, Dombivili, District Thane (Maharashtra) on or around 24th July, 1980 demanding that Dombivili should be made a terminus for suburban trains of Central Railway:

(b) whether it is a fact that it has also been suggested to make Kalyan Station as a terminus for through trains of Central Railway, so that additional track time on Bombay-Kalyan section could be available for suburban trains; and

(c) what decision Government have taken in this connection ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) :** (a) and (b). Yes.

(c) The aspect of provision of terminal for local trains at Dombivili and for through trains at Kalyan have been examined, but found neither justified nor feasible at present. Provision of terminal facilities at Dombivili would involve heavy expenditure in slewing the existing track and remodelling the station yard with provision of additional platform, etc. In case, trains are terminated/restarted on the existing platform without providing these facilities, the through line would be blocked and the capacity to run additional trains especially during peak hours, reduced.

Since the major flow of long distance passengers is for Dadar and Bombay, it would not be desirable to terminate these through trains at Kalyan. Besides, it is also not feasible to convert Kalyan Station into a main line terminal as there is no space available in the vicinity of Kalyan Station for its expansion.

#### **Multinational study about Indian Doctors**

1476. **SHRI S. M. KRISHNA:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Starred Question No. 578 on the 17th July, 1980 regarding multinational study about doctors and state :

(a) the reasons for not updating the preliminary study of cost of medical education conducted in 1975-76 with a comprehensive coverage at current prices;

(b) whether there is any proposal to carry out a fresh study to assess the per unit cost in (i) Government aided medical colleges, and (ii) privately run medical colleges to find out the variation in the cost of calculation between the different categories of medical colleges; and

(c) if so, when it is likely to be taken up?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY**

**WELFARE (SHRI NIHAR RANJAN LASKAR):** (a) to (c). A preliminary study was undertaken in 1977-78. There is, as yet, no proposal to undertake a fresh study on the subject.

#### **Loss of Freight**

1477. **SHRI S. M. KRISHNA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news item captioned 'Railways may lose coal movement' appearing in the *Hindustan Times*, dated the 4th November, 1980;

(b) if so, whether the Railway Board has studied in depth the possible effect of this loss of freight and consequent revenue on the overall financial position of the Railways; and

(c) what positive steps have been taken by the Railway Administration to streamline and quicken the movement of coal?

**THE DEPUTY MINISTER OF RAILWAYS (SHRI MALLIKARJUN):** (a) Yes.

(b) No concrete proposal in this regard has so far been received by the Railway Board.

(c) Wagon supply for loading of coal is being stepped up, and close monitoring at various levels has been introduced to watch and expedite the supply, loading and movement of coal rakes

#### **Number of trains cancelled or terminated**

1478. **SHRI S. M. KRISHNA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of mail, super fast express, express and local passenger trains were either cancelled or terminated during October and early this month;

(b) if so, the reasons therefor; and

(c) what long-term measures are being taken to prevent such abrupt cancellations which not only cause inconvenience to the travelling public but result in loss of revenue ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):** (a) and (b). During October and the first fortnight of November '80, a number of trains had to be cancelled or terminated short of desti-

nation due to various reasons such as coal shortage, public and staff agitation, floods and breaches, accidents, Overhead Electric Wire failures, miscreant activities etc.

(c) Most of the reasons for cancellation of trains were beyond the control of the Railways. However, a close liaison is being maintained with the coal producing authorities and the State Governments. Efforts are also being made to ensure that least convenience is caused to the travelling public.

### Southern Railway Electrification Programme

1479. SHRI JANARDHANA POOJARAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the electrification programmes on the Southern Railway are lagging far behind the schedule; and

(b) if so, the reasons therefor and the remedial measures proposed in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) No.

(b) Does not arise.

### Development of Waterways

1480. SHRI JANARDHANA POOJARAY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a major plan is being formulated by the Government to develop waterways on all India basis; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH). (a) and (b). Proposals, as in the past, have been formulated for inclusion in the Sixth Five-Year Plan for development of inland water transport. The Sixth Plan has however, not yet been finalised.

### National Shipping Board

1481. SHRI BAPUSAHEB PARULEKAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the National Shipping Board has been constituted;

(b) if so, the names of members of the Board and the State from which they come; and

(c) if not, the reasons therefor and when the Board will be constituted?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) : (a) to (c). The question of reconstituting the National Shipping Board is under consideration of the Government.

### नसबंदी का लक्ष्य

1482. आचार्य भगवान बेव : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) चालू वर्ष में नसबंदी कार्यक्रम के लिए राज्य-वार कितना लक्ष्य निर्धारित किया गया है ;

(ख) अब तक राज्य-वार कितना लक्ष्य प्राप्त किया गया है ;

(ग) पेट का आप्रेशन प्रणाली तथा प्रचलित प्रणाली के द्वारा किये गये नसबंदी आप्रेशनों की अलग अलग संख्या कितनी है ;

(घ) क्या पेट का आप्रेशन प्रणाली के द्वारा किये गये नसबंदी आप्रेशन प्रचलित प्रणाली द्वारा किये गये आप्रेशनों के समान ही प्रभावी हैं ; और

(ङ) नसबंदी की पेट का आप्रेशन प्रणाली तथा प्रचलित प्रणाली में क्या आधार-भूत अन्तर है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री नीहार रंजन लसकर) : (क) और (ख). अपेक्षित सूचना संलग्न विवरण में दी गई है ।

(ग) पुरुष नसबन्दी आपरेशन तथा महिला नसबन्दी आपरेशन के जितने आपरेशन किये जाते हैं उनकी सूचना अलग अलग एकत्र की जाती है। इसलिये यह सूचना किये गये महिला नसबन्दी आपरेशन की तकनीक वार संख्या के लिये एकत्र की जाती है। अप्रैल से सितम्बर 1980 की अवधि के दौरान किये गये पुरुष नसबन्दी आपरेशनों तथा महिला नसबन्दी आपरेशनों की संख्या क्रमशः 124824 और 574,821 है।

(घ) दोनों प्रणालियाँ समान रूप से प्रभावी हैं।

(ङ) इस में मूल अन्तर यह है कि लेपरोस्कोपिक प्रणाली के अनुसार नसबन्दी आपरेशन लेपरोस्कोप को महिला के पेट के विवर में डालकर किया जाता है तथा ट्यूबों को मिलाने का काम सर्जन द्वारा लेपरोस्कोप से देखकर किया जाता है, जबकि प्रचलित प्रणाली यह है कि यह आपरेशन सर्जन द्वारा प्रत्यक्ष देखकर किया जाता है।

### विवरण

#### नसबन्दी आपरेशन

क्रम सं०	राज्य/संघ शासित क्षेत्र	लक्ष्य 1980-81	उपलब्धि*** 1980-81 (अप्रैल 80 से सितम्बर, 1980 तक)
1	2	3	4
1	आन्ध्र प्रदेश . . . . .	244,100	93,542
2	आसाम . . . . .	60,400	9,856
3	बिहार . . . . .	275,900	12,325
4	गुजरात . . . . .	162,300	70,758
5	हरियाणा . . . . .	53,700	12,724
6	हिमाचल प्रदेश . . . . .	15,800	1,649
7	जम्मू और काश्मीर . . . . .	22,700	2,931
8	कर्नाटक . . . . .	190,400	63,532
9	केरल . . . . .	136,700	52,263
10	मध्य प्रदेश . . . . .	246,400	37,660
11	महाराष्ट्र . . . . .	295,500	86,812
12	मणीपुर . . . . .	6,100	791
13	मेघालय . . . . .	5,500	89*
14	नागालैंड . . . . .	—	15†
15	उड़ीसा . . . . .	115,600	34,795
16	पंजाब . . . . .	65,700	14,278
17	राजस्थान . . . . .	134,000	43,729



1	2	3	4
18	सिक्किम . . . . .	250	44**
19	तमिलनाडू . . . . .	182,200	56,483
20	त्रिपुरा . . . . .	7,000	168
21	उत्तर प्रदेश . . . . .	412,400	15,908
22	पश्चिम बंगाल . . . . .	230,000	64,888
23	अंडमान और निकोबार द्वीप समूह . . . . .	600	152*
24	अरुणाचल प्रदेश . . . . .	2,300	54*
25	चंडीगढ़ . . . . .	1,750	621
26	दादरा और नगर हवेली . . . . .	600	252
27	दिल्ली . . . . .	15,000	6,203
28	गोवा दमन और दीव . . . . .	4,900	1,100
29	लक्ष्यद्वीप . . . . .	250	12
30	मिजोरम . . . . .	1,200	784
31	पांडीचेरी . . . . .	2,350	2,158
32	रक्षा मंत्रालय . . . . .	15,000	7,474*
33	रेल मंत्रालय . . . . .	26,000	5,595
अखिल भारत . . . . .		2,932,600	699,645

स : ये आंकड़े जून 1980 तक के हैं। (मई 1980 को छोड़कर)

\* : ये आंकड़े अगस्त 1980 तक के हैं।

\*\* : ये आंकड़े जून 1980 तक के हैं।

\*\*\* : ये आंकड़े अनन्तिम हैं।

जोधपुर में एक सड़क अनुसंधान संस्थान की स्थापना किये जाने का प्रस्ताव

(ख) यदि हां, तो इस प्रस्ताव को अन्तिम रूप कब तक दे दिया जायगा ?

14९3. आचार्य भगवान देव : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

क्या रेगिस्तानी क्षेत्रों में सड़कों के निर्माण के संबंध में अनुसंधान करने के लिए जोधपुर में एक केन्द्रीय सड़क अनुसंधान संस्थान की स्थापना किये जाने का कोई प्रस्ताव सरकार के विचाराधीन है; और

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह) : (क) और (ख). संभवतः, माननीय सदस्य का आशय उस प्रस्ताव से है जो केन्द्रीय सड़क अनुसंधान संस्थान ने जोधपुर में संस्थान का एक और विस्तार केन्द्र स्थापित करने के बारे में तैयार किया है। यह प्रस्ताव अभी भी आरम्भिक स्थिति में है।

## Funds allocated for Nation's Health care Programme

1484. SHRI R. P. GAEKWAD: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the per capita annual expenditure incurred by the Central and State Governments on Health Care Programmes Works out to Rs. 9/-.

(b) whether it is a fact that the meagre allocation of funds exposed Governments inability to produce results in the nation's health care programmes;

(c) whether Government are aware that inspite of increase of Medical Colleges and associated large hospitals from 17 to 110 since Independence, very meagre funds had been allotted for establishing medical facilities in smaller towns and taluks; and

(d) if so, the details of funds allotted for providing health care to masses in rural areas during the last decade ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) : (a) No.

(b) Does not arise.

(c) It is not so.

(d) Does not arise.

## Coal and ash handling works

1485. SHRI A. K. ROY : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that coal and ash handling works in Loco Sheds are of regular and permanent nature;

(b) if so, the reasons for not departmentalising these works;

(c) the reasons for not bringing these labourers under the Minimum Wages Act and the action taken by government to ensure payment of minimum wages to these labourers; and

(d) the names of loco sheds where Rs. 6.58 are paid as minimum wage and where less wage is paid to these labourers stating the reasons for discrimination?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) and (b). Since the quantity of coal received in all steam locosheds is not uniform on all the 365

days of the year, coal loading/unloading and cinder picking work in locosheds on all the Railways is not of a perennial nature as also it does not provide whole-time employment for a large number of workmen. Besides, the pattern of traction is undergoing rapid changes and the gauge conversion is in progress with the result the points of transshipment/location of steam locosheds and the coal and ash handling requirements are shifting and the steam traction is being gradually replaced by electric/diesel traction.

(c) Employment in coal and/or ash handling in steam locosheds on the Indian Railways is not a Scheduled employment under the Minimum Wages Act, 1948 and as such the statutory minimum wage rate notified by the Central Government are inapplicable to such labour. According to the terms of agreement, contractors are required to pay their labour wages at rate which are payable to labour for similar work done in the neighbourhood.

(d) It is not obligatory on the contractors to pay their employees at Rs. 6.58 to labour employed on coal and ash handling work in locosheds except where the same rate is payable for similar work done in the neighbourhood.

## Vansadhara Bridge in Orissa

1486. SHRI GIRIDHAR GOMANGO : Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Ministry received survey and estimation report from the Government of Orissa regarding the major bridge near Gunupur town under inter State or economic importance scheme on river Vansadhara in Koraput District;

(b) if so, the details thereof; and

(c) the measures taken by his Ministry in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) : (a) to (c). It is essentially a State project but the Government of India have agreed to provide a loan assistance of Rs. 108 lacs for the construction of this bridge work. The Orissa Government are required to send a detailed estimate for the bridge for the sanction of the Central Government which is still awaited. According to the State Govt., survey and investigation of the bridge is complete

and sub-soil exploration report has also been received by them. However, the finalisation of the design of the bridge has been delayed due to unprecedented floods in the Vansadhara river in Sept., 1980. The State Government propose to finalise the design taking into account the data collected from the last floods.

### **Highlighting Communal Incidents by Pak. T. V.**

1487. SHRI ARJUN SETHI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to the press report that the Pakistan T. V. again highlighted the violent incidents in Moradabad and Srinagar giving the viewers a distorted version of the happenings ;

(b) if so, whether it is also a fact that the T. V. commentator exaggerated the nature of these incidents, described the clashes in both Srinagar and Moradabad as communal and 'atrocities' on a particular Community ; and

(c) if so, whether Government propose not to allow the foreign photographers in disturbed area and also request the foreign press Correspondents not to create confusion in the mind of people by publishing false news against the Government ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) : (a) Yes sir, the Pakistani T. V. and media have been giving the viewers a distorted version of the happenings in Moradabad, Srinagar and other places, specially since August last.

(b) Yes Sir.

(c) Foreign photographers, foreign correspondents and other media personnel function in India in a free atmosphere enjoying the same facilities which Indian media representatives enjoy in covering news. They are expected to be objective and truthful in the presentation and interpretation of news especially incidents of the type mentioned in the question. However, if a particular foreign correspondent or media representative repeatedly shows an inclination to misrepresent or mis-interpret facts, the Govt. has the power to prevent him or her from going to disturbed areas. The Govt. of India regularly briefs foreign press correspondents on such incidents with a view to avoid confusion about such

incidents or mis-representation of facts regarding them. This was done concerning the Moradabad and Srinagar incidents also. Apart from this, the Indian Embassy in Islamabad had objected to this TV news coverage with the concerned Pakistani authorities. The Ministry of External Affairs had also taken up the matter appropriately with the Embassy of Pakistan in Delhi.

### **Mauritius Demand for Return of Diego Garcia**

1488. SHRI ARJUN SETHI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that the Premier of Mauritius Sir Seewoosagur has asserted that the United States and Britain should hold talks with his country for the return of the Indian Ocean island of Diego Garcia, now being built into a major U. S. Military base;

(b) if so, the details regarding his statement in support of his views for the return of the Diego Garcia ; and

(c) the reaction of the Government of India thereto ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) : (a) and (b). Yes, Sir. On 9th October, addressing the United Nations General Assembly, the Prime Minister of Mauritius said, inter alia, that "Mauritius at the last meeting of the Organisation of African Unity reaffirmed its claim to Diego Garcia, and the Prime Minister of Great Britain in a Parliamentary statement has made it known that, that Island will revert to Mauritius when it is no longer required for the global defence of the West. Our Sovereignty having been thus accepted, we should go further than that and disband the British Indian Ocean territory and allow Mauritius to come into its natural heritage as before its independence. The United States should make arrangements directly with Mauritius for the continued use of the Island for defence purpose . . . . It must be the duty of both the United States and Great Britain to discuss with the Mauritius Government how best to give satisfaction to all concerned at the same time provide better prospects for the Islanders."

(c) The Government of India right from the beginning had opposed the excision of the Chagos Archipelago (which include Diego Garcia) from Mauritius. The Government of India supports the efforts of the Mauritius Government for the return of the Island of Diego Garcia.

**Job Restrictions on Husbands of Indian Nurses in F. R. G.**

1489. SHRI A. NEELALOHITHA-DASAN : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government are aware that the husbands residing with the Indian nurses working in the Federal Republic of Germany are not allowed to seek job there ; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) : (a) The husbands of Indian nurses in F.R.G. are not given work permits till they have been with them in F.R.G. for four years. In exceptional circumstances work permits can be issued after three years. This applies to workers of other countries in similar situation except those from EEC countries.

(b) F. R. G. Government authorities have told us that F. R. G. is not an immigrant country. They have further explained that in view of the unemployment situation, work permits to husbands cannot be issued as a matter of course ; however, in genuine cases, they can, as an exception, issue work permits after three years.

**Hindi Books for Indian High Commission, London**

1490. SHRI A. NEELALOHITHA-DASAN : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether any request has been submitted by the Indian High Commissioner London for the issue of Hindi books for the Indian students by the library run by the High Commission free of cost ;

(b) if so, when the request was submitted to the Government of India ; and

(c) what action has been taken on it ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) : (a) to (c). No, Sir. There is no request for Hindi books pending with us.

However, it is normal practice for our High Commission to loan out books to students and readers free of cost.

**Withdrawal of Formulations marketed in the country**

1491. SHRI M. V. CHANDRA-SEKHAR MURTHY :  
SHRI P. M. SAYEED :

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

(a) whether several drugs formulations marketed in the country may be withdrawn ;

(b) whether this was recommended by the expert committee which was appointed by Government ; and

(c) what are other recommendations made and how many have been accepted ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) : (a) to (c). The Drugs Consultative Committee which is a statutory body appointed under the Drugs and Cosmetics Act and consists of representatives of the Central and State Governments had set up a Subcommittee to screen various drug combinations marketed in the country and make recommendations regarding the weeding out of irrational formulations. The Subcommittee has made recommendations regarding the weeding out of certain categories of drug combinations. The report of this Committee will be placed before the Drugs Consultative Committee at its next meeting for consideration. Further action in the matter will be taken on the basis of the recommendation of Drugs Consultative Committee.

**सागरपुर कालोनी, पालम के लिए पक्की सड़क**

1492. श्री नन्द किशोर शर्मा : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या नई दिल्ली क्षेत्र में सागरपुर कालोनी, पालम में नगर निगम द्वारा तीन पक्की सड़कें बनाई जाने की योजना थी जिनमें से कालोनी में केवल एक पक्की सड़क बनाई गई है और शेष दो सड़कें अभी बनाई जानी हैं,

(ख) यदि हां, तो शेष दो सड़कों को शुरू से आखिर तक पक्का कब तक बना दिया जायेगा ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह) : (क) जी नहीं ।

(ख) प्रश्न नहीं होता ।

(ग) पालम के नजदीक सागरपुर कालोनी एक अनधिकृत कालोनी है । नगर निगम ऐसी अनधिकृत कालोनियों में सिर्फ बुनियादी नागरिक सुविधाओं की ही व्यवस्था करता है ताकि इनमें सफाई वगैरह रह सके । इसके लिए निगम ईटों के खड़जें बिछाने और खुली नालियों की व्यवस्था करने जैसे काम ही करता है । इन अनधिकृत कालोनियों में पक्की सड़के बनाने का काम तभी होता है, जब इन्हें नियमित कर दिया जाता है ।

**चट्टानें तोड़ने के लिए "वाटरगन" उपकरण का उपयोग**

1493. श्री निहाल सिंह : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सड़कें बनाने और सुरंगों का निर्माण करने के लिए चट्टानों को तोड़ने हेतु विस्फोटक सामग्री तथा तरल आक्सीजन का उपयोग किया जाता है जिसके फलस्वरूप छोटे-छोटे पत्थर तथा धूल चारों तरफ उड़ती हैं जो कि बहुत खतरनाक होती हैं ;

(ख) क्या स्विटजरलैंड में इस प्रयोजन के लिए "वाटरगन" नामक एक नया उपकरण विकसित किया गया है ; और

(ग) यदि हां, तो क्या सरकार का विचार देश में उक्त प्रयोजन के लिये "वाटरगन" उपकरण का उपयोग करने के प्रयास करने का है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह) : (क) अन्तर्राष्ट्रीय आधार के कारण तरल आक्सीजन वाले विस्फोटकों का चट्टान-उड़ाने के काम में इस्तेमाल इसमें खतरा होने के कारण उचित नहीं समझा जाता । इस काम में बारूद का इस्तेमाल किया जाता है जो आग्नेयास्त्र समझा जाता है ।

(ख) और (ग). धूल को नियंत्रित करने के लिए स्विटजरलैंड में इस्तेमाल होने वाली 'वाटरगन' की को जानकारी उपलब्ध नहीं है, विस्फोट के कारण जो चट्टानें और धूल उड़ती हैं, उसे क्रमशः विस्फोट की उचित डिजाइन अपना और पानी स्प्रे कर नियंत्रित किया जा सकता है और यह विस्फोट से प्रत्यक्षतः संबंधित नहीं है ।

#### Conversion of Samastipur-Darbhanga section

1494. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 6324 on the 31st July, 1980 regarding Samastipur-Darbhanga Railway line and state:

(a) whether Chhitauni-Bagaha and Nirmali-Tharbhitha sections were disrupted by rivers Gandak and Koshi respectively years ago and whether there have been demands for relinking the same by constructing bridges over the rivers ;

(b) if so, the latest position about fulfilment of those demands ;

(c) what is the position for conversion of Muzaffarpur-Raxaul and Darbhanga-Raxaul sections into Broad Gauge what is the cost of conversion and results of surveys held so far ;

(d) whether there is a demand for rail connections for Hazaribagh and Dumka town ; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Yes.

(b) (i) **Chhitauni—Bagaha**

This is an approved work and is already under progress. The work regarding construction of bridge over river Gandak is expected to be completed by end of Sixth Plan.

(ii) **Nirmali—Tharbhaha**

The N.E. Railway carried out two surveys for restoration of a rail link between Nirmali and Sarai-garh including construction of a bridge over river Kosi and submitted a project report for the latest survey to the Ministry of Railways during 1977. They proposed three possible alternatives for crossing the river Kosi. All these alternatives were found to be financially unremunerative. Therefore the project has been shelved. There was a proposal of Bihar Govt. to construct a barrage at Dagmara about 20 km. upstream of Nirmali which has not yet been taken up. The construction of the Railway bridge can be considered alongwith the barrage.

(c) Sanction to the revised survey estimate for updating and re-appraisal of Engineering-cum-Traffic survey for conversion of Muzaffarpur-Raxul via Sagauli from MG to BG has been communicated to N.E. Railway during August 1980. The survey work is expected to be completed by 31-3-1981. The cost of conversion will be known on receipt of report from N.E. Railway. The proposal regarding conversion of Darbhanga-Raxaul is not under consideration at present.

(d) and (e). The Eastern Railway were asked to carry out a reconnaissance preliminary Engineering-cum-traffic survey for connecting Ranchi Road with Giridih via Hazaribagh Town and Koderma. The Eastern Railway has submitted the report recently which is under examination.

Reconnaissance surveys for the following new lines had been made in 1975 :

1. Manderhill to Dumka
2. Dumka to Sainthia
3. Dumka to Baidyanath Dham
4. Dumka to Rampurhat
5. Dumka to Madhepur

The survey report revealed that these projects were found to be unremunerative. Therefore these projects were not pursued.

**Replacement of Railway Machinery**

1495. **SHRI JANARDHANA POOJARY:** Will the Minister of RAILWAY be pleased to state :

(a) whether it is a fact that 70 per cent of the machinery and plants of the Indian Railways are overaged and needs replacement ; and

(b) if so, what steps have been taken to replace the machinery.

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) :** (a) Yes.

(b) The main constraint in timely replacement of overaged Machinery and Plant has been the limited availability of funds. An outlay of Rs. 290 crores has now been proposed during the Sixth Plan Period — 1980-85 to meet the replacement requirement of Machinery and Plant. A Railway Modernisation and Maintenance Project being financed by World Bank Credit has also been launched. A major component of this Project is Workshop Modernisation which includes an element of Rs. 62 crores in the first phase for need-based procurement of Machinery and Plant. The procurement of this Machinery and Plant as well as some of the Railways' other requirements has been entrusted to the Central Organisation for the Modernisation of Workshops.

**Kovalam—Vizhinjam Line**

1496. **SHRI A. NEELALOHITHA-DASAN:** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any representation requesting to construct a Railway line connecting Kovalam and Vizhinjam with the Trivandrum Railway Junction ;

(b) if so, the main points thereof; and

(c) what action has been taken by Government thereon ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) :** (a) Yes.

(b) The line has been asked for mainly to cater to tourist traffic and also to be linked with Vizhinjam harbour.

(c) In view of the constraint of funds, there is no proposal at present to take up this project.

### Loss suffered by Indian Railways due to accidents

1497. SHRI M. CHANDRASEKARA MURTHY : Will the Minister of RAILWAYS be pleased to state the loss suffered by Indian Railways due to accidents from January, 1980 ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : The cost of damage to railway property involved in train accidents during the period January to October, 1980 has been estimated to be approximately Rs. 4,72,00,000.

### Sakri-Hasanpur Line

1498. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3796 on 10th July, 1980 regarding Sakri-Hasanpur line and state :

(a) the extent to which the work for the proposed Sakri-Hasanpur line has been done so far and is proposed to be done during the current financial year ; and

(b) the tentative date fixed for completion of the line ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) (a) and (b). The N. E. Railway were advised to update the final location survey and estimates for this work. Field work for final location of alignment and preparation of land plans has been completed. The revised estimate for this work is expected to be received by end of December 1980. The N.E. Railway has been directed to speed up the work for its early completion.

The target date for completion of this work will be fixed after sanction to the revised estimate by the Ministry of Railways

### Change of halts into stations

1499. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5448 on the 21th July, 1980 regarding change of halts into stations and state :

(a) whether the profit earning halts at Tektar Muraiitha and Korahiya are to be changed into regular stations ; and

(b) If so, the details thereabout ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) :

(a) No.

(b) Does not arise.

### Financial Position of Major Ports

1500. SHRI P. RAJAGOPAL NAIDU : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the names of major ports whose financial position is unsatisfactory ;

(b) the reasons therefor ; and

(c) the action taken to improve the present position ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) : (a) Calcutta, Paradip and Visakhapatnam.

(b) *Calcutta*—This is a revenue port and has been functioning with its draught Limitations, which inhibit entry of bigger size vessels into the port in turn results in low traffic at the port. The cumulative effect of increase in establishment costs as a result of implementation of Wage Board Award, recommendations of the Wage Revision Committee, recommendations made by the Officer on Special Duty, heavy incidence of debt servicing charges on the loans, higher expenditure on POL and other stores due to steep rise in their prices have lead to Calcutta Port having unsatisfactory financial position.

*Paradip*—Steep decline in Iron ore traffic, steep rise in costs of establishment due to upward revision of pay-scales of Class III and IV employees as a result of implementation of Wage Revision Committee and Class I and Class II Officers as a result of recommendations made by Officer on Special Duty, steep rise in prices of POL and other stores and heavy expenditure on protection of seawall and nourishment of northern shore and dredging.

*Visakhapatnam*—Non-realisation of economic rate for handling of Iron ore in the Outer Harbour.

(c) *Calcutta*—Steps taken to improve the financial position of Calcutta Port include the construction of satellite port at Haldia and dredging of shipping channel leading to Haldia for which loan has been given by Government, subsidy at the rate of 80 per cent of the expenditure incurred on river dredging and river maintenance upto 1980-81, execution at Government cost of Bhagirathi-Hooghly river training works and construction of Farakka Barrage to ensure adequate headwater supply.

*Paradip*—Commissioning of the Wagon Tippler, construction of second general cargo berth and modification of Iron ore Handling Plant which are in progress. Adequate provision for additional port

facilities like construction of third general cargo berth and capital dredging has also been made in the Sixth Five Year Plan.

**Visakhapatnam**—An economic rate of Rs. 30.15 per metric tonne has since been notified for the year 1979-80 for handling of Iron ore in the Outer Harbour of the Port.

**P. m.'s Statement regarding Mrs. Bandaranaike**

1501. SHRI RAJESH KUMAR SINGH : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Prime Minister has given a statement recently about the denial of Civil Rights to the Former Prime Minister of Sri Lanka, Shrimati Bandaranaike ;

(b) whether Sri Lanka Government have shown their displeasure ; and

(c) what is Government of India's reaction thereto ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) : (a) The Prime Minister has not issued any statement concerning the imposition of civic disabilities on Mrs. Bandaranaike. However, in reply to a question in a press interview on 21-10-80, she expressed her distress over the decision to impose such disabilities.

(b) The Sri Lanka authorities have indicated to us their unhappiness over the comment.

(c) We have conveyed to them that the Prime Minister's remarks contain her assessment and view of matters related to Mrs. Bandaranaike, based on certain principles and perceptions. We have also made it clear, at the same time, that India has good relations with Sri Lanka and the Government of India desires to nurture good relations with the Government of Sri Lanka and between the two peoples.

**Proposal to Accept 5,000 Tibetan Refugees who are residing in Bhutan**

1502. SHRI RAJESH KUMAR SINGH :  
SHRI CHANDRA DEO PRASAD VERMA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether, there is any proposal under consideration to accept 5,000 Tibetan refugees by India who had declined to opt for the Bhutanese nationality ;

(b) if so, the reasons thereof ; and

(c) the circumstances under which Government have accepted the proposal ;

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) : (a) to (c). In response to a request from the Royal Government of Bhutan and His Holiness the Dalai Lama, the Government of India have agreed to accept 1,500 Tibetan refugees from Bhutan, out of the 3,000 who had declined to opt for Bhutanese citizenship, for resettlement in India. The modalities and details are being worked out in consultation with all concerned. The Government of India's decision is in keeping with India's close and friendly relations with Bhutan and her humanitarian approach to such problems.

**केनिया में बस दुर्घटनाक कारण  
भारतीय अध्यापकों की मृत्यु**

1503. श्री राजेश कुमार सिंह :  
क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केनिया में हुई एक बस-दुर्घटना में तीन भारतीय अध्यापक मारे गये थे ;

(ख) क्या वहां स्थित हमारे दूतावास ने उक्त दुर्घटना की परिस्थितियों की जांच की थी ;

(ग) क्या मृत व्यक्तियों के परिवारों को मुआवजे की अदायगी के बारे में केनिया सरकार से बातचीत की गई है ; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है ?

विदेश मंत्री (श्री पी० वी० नरसिंह राव) : (क) जी हां । 19 अक्टूबर करीब 6 बजकर 20 मिनट पर नैरोबी से लगभग 75 किलोमीटर दूर एक स्कूल की गाड़ी और सैनिक ट्रक में टक्कर के फलस्वरूप तीन भारतीय अध्यापकों, कुमारी सेलिन जोसेफ, श्री पुथेनपुराकल लूका जार्ज तथा श्री पुथेनपुराकल जोसेफ मामाकेन की मृत्यु हो गयी ।



दुर्घटना के समय ये लोग अपने 4 अन्य कीनयाई साथियों के साथ उस गाड़ी में नैरोबी जा रहे थे। कार में सवार सातों व्यक्तियों की दुर्घटना स्थल पर ही मृत्यु हो गयी थी।

(ख) कीनिया के संस्कृति मंत्री ने नैरोबी स्थित हमारे हाई कमीशन को इस घटना की सूचना दी थी। मृतकों में उनकी एक सम्बन्धी भी थी। कीनियाई प्राधिकारियों द्वारा दुर्घटना की जांच की जा रही है। हमारा हाई कमीशन इस बात की कोशिश कर रहा है कि जांच पूरी होते ही कीनियाई प्राधिकारियों से विस्तृत जांच रिपोर्ट की प्रति प्राप्त कर ली जाए।

(ग) और (घ). स्थानीय प्राधिकारियों द्वारा जांच पूरी कर लिए जाने के बाद हमारा हाई कमीशन मुम्भावजे के प्रश्न पर समुचित कार्रवाई करेगा।

#### Recent Strike of Haldia Dock Workers

1504. SHRI CHHANGUR RAM :  
PROF. AJIT KUMAR MEHTA :

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

(a) whether it is a fact that the Haldia dock workers recently went on strike and assaulted the senior officers of the administration ;

(b) if so, the details thereof ;

(c) the loss suffered by Government as a result of the strike ; and

(d) the measures taken by government on the result of the enquiry ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) :

(a) and (b). Port Trust workers at Haldia resorted to a sudden strike without notice from 24th October, 1980 to 29th October, 1980 in protest against suspension of six workers by the Port administration, following institution of criminal cases against them by Police on complaints made by the Management to the Police in regard to wrongful detention of officers

and unruly demonstration on 4th October 1980. As a result of the strike, cargo handling operations and shipping movements at Haldia were affected. On 28-10-1980, certain officers who were proceeding to their duty spots were stopped and physically assaulted by the striking workers aided by outside elements. In the process, 7 officers sustained injuries, out of which 2 had to be admitted to the hospital with serious injuries.

(c) It is not possible to assess the loss due to the strike.

(d) No enquiry has been conducted into the incident by the Central Government.

#### Fire in Howrah godowns

1505. SHRI CHHANGUR RAM :  
SHRI M. RAM GOPAL  
REDDY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have recently suffered heavy loss because of fire in the godowns at Howrah on the 29th October, 1980 ;

(b) if so, the extent of loss suffered as a result thereof ; and

(c) the result of the inquiry, if any, made by Government into the cause of fire and the action taken by Government thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Yes.

(b) The estimated loss suffered by the Railways is Rs. 37 lakhs approximately. The exact amount of loss would be ascertained after actual stock verification and salvages operations are completed.

(c) The cause of the fire is being investigated by the Police and forensic experts. An enquiry Committee of officers of administrative rank has been constituted whose investigation is in progress. After completion of the report of the Enquiry Committee, action, if any, will be taken.

**Per Capita expenditure incurred on Health Care Programme**

1506. SHRI CHHANGUR RAM :  
SHRI RASHEED MASOOD :

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

(a) the per capita annual expenditure incurred by the Central and State Governments on the Health Care Programme and what are the results achieved ;

(b) whether the per capita expenditure incurred on the scheme is considered to be adequate to achieve the desired results ; and

(c) if not, the steps contemplated by Government in this direction ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) : (a) The per capita annual expenditure incurred by the Central and State Governments on Health Care Programme during the years 1973-74, 1974-75, 1975-76 and 1976-77 was Rs. 7.72, Rs. 9.44 Rs. 10.63 and Rs. 11.60 respectively. The achievements in certain selected health fields, together with the desired norms, are as follows :

Population per Unit

Item	Achievements 1978-79	Desired Norms
Doctors	3622	3500
Nurses	5673	5000
Beds	1991	1000
P. H. Cs.	1 to 1.5 lakhs	8,000

(b) and (c). Within the over-all national constraints of resources, the maximum possible allocations are sought to be procured for the Health sector.

**Accident of Sangam Express and enquiry thereof**

1507. SHRI P. M. SAYEED :  
SHRI CHANDRAJIT YADAV :  
SHRI G. Y. KRISHNAN :

Will the Minister of RAILWAYS be pleased to state :

(a) Whether one of the worst train accidents in recent times in which 34 persons were killed and 117 injured on the Meerut bound Sangam Express rammed into the bogies of a goods train between Kanpur and Tundla on the 31st October, 1980;

(b) if so, the details of the accident ;

(c) whether any enquiry has been conducted in this regard ;

(d) whether there is a gang which is creating and helping the saboteurs for the rail accidents ; and

(e) whether any such report has come to the notice of the Central Government ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) and (b). On 30-10-80 while 163 up Sangam Express was running between Ambiapur and Jhinhak stations of Northern Railway, it collided with a derailed wagon of 452 Down goods train. In this accident, 35 persons were killed, 17 sustained grievous injuries and 24 simple injuries.

(c) Yes. The Commissioner of Railway Safety, Lucknow, who is an independent authority functioning under the administrative control of the Ministry of Tourism & Civil Aviation, has held a statutory inquiry into this accident.

(d) There is no evidence to suggest existence of any gang creating and helping saboteurs for rail accidents.

(e) No.

**Steps to eradicate killer Malaria**

1508. SHRI MADHAVRAO SCINDIA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) Whether a 'Killer Malaria' Plasmodium falciparum which first entered India in 1975 has claimed a high toll of life ; and

(b) What steps have so far been taken to effectively tackle the disease ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) : (a) No. The plasmodium falciparum had been prevalent in India before the year 1975 also; but due to the effective implementation of National Malaria Eradication Programme in the 1958-65 period, the incidence of this infection had come down very sharply. The number of deaths due to this infection started rising since 1974 as follows :

Year	Deaths
1974 . . . . .	3
1975 . . . . .	99
1976 . . . . .	59
1977 . . . . .	55
1978 . . . . .	74
1979 . . . . .	198 (Provisional)
1980 (upto 31-10-80)	73 (Provisional)

(b) To contain the incidence and deaths due to the plasmodium falciparum parasite, a P. falciparum Containment Programme has been launched with the assistance of World Health Organisation/Swedish International Development Agency in the year 1977, as a supplement to the National Malaria Eradication Programme.

Under the programme, the pockets where this infection is prevalent have been identified and divided into the following three Zones :

**Zone I (Hqs. Shillong)** Comprising of Assam, Meghalaya, Mizoram, Arunachal Pradesh, Nagaland, Manipur, Tripura and West Bengal (Two Districts).

**Zone II (Hqs. Bhubneshwar)** Comprising of Orissa, Bihar and West Bengal.

**Zone III (Hqs. Hyderabad)** Comprising of Andhra Pradesh, Madhya Pradesh and Maharashtra.

The programme was initially launched in the areas covered by Zone I and was subsequently extended to other areas which have been included in Zone II and Zone III.

Under this programme following measures are being taken specifically with a view to avoid the deaths due to this type of Malaria :—

1. The identification of the areas where the parasite has developed resistance to normal type of drug prescribed for Malaria i. e. Chloroquine.

2. The intensification of campaign against the resistance of the parasite to Chloroquine in these areas to forestall the possibility of the dissemination of the same to other parts of the country

3. Provision of additional manpower to supplement the efforts by State and for conducting operational researches in this regard.

#### Revenue earning goods traffic

1509. DR. VASANT KUMAR PANDIT : Will the Minister of RAILWAYS be pleased to state :

(a) whether there has been a steep short-fall in performance of originating revenue-earnings goods traffic on the Railways during the current year ;

(b) what was the targeted figure of freight traffic earnings and physical handling of goods on all the Railways during the first six months of the current Financial Year ;

(c) whether it is a fact that lapses on managerial level, lack of proper control and corruption are some of the causes for the downward trend ;

(d) if so, what immediate steps Government have taken on arrest losses on goods traffic revenue ; and

(e) whether Government have planned to streamline the entire goods traffic handling by the railways to arrest increasing trend of road transport competition ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) (a) and (b) . During the first six months of the current financial year, i.e., from April to September 1980, actual revenue earning freight traffic lifted is 89.85 million tonnes against the proportionate target of 103.50 million tonnes for this period. The target for freight traffic earning for these six months is Rs. 801.33 crores.

(c) No. The performance has been affected because of various extraneous

factors such as extensive power cuts in the eastern sector, floods and breaches on Western, Northern and South Eastern Railways, labour troubles in mines at Bailadilla affecting iron ore for export movement, and less demand for raw materials to steel plants. Most of these factors are beyond Railways' control.

(d) Apart from closely monitoring the movement on day-today basis at the Railways' as well as Railway Board's level, greater co-ordination is also being maintained with the different agencies and rail users to improve the wagon turn-round. The help of State Governments is also being sought to improve the law and order situation. Besides, staff agitations have been dealt with suitably. Additional wagons are also being procured to supplement the present holding of wagons.

(e) Adequate arrangements exist for handling of goods traffic on the Railways to prevent the avoidable diversion of rail-borne traffic to road.

#### Indo-Soviet research on infection

1510. DR. VASANI KUMAR PANDIT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government had talks with Russian Scientists on the subject of Indo-Soviet research on infections :

(b) if so, the Indian Officials who visited USSR and the details of agreement reached between the two countries; and

(c) the area in which research will be carried on and for what period ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) : (a) and (c) : Yes, there have been discussions between a delegation of the Govt. of India and the U.S.S.R. authorities on collaborative efforts in the field of Medical Science and Public Health. The discussions covered proposals for collaboration in research in communicable diseases, immunology and vaccine production, blood and blood products, ophthalmology, oncology and neurophysiology as well as development of contacts in a large number of other fields of mutual interest, through exchange of medical and technological personnel.

(b) The Indian Delegation which visited U.S.S.R. for eight days, commencing 11th April, 1980, was constituted by:—

- (i) Shri Kripa Narain, Secretary, Health & Family Welfare, and President, All India Institute of Medical Sciences, New Delhi
- (ii) Prof. V. Ramalingaswami, Director General, Indian Council of Medical Research, New Delhi
- (iii) Dr. B. Sankaran, Director General of Health Services, New Delhi
- (iv) Shri N.N. Vohra, Joint Secretary (Medical Education, Research, Rural Health & International Health), New Delhi

#### Functioning of primary health centres in Madhya Pradesh

1511. DR. VASANT KUMAR PANDIT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) how many Primary Health Centres are operating under the Community Health Volunteers Scheme in Madhya Pradesh ;

(b) how many Primary Health Centres are operating in the backward Districts of Rajgarh, Guna and Vidisha ;

(c) how many additional doctors have been appointed in the Primary Health Centres now operating in Madhya Pradesh ;

(d) how many health workers, males and females are working in the rural areas of Madhya Pradesh ;

(e) how many of these Health workers are working in the Districts of Rajgarh, Guna and Vidisha ; and

(f) whether Government propose to strengthen the number of doctors and workers per Primary Health Centre and the Central Health Volunteer Schemes and if so, the proposals sanctioned ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE : (SHRI NIHAR RANJAN LASKAR) : (a) The Health Volunteers Scheme is being implemented in 213 Primary Health Centres in Madhya Pradesh.

(b) Twenty two Primary Health Centres as per following details are operating in the districts of Rajgarh, Guna and Vidisha ;

Rajgarh	6
Guna	9
Vidisha	7

(c) 213 posts of additional medical officers for 213 Primary Health Centres implementing the CHV Scheme have been created in Madhya Pradesh.

(d) Health Workers working in the rural areas of Madhya Pradesh category-wise are as under:—

Medical Officer(PHC); . . .	761
Block Extension Educators . . .	249
Health Assistant (Males) . . .	952
Health Assistant (Females) . . .	526
Health Workers (Males). . .	4613
Health Workers (Females) . . .	3099

(e) Information is being collected from the State Government and will be laid on the Table of the Sabha, when received.

(f) The Community Health Volunteers Scheme provides for an additional post of a doctor at each Primary Health Centre implementing the Scheme. The CHV scheme is likely to be extended, in a phased manner, in the remaining districts when the training under the multipurpose Workers Scheme is completed in these districts.

**Provision of Toilet and drinking Water in Asurvedic dispensary, Gole Market, New Delhi.**

1512. SHRI NIHAL SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that there is no arrangement of toilet and drinking water in Ayurvedic dispensary, Gole Market, New Delhi for the last one year as a result of which patients are experiencing great difficulties; and

(b) if so, the action taken to make arrangements for toilet and drinking water in the dispensary ?

THE MINISTER OF STATE FOR HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASAR) (a) and (b) Due to demolition programme in D.I.Z. area undertaken by C.P.W.D. the water supply has been disconnected for some time. Arrangements are being made to shift the dispensary to a new building shortly.

**राष्ट्रमंडल सम्मेलन**

1513. श्री मूल चन्द्र डागा : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सितम्बर, 1980 में दिल्ली में राष्ट्रीय मण्डलीय देशों का सम्मेलन हुआ था जिसमें बंगला देश के राष्ट्रपति और भारत के प्रधान मंत्री चर्चा के पश्चात् कुछ मामलों पर सहमत हो गये थे ;

(ख) यदि हां, तो किन मामलों पर सहमति हुई थी और इस सहमति के परिणाम-स्वरूप दोनों देशों को क्या लाभ होने की संभावना है ;

(ग) क्या उक्त बैठक में फरक्का बांध के बारे में भी कोई चर्चा हुई थी; और

(घ) यदि हां, तो उसके क्या परिणाम रहे ।

विदेश मंत्री (श्री पी० बी० नरसिंह राव) (क) से (घ) : बंगलादेश के राष्ट्रपति जियाउर्रहमान ने 4 से 8 सितम्बर तक नई दिल्ली में हुई राष्ट्र-मण्डलीय शासनाध्यक्षों की क्षेत्रीय बैठक-11 में हिस्सा लिया । इस यात्रा के दौरान उन्होंने 3 सितम्बर को प्रधान मंत्री से मुलाकात की ।

दोनों नेताओं ने फरक्का सहित द्विपक्षीय विषयों पर व्यापक विचार-विमर्श किया । ये विचार विमर्श सामान्य प्रकार के थे और किसी विशेष प्रश्न पर ब्यौरेवार चर्चा नहीं हुई । इस से भारत-बंगलादेश संबंधों को और प्रोत्साहन मिला, यांलाकि इस यात्रा के दौरान कोई विशेष समझौते नहीं हुए ।

**Railway Lines to be opened during 6th Plan**

(b) the amount to be spent on these lines during the Sixth Five Year Plan ?

1514. SHRI CHITTA MAHATA : Will the Minister of RAILWAYS be pleased to state :

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) :

(a) the names of new railway lines to be opened during Sixth Plan and so far opened since January, 1980 ; and

(a) (i) Lines opened since January 1980

S.No.	Particulars	Length in Kms.	Date of opening
1.	Rohtak-Bhiwani (N. Rly)	49.3	3-6-80
2.	Jakhapura-Sukhinda (S.E. Rly)	9.39	27-7-80
3.	Shamli-Saharanpur (N. Rly)	63.2	14-11-80

(ii) Lines likely to be opened during the course of the 6th Five Year Plan.

S.No.	Particulars	Length in kms.	Tentative date of opening
<b>CENTRAL RAILWAY</b>			
1.	Vasai Road-Diva	41.96	December 1980 without electrification and June 1982 with electrification.
2.	Wani-Pimpalkoti	66.87	December 1981
3.	Apta-Roha	62.00	December 1981
<b>EASTERN RAILWAY</b>			
4.	Karaila Road-Javant	33.00	March 1982
5.	Dankuni-Sheakhala	17.4	1984-85
<b>NORTH EASTERN RAILWAY</b>			
6.	Rampur-Haldwani	78.4	June 1983
7.	Sakti-Hasanpur	71.9	1984-85
8.	Chittauni-Bagaha	28.11	June 1983
<b>NORTHEAST FRONTIER RAILWAY</b>			
9.	Gaubati-Burnihat	21.82	These six lines are expected to be opened from the middle of 1982 and on wards in phases.
10.	Dhairmanagar-Kumratghat	33.55	
11.	Balipara-Bhalukpong	35.46	
12.	Silchar-Jiribam	50.30	
13.	Amguri-Tuli	17.07	
14.	Lalaghat-Bhairabi	48.77	
<b>SOUTHERN RAILWAY</b>			
15.	Tirunelveli-Nagercoil	73.31	December 1980
16.	Alleppey-Ernakulam	51.00	December 1982

S. No.	Particu'ars	Length in Kms.	Tentative date of
<b>SOUTH CENTRAL RAILWAY</b>			
17.	Bibinagar-Nalgonda . . . .	73.5	December 1980
18.	Nalgonda-Nadikude . . . .	77.5	December 1982
19.	Bhadrachalam-Manuguru . . . .	52.00	June 1981
20.	Manickgarh-Chandur . . . .	28.49	1984-85
21.	Jaggeyapetta-Bonakalu . . . .	34.00	1984-85
22.	Bringing old Madhav-Nagar station on the main line and restoration of Miraj-Sangli rail link .	9.27	1982-83
<b>SOUTH EASTERN RAILWAY</b>			
23.	Santragachi-Bargachia . . . .	23.00	March 1981 without electrification and June 1981 with electrification.
24.	Bargachia-Amta/Champadanga . . . .	50.53	1984-85
25.	Jakhapura-Daitari . . . .	33.00	December 1980
26.	Talgaria-Tupkadih . . . .	32.00	March 1982
<b>WESTERN RAILWAY</b>			
27.	Kapadvanj-Modasa . . . .	60.5	1984.85
28.	Kota-Chittorgarh . . . .	242.00	1984.85

(b) *Approximately Rs. 220 crores.*

### Second Hooghly Bridge

1515. SHR SOMNATH CHATTERJEE : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the present estimated cost for the construction of the second Hooghly bridge and the amount provided by the Central Government for the project during the current financial year and the amount released so far ; and

(b) the extent of the progress made ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) :

(a) This bridge is a State project as it falls on a State road. All matters pertaining to this project are, therefore, being handled by the state Government, Central Government are only providing loan assistance to help the State Government in its construction.

Till sometime back, the estimated cost was Rs. 57 crores. However, according

to the State Government this is likely to go up considerably. No details of the increased cost have been supplied by the State Government.

During 1980-81, Rs. 400.00 lakhs out of a budget provision of Rs. 600.00 lakhs have so far been released. Total loan paid to the State Government so far from the Fourth Plan (1969-74) onwards amounts to Rs. 2456.61 lakhs.

(b) The latest physical progress as reported by the State Government is as under :—

- |  |       |
|--|-------|
| (a) Approaches and inter-change on Calcutta side | 21%   |
| (2) Approaches and inter-change on Hawrah side   | 14.8% |
| (3) Main bridge . . . .                          | 15.8% |

**दिल्ली रेलवे स्टेशन पर पानी की टंकी में पाई गई लाश**

1516. श्री तारिक अन्वर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जून, 1980 में दिल्ली रेलवे स्टेशन पर पानी की टंकी से लाश बरामद की गई थी और इस घटना की जांच का आदेश दे दिया गया था; और

(ख) यदि हां, तो जांच रिपोर्टों का ब्यौरा क्या है ?

रेल मंत्रालय में उप-मंत्री (श्री मल्लिकार्जुन) : (क) जी हां ।

(ख) जांच की रिपोर्ट के अनुसार, पम्प इंजन ड्राइवर, जिन्होंने पम्प-गृह से जाते समय पम्प के अहाते में ताला नहीं लगाया, तालाब में किसी मृत व्यक्ति की लाश की मौजूदगी के लिए जिम्मेदार थे । पानी के नमूनों की नियमित रूप से जांच न करने के लिए वरिष्ठ स्वास्थ्य निरीक्षक भी उत्तरदायी था ।

यह सुनिश्चित करने के लिए कि इस प्रकार की दुर्घटनाओं की पुनरावृत्ति जन हो, जांच रिपोर्ट में कुछ सिफारिशों की गयी हैं । मुख्य सिफारिशें इस प्रकार हैं :—

(i) भूगत तालाब के दोनों मेन-होलों में लोहे के कब्जेदार ठक्कन तथा उन पर पैड-लाक की व्यवस्था की जाये और उनकी चाबियां पम्प इंजन ड्राइवरों के पास न रहने दी जायें ।

(ii) जब भी पम्प इंजन ड्राइवर पम्प-गृह के अहाते से जायें, तो उसमें ताला लगाकर जायें ।

(iii) इन परिसरों में प्रकाश की व्यवस्था की जाये तथा 15

दिन में एक बार स्वास्थ्य/इंजीनियरी/बिजली कर्मचारियों द्वारा इनका निरीक्षण किया जाये ।

(iv) इस स्टेशन पर पम्प इंजन ड्राइवर के ड्यूटी रोस्टर का वास्तविक कार्य विश्लेषण किया जाये और उसे सतत के रूप में वर्गीकृत किया जाये ।

(v) इस जल सप्लाई पम्पिंग स्टेशन के सद्गुण महत्वपूर्ण संस्थापनाओं के पर्यवेक्षण में तेजी लायी जाये और जहां-कहीं प्रावश्यक हो संगठन को मुदृढ़ किया जाये ।

(vi) प्रत्येक प्रणाली/स्रोत से थोड़े-थोड़े समयान्तरान पर पानी के नमूने लिये जायें । जिस रजिस्टर में रिपोर्टों के रिकार्ड रखे जाने हों, उस पर वरिष्ठ स्वास्थ्य निरीक्षक के हस्ताक्षर होने चाहिएं ।

इन सिफारिशों को कार्यान्वित किया जा रहा है ।

**इण्डियन काउंसिल आफ मेडिकल टेक्ना-लाजिस्ट्स एसोसिएशन का द्वारा प्रस्तुत ज्ञापन**

1517. श्री रामावतार शास्त्री : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि इण्डियन काउंसिल आफ मेडिकल टेक्नोलाजिस्ट्स एसोसिएशन ने अपनी मांगों के बारे में उन्हें कोई ज्ञापन प्रस्तुत किया है ;



(ख) यदि हां, तो उक्त जापन में दी गई मुख्य मांगें क्या हैं ; और

(ग) उनके बारे में सरकार की क्या प्रतिक्रिया है ?

**स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्‍य मंत्री (श्री लीहार् रंजन लस्कर) :**

(क) इण्डियन मेडिकल लेबोरेटरी टेक्नोलॉजिस्ट्स एसोसिएशन ने एक जापन प्रस्तुत किया है ।

(ख) इस एसोसिएशन की मुख्य मांग यह है कि मेडिकल टेक्नोलॉजिस्टों की एक भारतीय परिषद की स्थापना की जाये और इसे संसद के एक अधिनियम द्वारा सांविधिक मान्यता प्रदान की जाये ताकि व्यावसायिक स्तरों को वित्ति-मित और बनाये रखा जा सके ।

(ग) प्रस्तावित परिषद के बारे में इण्डियन मेडिकल लेबोरेटरी टेक्नोलॉजिस्ट्स एसोसिएशन से और सूचना मांगी गई है ताकि इस प्रस्ताव की जांच की जा सके ।

#### **Extension of Gol Gumbaz Express upto Bangalore**

1518. SHRI K. B. GHOUDHARI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal to extend the 'GOL GUMBAZ' Express train upto Bangalore ;

(b) whether Government have any proposal to start a direct train from Guntakal to New Delhi ; and

(c) if so, when ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIXARJUN) :** (a) and (b) No.

(c) Does not arise.

#### **Railway Pensioners**

1519. SHRI SUSHIL BHATTACHARYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are considering to raise pension amount to the railway pensioners ; and

(b) if so, the details thereof ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIXARJUN) :** (a) and (b). There is no proposal under consideration at present to further raise pensionary benefits. In regard to grant of pensionary benefits to its employees, the Ministry of Railways are guided by the rules framed by the Ministry of Finance/Ministry of Home Affairs.

#### **All India Route Permits issued to Transporters of Andhra Pradesh**

1520. SHRI G. S. REDDY : Will the Minister of SHIPPING AND TRANSPORT be pleased to state the total number of all India route permits given to transporters from Andhra Pradesh ?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) :** According to the information furnished by the Government of Andhra Pradesh, the number of vehicles covered by the All India Tourist Permits issued under Section 63(7) of the Motor Vehicles Act, 1939 for Tourist Cabs and Tourist Buses is as under :—

(i) 51 Tourist Cabs and	} As on
(ii) 64 Tourist Buses	

#### **Voluntary Organisation engaged in Community Health Programmes**

1521. SHRI G. S. REDDY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) How many voluntary organisations are engaged in the Community Health Programmes recognised by the Government ;

(b) how many of them are run or supported by religious denominational agencies ; and

(c) the details thereof ?

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

**FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) :** (a) to (c). A large number of Voluntary Organisations are supplementing the Government efforts in implementation of the various Community Health Programmes launched by Government. The Government provides financial assistance to a number of such bodies which are either registered under the Societies Registration Act, or any other statute or are institutions of all India character, in accordance with the approved pattern subject to certain conditions including that their service should be open to the general public without any distinction of caste, creed, colour or religion. The main Health and Family Welfare Schemes implemented by the Voluntary Organisations with Central assistance are enumerated below:-

- (1) Scheme for assistance to voluntary T.B., Leprosy, Cancer and other medical institutions.
- (2) Scheme for assistance to Voluntary Organisations for doing leprosy Survey, Education and Treatment work.
- (3) Scheme for assistance to Voluntary Organisations in Union Territories for covering 50% of their deficit in non-administrative recurring expenditure.
- (4) Scheme for assistance to Voluntary Organisations for setting up new hospitals/dispensaries in/rural areas on a matching basis, equally shared by the Central Government, State Government and the institution concerned.
- (5) Scheme for assistance to Voluntary Organisations for promotion and development of voluntary blood donations programme.
- (6) Scheme for assistance to Nature Cure institutions.
- (7) Scheme for assistance to private under-graduate Homoeopathic Colleges.
- (8) Scheme for assistance for improving the standard of under-graduate Colleges of Indian System of Medicine (Ayurvedic, Unani and Sidha) run by Voluntary Organisations.
- (9) Scheme for assistance to Voluntary Organisations under Family Planning Programme for undertaking the running of Urban Family Welfare Training Centre, Post Partum Centres, Auxiliary Nurse Midwives Training Schools and also providing facilities of sterilisation beds scheme,

educational motivational activities and research in the field of bio-medicine and demography.

The number of voluntary organisations engaged in Health and Family Welfare work in the country is not available in the Ministry of Health and Family Welfare.

**‘चेतक एक्सप्रेस’ में डीजल का इंजन लगाया जाना**

1522. प्रो० निर्मला कुमारी शक्तावत : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या चेतक एक्सप्रेस की गति में सुधार लाने के लिए सरकार का इसमें डीजल इंजन के प्रयोग करने का विचार है; और

(ख) क्या इस गाड़ी में भीड़-भाड़ को कम करने के लिए सरकार का इसमें ‘तीन टायर’ और ‘दो टायर’ के और सवारी डिब्बों को जोड़ने का विचार है ?

रेल मंत्रालय में उप-मंत्री (श्री मल्लिकार्जुन) : (क) और (ख) : जी नहीं ।

#### Freight Earned by Indian Vessels

1523. SHRI A. T. PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the total freight earned by Indian vessels during 1978, 1979 and 1st January to 15th October 1980 under the shipping arrangements made by Transchart for (i) bulk cargoes on imports and exports, (ii) liner cargoes;

(b) the freight earned by foreign vessels for similar business during the above period; and

(c) what action Government have taken to improve the position of Indian shippers?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SARDAR BUTA SINGH): (a) and (b). Freight payment for shipments arranged by TRANSCHART are made by the con-

cerned indenting Departments/Projects/Undertakings themselves direct to the shipowners and are charged to their respective budgets. Hence details of the actual freight payments are not available in the Ministry of Shipping & Transport. However, estimates of freight as available in the Ministry of Shipping & Transport are as follows:

(All figures approximate—in crores of rupees)

	1978-79		1979-80		April to June, 1980	
	Indian Vessels	Foreign vessels	Indian vessels	Foreign vessels	Indian vessels	Foreign vessels
<b>Bulk Cargoes :</b>						
Imports	61	70	92	189	27	49
Exports	6	1	4	3	0.2	..
TOTAL	67	71	96	192	27.2	49
<b>Liner Cargoes :</b>						
	1978		1979		January to October 1980	
	Indian vessels	Foreign vessels.	Indian vessels	Foreign vessels.	Indian vessels	Foreign vessels
	36	23	89	25	36	19

(c) The reference appears to be in respect of Indian shipowners and not shippers. It is the policy of the Government to import on FOB and export on C&F basis to the extent possible, thus relating control over shipping and utilising Indian vessels to the maximum extent possible. Instructions have been issued to all Government Departments/Projects/Undertakings to ensure compliance with this policy. The position is periodically reviewed by a Standing Committee comprising representatives of the concerned Ministries/Departments/Undertakings and Indian shipping companies.

#### Setting up of Cancer detection centres and provision of Cobalt Units

1524. SHRI GHINTAMANI JENA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any proposal under the consideration of Government to have a cancer detection centre and two cobalt units in every medical college hospital,

(b) whether Government would like to provide this facility in every district hospital; and

(c) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR):** (a) to (c). No. However, it is to be stated that in January, 1980 Government issued orders sanctioning a scheme relating to the establishment to Early Cancer Detection Centres in the country. The scheme envisages a non-recurring assistance of Rs. 50,000 per Early Cancer Detection Centre, subject to the following conditions:

1. The State Government/Institution shall provide the required staff, duly trained in one of the Regional Cancer Centres or in the Indian Council of Medical Research.
2. The State Government/Institution agrees to meet the recurring expenditure on maintenance of these posts and training.
3. The State Government/Institution agrees to provide suitable accommodation and other infrastructure for setting up of Early Cancer Detection Centres. The scheme stipulates that 3 such Centres may be set up in each of the bigger States, 2 in the medium sized States and 1 in the smaller States.

In view of the details of the scheme, given above, it would be seen that it merely envisages the number of Centres which may be set up in each State/Union Territory, depending upon its size. The places where such Centres may be established has been left at the discretion of the States/UTs.

The Govt. of India also provides a non-recurring Central assistance of Rs. 10.00 lakhs for the installation of Cobalt Therapy Units with rotational head and collimation facilities, subject to the concerned State/U.T., desirous of establishing such a unit, fulfilling the following conditions:—

*Provision of Staff:*

Radiotherapist . . . . .	1
G.D.O. Grade I . . . . .	1
Registrar . . . . .	1
House Surgeons . . . . .	2
Physicist . . . . .	1
Physics Technician . . . . .	1
Mould Room Technician . . . . .	1
Senior Radiographer . . . . .	1

A special building to house the unit has to be constructed with the specifications prescribed by BARC, Bombay. The specifications of the Unit sanctioned are Ganumarex-R Rotational Co-60 Uni Head capacity source upto 10,000 C.I. The special building has to be ready before the release of any assistance for the Cobalt Therapy Unit.

The State Govts./Institutions have to bear the replacement cost of the Cobalt Source after the expiry of the normal life span of the source.

Requests of various State Governments, when received are examined and depending upon availability of resources, assistance is sanctioned for the establishment of Early Cancer Detection Centres and/or Cobalt Therapy Units subject to the stipulated conditions, stated above, being satisfied.

Depending upon the availability of resources Government is desirous of providing facilities for the treatment of cancer in as many hospitals as possible, including District Hospitals.

**Kanjur Marg Station, Bombay**

1525. DR. SUBRAMANIAM SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that many people have lost their lives as there is no railway bridge connecting the railway platform to the eastern side of Kanjur Marg Station, Bombay;

(b) whether there is a growing demand and need to construct a bridge to save people from further accidents;

(c) whether there is any proposal to construct the bridge; and

(d) if so, the details thereof?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):** (a) to (d). Kanjur Marg Station consists of one island platform only provided between the Down and Up Local lines. The booking office has been provided on the western side, and a foot overbridge connecting the booking office (from which side the bulk of traffic originates) has been provided to give access from the booking office to the island platform. There is no direct access to the platform from the eastern side to the station. The commuters from that side can come to the station through the level crossing, which is situated barely 140 metres away from the Station. However, due to trespassing, four persons were run over and killed and three were injured during the year 1980.

There as been a demand for the extension of the foot overbridge towards the eastern side. It was, however, found from site examination that there would be no proper outlet on that side.

### Izatnagar Workshop

1526. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a foreigner and woman entered East Northern Railway Workshop, Izatnagar between 2 P.M. and 4 P.M. on the 17th July, 1980 and took photographs of machinery and gate, etc. of the workshop in the presence of the officers of the Railways;

(b) whether it is also a fact that "taking photographs is prohibited" is written of the gate and here and there inside the workshop; and

(c) if so the reasons for allowing them to take photographers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). Yes.

(c) The Ministry of Railways receive a very large number of requests from steam locomotive enthusiasts from all over the world to visit Railway stations/loco sheds and to take photographs of steam locomotives as India is one of the few countries where steam traction is still in use and locomotives are maintained well. Such enthusiasts are, as a gesture of goodwill, allowed to take photographs of steam locomotives for their personal collection.

### Plans to increase capacity of Ports

1527 SHRI DIVINDER SINGH GARCHA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) What are the different plans under way to increase the capacity of various ports;

(b) how many of these plans are lagging behind schedule; and

(c) if so, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) The following development schemes, which would increase the capacity of the ports, are under execution now:

Scheme	Sanctioned Cost
(Rs. in lakhs)	
(1) <i>Bombay Port</i>	
Construction of 4th Oil Berth at Butcher Island . . . . .	2448.00
(2) <i>Paradip Port</i>	
(a) Construction of 2nd General Cargo Berth . . . . .	725.58
(b) Improvement and Modification to the Ore handling Plant . . . . .	808.00
(3) <i>Cochin Port</i>	
Integrated development project for the construction of POL & Fertilizer berth . . . . .	3116.00
(4) <i>Visakhapatnam Port</i>	
(a) Installation of 3rd Wagon Tippler . . . . .	701.73
(b) Construction of Mooring Berth to handle POL & POL products . . . . .	157.57
(5) <i>Tuticorin Port</i>	
Construction of Coal Jetty . . . . .	297.00
(6) <i>New Mangalore Port</i>	
Construction of port facilities for handling export of Kudremukh iron ore concentrates . . . . .	3853.00
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Equipments	Sanctioned Cost
-----	
(Rs. in lakhs)	
(1) <i>Bombay Port</i>	
Procurement of Container handling equipment. . . . .	792.00
(2) <i>Calcutta Port</i>	
Procurement of Wharf & Yard cranes . . . . .	425.00
(3) <i>Madras Port</i>	
(a) Procurement of container handling equipment . . . . .	422.00

Equipments	San. Cost
(Rs. in lakhs)	
(b) Procurement of grabbing cranes . . . . .	150.00
(4) <i>Visakhapatnam Port</i>	
Procurement of Crawler/ Mobile (i) . . . . .	60.59
cranes (ii) . . . . .	26.16
(5) <i>Cochin Port</i>	
Procurement of container handling equipment . . . . .	150.00

(b) and (c). Of the above schemes, the projects of construction of 4th Oil Berth at Butcher Island, Bombay Port and a Coal Jetty at Tuticorin Port are currently behind schedule. The contractors of the Oil Berth at Bombay port, NBCC Ltd., have not been able to mobilise the required resources. At Tuticorin the completion of the Coal Jetty has been delayed because of the damage caused by an accident at the site in which the piling gantry was damaged. The progress of these works is, however, being watched closely to ensure their early execution.

### Repatriation of Indians from Sri Lanka

1528. SHRI N.K. SHEJWALKAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) Whether it is a fact that talks were held with Foreign Minister of Sri Lanka to sort out the problems pertaining to the repatriation of the people of Indian origin living in Sri Lanka ;

(b) the number of persons of Indian origin who have accepted Sri Lanka's citizenship and number of those who are yet on the waiting list ; and

(c) Whether Government propose to extend this Srimavo-Shastri agreement of 1964 so that the entire question can be resolved peacefully and to the mutual benefit of both the countries ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) (a) Among other bilateral questions, the repatriation of people of Indian origin from Sri Lanka also came up for discussion between our Foreign Minister and the Sri Lanka Foreign Minister on 6-9-80, in New Delhi, during the CHOGRM, II Conference.

(b) As on 31st August, 1980, about 6,25,000 persons of Indian origin had

applied for Sri Lanka citizenship. Of these, a total number of 1,93,667 persons, which includes 1,50,506 "accountable" persons and 43,161 "natural increase" (that is children of "accountable" persons), have been granted Sri Lanka citizenship.

(c) There has been no move to formally extend the Agreement but both the Government of India and the Government of Sri Lanka remain committed to the repatriation to India or the grant of Sri Lanka citizenship to the stateless persons of Indian origin covered by the 1964 and 1974 Agreements.

### Wagons for Foodgrains

1529. SHRI N. K. SHEJWALKAR: Will the Minister of RAILWAYS be pleased to State:

(a) whether a delegation was sent to some foreign countries to select a wagon that will haul foodgrains over a long distance;

(b) if so, the composition of the delegation and the countries visited;

(c) why a visit was found necessary ; and

(d) whether any final choice in this matter has been made?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALIKARJUN): (a) Yes.

(b) The study team consisted of the following:-Shri R. P. Singh, Director Traffic Transportation, Rly. Board Shri R. Dayal, Jr. Director Transport Planning, Rly. Board. Smt. A. Khosla, Jt. Director Finance (Stores), Rly. Board.— Shri P. Moudgill, Jt. Director Standards (Wagon), R. D. S. O. Shri M. L. Talwar Traffic Manager, Food Corporation of India.

The countries visited were:—

West Germany, Switzerland, Holland, U.S.A. and Canada.

(c) Bulk handling and transportation of grain is a new feature which is being examined for adoption in India as a pilot project forming a component of a World Bank-aided Foodgrain Storage Project and there being no expertise available for various facets of these operations within the country.

(d) No.

**Sambalpur—Talcher Line**

1530. SHRI RASABEHARI BEHARA: Will the Minister of RAILWAYS be pleased to state:

(a) when the survey work of Sambalpur-Talcher Railway line is likely to be completed ; and

(b) what is the progress of work till the end of October, 1980?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN);

(a) December, 1980.

(b) The field work of traffic and engineering portion has been completed and the project estimate and the engineering report are being finalised by the Railway.

With the progress achieved so far the survey report is expected to be submitted to the Railway Board by December, 1980.

**Barasat—Bongaon Line**

1531. SHRI NIREN GHOSH : Will the Minister of RAILWAYS be pleased to state:

(a) whether the passengers and users of the railways have proposed that the Barasat-Bongaon line be double-tracked; and

(b) if so, whether the proposal is under consideration?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN)

(a) and (b). A survey was conducted by the Eastern Railway in 1970 to ascertain the needs for line capacity on Dum Dum-Bongaon section in view of the anticipated increase in traffic. The survey team recommended doubling of the B.G. Section between Dum Dum Junction and Barasat (15.24 Kms.) only and provision of some complementary facilities on the remaining single line between Barasat and Bongaon. Dum-Dum Barasat doubling and additional crossing facilities at Bira, Askokenagar and Thakurnagar stations and stabling line at Habra have already been approved and these works are in progress.

**Supply of Rakes to Central and Western Railways**

1532. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Central Railway and Western Railways were to get for their Bombay suburban section, 25 rakes from Integral Coach Factory, Madras or from other source;

(b) whether the first rake was to be received in October, 1980 and according to the phased delivery programme the last rake will be received by the end of 1982;

(c) whether the delivery of rakes was delayed ; and

(d) If so, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):

(a) and (b). Yes.

(c) and (d). Yes. due to suppliers' inability in adhering to the promised schedule of supplies.

**Legal Action by Central Railway Employees**

1533. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of employees on the Central Railway who have resorted to legal action for getting their over-time wages during the last three years;

(b) what is the amount paid as overtime; and

(c) what was the amount expended by the Railway Administration on the court cases for these employees?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):

(a) 858 employees.

(b) Rs. 6288.75 paise.

(c) Rs. 718.40 p. Cases of 840 employees are still pending in Court.

**Expansion of Railway facilities**

1534. SHRI JYOTIRMOY BOSU:  
Will the Minister of RAILWAYS be  
pleased to state:

(a) the particulars of schemes for  
expansion of railway facilities which  
have been accepted by Government  
in principle;

(b) the particulars of schemes in-  
cluded in the Sixth Five Year Plan  
for implementation; and

(c) the progress of the West Bengal  
railway schemes approved by Govern-  
ment?

THE DEPUTY MINISTER IN THE  
MINISTRY OF RAILWAYS (SHRI  
MALLIKARJUN):

(a) I. *New rail links completed and opened to traffic.*

S.No.	Name of the Project	Length in kms.
<b>NORTHERN RAILWAY</b>		
1	Shahdara-Saharanpur . . . . .	157.80
2	Rohatak-Bhiwani . . . . .	49.30
<b>SOUTHERN RAILWAY</b>		
3	Hasan-Mangalore . . . . .	189.21
4	Trivandrum-Nagercoil-Kanyakumari . . . . .	86.56

II. *New Railway lines under construction.*

S.No.	Name of the Project	Length in kms.	Present day estimated cost in crores of Rs.
<b>CENTRAL RAILWAY</b>			
1	Vasai Road-Diva . . . . .	41.96	23.48
2	Wani -Pimpalkoti . . . . .	66.87	8.47
3	Apta-Roha . . . . .	62.00	11.19
<b>EASTERN RAILWAY</b>			
4	Karaila Road-Jayant . . . . .	33.00	18.32
5	Howrah (Dankuni)-Sheakhala . . . . .	17.40	6.49
<b>N.E. RAILWAY</b>			
6	New BG line from Rampur to New Hald- wani . . . . .	78.40	13.70
7	Sakri-Hasanpur Road . . . . .	74.90	5.86
8	Bagaha-Chitauni MG (Restoration) . . . . .	28.41	15.00
			5.00 (Deposit)



S.No.	Name of the Project	Length in kms.	Present day estimated cost in crores of Rs.
<b>NORTHEAST FRONTIER RAILWAY</b>			
9	Gauhati-Burnihat . . . . .	24.82	8.20
10	Dharmanagar-Jumarghat . . . . .	33.55	9.67
11	Balipara-Bhalukpong . . . . .	33.46	4.70
12	Silchar-Jiribam . . . . .	50.30	12.13
13	Amguri-Tuli . . . . .	17.07	4.83
14	Lalaghat-Bhairabi . . . . .	48.77	10.76
<b>SOUTHERN RAILWAY</b>			
15	Tirunelveli-Nagercoil . . . . .	73.31	15.00
16	Alleppey-Ernakulam . . . . .	51.00	7.00
<b>SOUTH CENTRAL RAILWAY</b>			
17	Bibinagar-Madikude(Bibinagar-Nalgonda Phase-I, 74 kms. taken up) . . . . .	151.00	25.62
18	Bhadrachalam Road to Manuguru . . . . .	52.00	8.20
19	Manickgarh-Chandur . . . . .	28.49	6.00
20	Jaggeyapetta-Bonakalu . . . . .	34.00	7.00
21	Bringing Old Madhavnagar station on the main line by providing a chord line between Nandre and New Sangli on Pune-Miraj section . . . . .	1.50	0.73
22	Restoration of Miraj-Sangli . . . . .	7.77	0.54
<b>SOUTH EASTERN RAILWAY</b>			
23	Howrah-Amta including Bargachia-Chanpanga . . . . .	73.53	10.72
24	Banspani-Jakhapura BG Phase I (Jakhapura-Daitari 33.05 kms. taken up) . . . . .	176.00	60.28
25	Talgaria-Tupkadih . . . . .	32.00	5.50
<b>WESTERN RAILWAY</b>			
26	Kapadvanj-Modasa . . . . .	60.50	5.53
27	Kota-Chittorgarh . . . . .	242.00	41.09

III. *New rail links projects that are under consideration for inclusion in the 6th Plan.*

S.No.	Name of the Project	Length in kms.	Present day cost in crores of Rupees.
<b>CENTRAL RAILWAY</b>			
1	Roha-Mangalore (remaining portion of West Coast Konkan Railway)	825.00	254.00
<b>EASTERN RAILWAY</b>			
2	Budge Budge-Namkhana	100.40	15.76
3	Ranchi Road-Hazaribagh Town Koderma-Giridih.	194.00	55.28
4	Mandarhill-Baidyanathdham	55.00	14.00
<b>NORTHERN RAILWAY</b>			
5	Badoli-Babatpur	36.00	7.5
6	Nangaldam-Falwara	84.00	27.06
7	Chandigarh-Moinda	38.00	8.00
8	Jammu-Udhampur	56.00	30.00
<b>SOUTHERN RAILWAY</b>			
9	Chitradrug-Rayachur	100.00	15.00
10	Alleppey-Kayankulam	47.00	12.00
11	Karur-Dindigul-Futicoin-Tirunelveli	325.00	42.00
<b>SOUTH CENTRAL RAILWAY</b>			
12	Iclapur-Patancheru	8.00	2.00
13	Patancheru-Paddipalli	288.00	70.00
<b>SOUTH EASTERN RAILWAY</b>			
14	Dhalli-Rajhara-Jagdapur	135.00	70.00
15	Talcher-Sambalpur	160.00	50.00
16	Koraput-Rayagada	170.00	100.00

(b) Particulars of the schemes for inclusion in the 6th Five Year Plan have not yet been finalised.

(c) Preliminary engineering-cum-final location survey for Budge Budge-Namkhana including Lakshmikantapur-Kalpi link has been completed recently and the survey report is under examination. This project will be taken up for construction after detailed examination and approval of the Planning Commission.

### Inland water transport schemes for West Bengal

1535. SHRI JYOTIRMOY BOSU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the particulars of the Inland Water Transport Schemes for West Bengal approved by Government;

(b) the particulars of the schemes included in the Sixth Five Year Plan for implementation; and

(c) the progress of the schemes approved by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Presumably, the information sought is in respect of the Central and Centrally Sponsored schemes in the State of West Bengal.

Following schemes have been approved so far by the Government of India for improvement of inland water transport in West Bengal: —

Name of scheme	Sanctioned cost (Rs. in lakhs)
(i) Techno-economic survey and other investigations on Ganga-Bhagirathi-Hooghly system between Farakka and Haldia . . . . .	1.10
(ii) Construction of jetty at Raidighy for landing facilities in Sunderbans . . . . .	3.48
(iii) Construction of jetties and acquisition of ferry vessels for ferry service on Hooghly between Calcutta and Howrah . . . . .	207.53
(iv) Construction of pile jetty at Nezat . . . . .	1.73
(v) Construction of concrete jetty at Gosaba . . . . .	1.39
(vi) Hydrographic survey in Sunderbans . . . . .	

The schemes approved for the Central Inland Water Transport Corporation whose activities are not confined to West Bengal only but cover other regions as well in the North-East, have not been indicated above.

(b) The Sixth Five-Year Plan is yet to be finalised.

(c) The scheme mentioned at (i) and (ii) in part (a) of the answer have been completed. A ferry service under the scheme at (iii) was inaugurated on 2-5-1980. The schemes at (iv) and (v) are being implemented by the Government of West Bengal and are in progress. Hydrographic survey in the Sunderbans was commenced last year and is in progress.

### Persons of reproductive age covered by Family Planning methods.

1536. SHRI K. P. SINGH DEO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that so far only 25 per cent couples of the reproductive age has been covered by Family Planning methods;

(b) if so, the steps which Government propose to take to arrest the population explosion which is causing a heavy burden on our economy;

(c) whether a new thrust is being contemplated in this direction; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) As of September, 1980, 25.4 million couples in the reproductive age group forming 22.4% of the estimated total of 113.3% million such couples in the country, have been effectively protected by one or the other family planning methods.

(b) to (d). The Plan framework in respect of the Sixth Five Year Plan (1980—85) indicates that one of the objectives of the Sixth Plan should be to promote policies for controlling the growth of population. The programme depends for its success on the education and motivation of eligible couples to understand the benefits of responsible parenthood and to accept the small family norm on a free and voluntary basis.

The infrastructure for delivery of family welfare services built up in the various States are steadily being strengthened so that the services are available to the eligible couples nearest to their homes.

The new motivational strategy emphasises the importance of inter-personal communication and for this purpose a large number of opinion leaders' camps have been arranged mostly in the rural areas so that the message can be dis-

seminated to the people. A number of such camps are held exclusively for women.

Again considerable importance is attached to the maternal and child health programme with a view to improving the health status of mothers and the children. All sectors of the community including voluntary organisations, women and youth organisations, the management and labour, panchayats and the cooperatives are involved in spreading population education.

### Progress of Metro Railway Calcutta

1537. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state:

- (a) the progress of work of the Metro Railway in Calcutta;
- (b) the total estimated cost of the Project; and
- (c) when it is likely to be completed ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The progress of construction work so far in physical terms is 26%.

(b) Rs. 250 crores based on 1973-74 price level. The estimate is under revision.

(c) The work on the Project is being done in two Phases. Phase I is from Dum Dum to Shyambazar and Esplanade to Tollyganj in and Phase II is from Shyambazar to Esplanade. The first Phase of the Project is scheduled for completion in 1984-85 and the entire Project by 1986-87, subject to the availability of funds.

### Train Accident at Madhyam Gram Station

1538. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a grievous accident took place at Madhyam Gram Station in the Sealdah-Bongaon section of the Eastern Railway resulting in the death of five persons on October 18, 1980;

(b) if so, the causes of the accident;

(c) the steps taken or proposed to be taken to prevent the recurrence of such accidents;

(d) whether any compensation has been granted for the loss of lives; and

(e) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Presumably, the reference is to the incident in which 5 persons were run over and killed by BB523 Up Sealdah-Bongaon EMU local train between New Barrackpore and Madhyamgram Stations of the Eastern Railway on 17-10-1980.

(b) A group of persons walking alongside the railway track suddenly attempted to cross bridge No. 10 in the face of approaching train.

(c) This incident was due to negligence on the part of pedestrians. Motormen whistle often to warn the trespassers, but they cannot always stop on sighting persons who come on the track suddenly. Such incidents can be prevented only if the pedestrians do not take unnecessary risk.

(d) No.

(e) As the incident was caused due to negligence on the part of trespassing pedestrians who suddenly attempted to cross over a bridge in the face of approaching train, no compensation is payable under the extent rules. Moreover, trespassing is a punishable offence under Section 122(1) of the Indian Railways Act, 1890.

### Delhi Ring Railway

1539. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Planning Commission has since cleared the Delhi Ring Railway Project;

(b) if so, the details thereof; and

(c) the specific steps already taken towards the implementation of the Project ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) The details of the scheme are as under:

1. Cost . . . . . Rs. 28 crores.
2. Areas/Sections to be served by Electrified Com-muter trains. Present circular route with extension to Shakurbasti in the West and Tughlakabad in the South.
3. Route length and No. of stations=-

Section	Route Km	No. of stations/halts
Complete Circle	35.3	18
Nizamuddin-Tughlakabad	10.51	3
Kishanganj-Shakurbasti	7.24	2

4. Rake Formation = 6/9 coaches.

(c) The existing M.T.P. (Railways) organisation is being strengthened to take up execution of the work. Tenders have already been called for and are at various stages of processing. Similarly, arrangements are being made simultaneously to arrange procurement of materials. The progress is being reviewed at the highest level from time to time to ensure quick implementation of the project.

### Jalarpet Bangalore line

1540. SHRI K. RAMAMURTHY : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal to have a new double broad gauge track between Jalarpet and Bangalore ;

(b) whether there is a long standing demand for a broad gauge track between Jalarpet and Bangalore via Krishnagiri ; and

(c) if so, whether Government propose to construct at least one B.G. track between Jalarpet and Bangalore via Krishnagiri in view of fast developing industrial complex at Hosur and other adjoining areas ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) The sections Jalarpettai to Mulanur and Bangalore City to Krishnarajapuram are already doubled. Doubling from Mulanur to Kuppam and Krishnarajapuram to Whitefield is in progress. Doubling of the remaining sections will be taken up according to the traffic needs subject to availability of resources.

(b) and (c). Although several representations for construction of a Broad Gauge track between Jalarpettai Bangalore via Krishnagiri have been received, there is no proposal at present to take up this project in view of the constraint of funds.

### Railway Collisions from 1978-80

1541. SHRI MOHAMMAD ASRAR AHMED : Will the Minister of RAILWAYS be pleased to state :

(a) the number of Railway collisions that took place during the year 1978-80 till 5th November, 1980 separately month-wise, as also between passenger trains and goods trains, goods trains and goods trains, passenger trains and passenger trains ;

(b) the number of railway staff and passengers killed, seriously injured and ordinarily injured and the amount paid to them ;

(c) the loss sustained by the Railways on account of these collisions, on account of damage and destruction of the railway property involved ; and

(d) the steps taken by the Government from time to time to minimise these accidents?

THE DEPUTY MINISTER IN THE, MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) A statement is attached.

(b) The number of railway staff and passengers killed and injured in these collisions is given below:—

	Killed	Inj red	
		Grievous	Simple
Railway Staff	48	79	177
Passenger:	143	204	447

An amount of Rs. 36.80 lakhs has so far been paid to victims of these train accidents under Indian Railways Act, 1890 and a sum of Rs. 7.15 lakhs under the Workmen's Compensation Act.

(c) The cost of damage to railway property involved in these collisions is estimated at approximately Rs. 5,62,42,000.

(d) Safety Organisations on the Railways have been directed to engage themselves in a relentless campaign to create greater safety consciousness amongst the staff connected with running of trains and to ensure that staff do not violate rules or indulge in short-cut methods that may cause accidents. In order to reduce dependence on human element, sophisticated aids like track circling, axle counters, etc. are being introduced progressively.

High level task teams have also been set up on the Railways to review the position of accidents and take immediate remedial measures.

**Statement**

*Monthwise and trainwise position of train collisions which occurred during 1978-1979, 1979-80, and 1980-81 (upto 5th November, 1980)*

Month	Number of train collisions					Total
	A	B	C	D	E	
<i>1978-79</i>						
April . . .	3	3	—	2	1	9
May . . .	1	1	1	1	1	5
June . . .	1	—	—	—	1	2
July . . .	1	1	—	2	1	5
August . . .	1	1	1	—	—	3
September . . .	1	—	—	—	—	1
October . . .	1	2	—	1	—	4
November . . .	2	—	1	1	2	6
December . . .	2	1	—	3	—	6
January . . .	2	—	—	1	2	5
February . . .	—	1	1	2	—	4
March . . .	3	1	—	1	—	5
<i>1979-80</i>						
April . . .	1	—	—	2	—	3
May . . . .	2	—	1	1	—	4
June . . .	1	5	2	—	2	10
July . . .	—	1	—	1	3	5
August . . . .	2	4	—	2	1	9
September . . .	2	3	—	1	2	8
October . . . .	3	1	1	—	2	7
November . . .	—	2	2	2	2	8
December . . .	—	—	2	—	1	3

Month	Number of train collisions					Total
	A	B	C	D	E	
<i>1979-80 (contd.)</i>						
January . . .	2	1	1	1	—	5
February . . .	1	1	—	1	2	5
March . . .	1	3	1	—	—	5
<i>1980-81</i>						
April . . .	—	—	—	1	—	1
May. . .	4	—	—	2	—	6
June. . .	—	2	1	1	2	6
July . . .	—	5	—	2	1	8
August . . .	—	2	2	—	—	4
September . . .	2	1	—	—	2	5
October . . .	4	1	1	—	1	7
November (Upto 5th)	—	1	—	—	—	1
<b>Total . . .</b>	<b>43</b>	<b>44</b>	<b>18</b>	<b>31</b>	<b>29</b>	<b>165</b>

A = Collision between a Passenger train and a Goods train.

B = Collision between a Goods train and a Goods train.

C = Collision between a Passenger train and a Passenger train.

D = Collision between a Passenger train and Light Engine/Coaches/ Wagons  
Motor Trolleys/Lorries/Buffer-ends etc.

E = Collision between a Goods train and Light Engine/Coaches/Wagons/Motor  
Trolleys/Lorries/Buffer-ends etc.

#### Silchar Railway Station

1542. SHRI SONTOSH MOHAN DEV: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Silchar Railway Station is facing law and order problem due to non-availability of accommodation for outgoing Army, C.R.P. and Civilian passengers;

(b) if so, what steps are being taken to meet the demand of ever increasing rush of passenger and goods traffic at the station ; and

(c) whether the Minister has any long-term scheme to improve the general conditions of Silchar Railway Station which has linked up Mizoram and Manipur with the rest of country ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) No. However, there have been some occasions of law and order problems at Silchar station between Army and Police and other passengers due to shortage of passenger accommodation.

(b) 201/202 biweekly Cachar Express cancelled in March 80, has been restored from 7-11-80 and action taken to run both 11/12 Barak Valley and 201/202 Cachar Expresses with their scheduled compositions. Requirements of outward goods traffic are being met and inward goods traffic is also being closely monitored.

(c) Remodelling of Silchar Station is under consideration.

### Difference among Non-aligned Nations

1543. SHRI CHANDRAJIT YADAV Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that at no stage the question of US building its force in the Indian Ocean was raised or discussed among the non-aligned countries;

(b) whether it is also a fact that regional and political considerations have more often divided the members of the non-aligned movement and that even the non-aligned Islamic nations are now organising themselves into a block because of religious considerations;

(c) whether it is further a fact that there has been no unanimity amongst the non-aligned countries regarding withdrawal of Soviet troops from Afghanistan and that each country took its individual stand on the issue ;

(d) if so, whether in view of these developments, Government consider that non-alignment has been considerably weakened and the cause of the movement has been defeated; and

(e) if so, whether Government propose to consider the question of non-alignment afresh ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) No, Sir. The question of Great Power military presence in the Indian Ocean, including the escalation of U.S. presence, has been discussed in the non-aligned forums on several occasions.

(b) The Islamic countries have established an organisation known as the "Islamic Conference". Out of its present membership of 39 countries all, except Turkey, belong to the Non-Aligned Movement. The formation of the Islamic Conference itself need not necessarily detract from the unity of the Non-Aligned Movement.

(c) to (e). Yes Sir.

It is not unusual that differences on specific issues might arise occasionally among non-aligned countries. It is the essence of non-alignment that each country decides its position on each question independently.

The Movement, however, has retained its unity in view of the common desire of non-aligned countries to establish a new world order, based on peace, cooperation and justice. There is no question of the Government changing its policy of non-alignment and its promotion of the unity and solidarity of the Movement of Non-Aligned Countries.

### 2 एस० बी० भीलडी-समदरी यात्री गाड़ी का देश से चलना

1544. श्री वृद्धि चन्द्र जैन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 2 एस. बी. भीलडी-समदरी यात्री गाड़ी समदरी रेल स्टेशन पर एक महीने में 25 दिन देर से पहुंचती है ;

(ख) यदि हां, तो इसके कारण क्या हैं ;

(ग) क्या इस असाधारण विलम्ब से 2 जे. बी. बाड़मेर-जोधपुर गाड़ी के यात्रियों को बहुत अधिक कठिनाई होती है क्योंकि उन्हें 2 एस. बी. की कनेक्शन गाड़ी नहीं मिल पाती है ; और

(घ) यदि हां, तो इस बारे में क्या कार्यवाही करने का प्रस्ताव है ?

रेल मंत्रालय में उप-मंत्री (श्री मल्लिकार्जुन) : (क) से (ग). 2 एस. बी. सप्तरी गाड़ी का चालन संकोषजनक नहीं रहा है क्योंकि इसे भीलडी पर बहुत कम अन्तराल पर 65 और 65-ए गाड़ियों के साथ आने वाले सप्तरी-बाड़मेर कोच का परिसर सुनिश्चित



करना होता है और इन गाड़ियों के थोड़ी सी भी देर से आने पर 2 एस. बी. गाड़ी के प्रस्थान में देर हो जाती है और परिणामतः समदरी में 2 जे. बी. सवारी गाड़ी से उसका मेल नहीं हो पाता ।

(घ) अब 65 और 65ए गाड़ियों के चालन पर निगरानी रखी जा रही है ताकि भीलडी में इनका ठीक समय पर पहुंचना सुनिश्चित किया जा सके ।

### 1979 में बाढ़ों से जोधपुर डिवीजन को हानि

1545. श्री अशोक गहलोत : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे के जोधपुर डिवीजन को जून-जुलाई, 1979 में हुई भारी वर्षा और बाढ़ों से कितनी हानि हुई;

(ख) जोधपुर डिवीजन के उन रेल मार्गों के नाम क्या हैं जिन पर यातायात ठप्प रहा और कितनी अवधि तक ठप्प रहा;

(ग) इन रेल-मार्गों की मरम्मत के लिए क्या कदम उठाये गये, मरम्मत में कितना समय लगा और उस पर कितना खर्च आया;

(घ) क्या निर्माण कार्य पूरा हो गया है;

(ङ) यदि हां, तो भविष्य में भारी वर्षा और बाढ़ों से रेलवे यातायात ठप्प न होने देने के लिए सरकार का क्या कदम उठाने का विचार है; और

(च) यदि कोई कदम नहीं उठाये जा रहे हैं तो इसका क्या कारण है ?

रेल मंत्रालय में उप-मंत्री (श्री मल्लिकार्जुन): (क) टूटी हुई पटरी को फिर से बिछाने, क्षतिग्रस्त इमारतों की मरम्मत और स्थायी निवारक उपाय करने के लिए लगभग 4.23 करोड़ रुपये ।

(ख) 1979 में बाढ़ के कारण उत्तर रेलवे के जोधपुर मण्डल में जिन मार्गों पर यातायात अस्त-व्यस्त हो गया था, वे इस प्रकार हैं:—

खण्ड	जिस अवधि में यातायात अस्त-व्यस्त रहा
1. डेगाना-जोधपुर	16-7-79 से 21-7-79
2. मेड़ता रोड़-मेड़ता सिटी	16-7-79 से 31-7-79
3. जोधपुर-लूनी	16-7-79 से 29-7-79
4. लूनी-समदड़ी	16-7-79 से 29-7-79
5. समदड़ी-बलोतरा	16-7-79 से 24-8-79
6. लूनी-मारवाड़	16-7-79 से 7-8-79
7. समदड़ी-मोकालसर	16-7-79 से 6-8-79
8. पिपार रोड़-विलाड़ा	16-7-79 से 26-12-79
9. बलोतरा-पचपदरा साल्ट डिपो	16-7-79 से 17-9-79
10. बलोतरा-गोले	16-7-79 से 17-9-79

(ग) यातायात को फिर से चालू करने के उद्देश्य से विभिन्न खण्डों में क्षतिग्रस्त पटरी की मरम्मत के लिए तत्काल उपाय किये गये और अब तक इस काम पर 2.10 करोड़ रुपये खर्च किये जा चुके हैं । प्रभावित खण्डों पर यातायात को फिर से चालू करने में जो समय लगा, उसका ब्यौरा पहले ही भाग (ख) के उत्तर में दिखाया जा चुका है । पुलों को फिर से बनाने, सुरक्षा-कार्य, संरक्षण को ऊंचा करने आदि स्थायी निवारक उपाय जारी हैं ।

(घ) पटरी की मरम्मत और याता-यात को फिर से चालू करने के लिए अपेक्षित कार्य पूरे किये जा चुके हैं। भविष्य में बाढ़ से क्षति न हो, इसके लिए निवारक उपाय अभी जारी हैं।

(ङ) भारी वर्षा और बाढ़ के कारण यातायात अस्त-व्यस्त न हो, इसके लिए रेल-पथ को मजबूत बनाने, पुलों को फिर से बनाने, संदर्शी-बांध की व्यवस्था करने आदि उपाय किये जा रहे हैं। भविष्य में पटरी को क्षतिग्रस्त होने से बचाने के लिए जोधपुर-मेड़ता रोड खण्ड के संरेखण को ऊंचा किया जा रहा है।

(च) प्रश्न नहीं उठता।

### मरूधर एक्सप्रेस

1546. श्री अशोक गहलोत : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने मरूधर एक्सप्रेस के लिए अतिरिक्त इंजन और सवारी डिब्बों हेतु कोई प्रबंध नहीं किया है;

(ख) क्या मरूधर एक्सप्रेस में पैट्री कार और चेयर-कार की सुविधा उपलब्ध नहीं है;

(ग) क्या सरकार का विचार मरूधर एक्सप्रेस का जोधपुर-जयपुर से प्रस्थान समय आगे बढ़ाने और इन नगरों के बीच की दूरी तय करने के समय में कमी करने का है;

(घ) यदि हां, तो सरकार का मरूधर एक्सप्रेस की इन कमियों को कब दूर करने का इरादा है; और

(ङ) यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) : (क) इस एक्सप्रेस गाड़ी की उप-

योगिता की वर्तमान मात्रा को देखते हुए; इसमें पर्याप्त सवारी डिब्बे लगाये जा रहे हैं।

(ख) जी, हां।

(ग) से (ङ). 1-11-80 से 504 जोधपुर-जयपुर मरूधर एक्सप्रेस गाड़ी का चालन समय 15 मिनट कम कर दिया गया है। 503/504 मरूधर एक्सप्रेस गाड़ियों के चालन-समय में और कमी करना व्यावहारिक नहीं पाया गया है। पेन्ट्री और कुर्सीयानों की कमी के कारण, फिलहाल मरूधर एक्सप्रेस गाड़ी में पेन्ट्री और कुर्सी-यान लगाना व्यावहारिक नहीं है।

### बाड़मेर जिले में पाकिस्तान को जाने वाला एक नया मार्ग खोलना

1547. श्री अशोक गहलोत : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का बाड़मेर जिले के खाकेरपार-मी० से होते हुए पाकिस्तान को जाने के लिए एक नया मार्ग खोलने का विचार है;

(ख) क्या सरकार ने इस विषय में पाकिस्तान सरकार से बात-चीत की है; और

(ग) यदि हां, तो इस दिशा में क्या प्रगति की गई है ?

विदेश मंत्री (श्री पी० वी० नरसिंह राव) : (क) से (ग) : पाकिस्तान के विदेश मंत्री की 15 से 17 जुलाई, 1980 तक भारत यात्रा के दौरान उनके साथ जो औपचारिक बातचीत हुई थी उसमें भारत द्वारा खोखरापार-मुननाबो चौकी खोलने का प्रश्न उठाया गया था। पाकिस्तान की सरकार ने बताया है कि इस विषय पर वह विचार कर रही

### Banan-Shibganga Line

1548. SHRI HANNAN MOLLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any proposal to construct a new railway line from Banan to Shibganga or, Ululuria to Shibganga under Kharagpur Division of S. E. Railway;

(b) whether Government propose to undertake a survey in that direction; and

(c) if so, when?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). No.

(c) Does not arise.

### Introduction of more trains from Howrah to Haldia

1549. SHRI HANNAN MOLLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering any proposal to introduce more trains from Howrah to Haldia; and

(b) if so, when these will be introduced?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

### Statement issued by Indian Embassy in Kuwait

1550. SHRI K.A. RAJAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that according to a statement issued by the Indian Embassy in Kuwait all Indian nationals on a visit to India are expected to get their passports stamped by a Regional Passport Office for exemption from immigration formalities;

(b) if so, whether the embassies abroad are not authorised to grant such exemption;

(c) if so, whether Government are aware that the new rule only adds to

their inconvenience for all Indians do not always visit places where there is a Regional Passport Office since the number of days available to them as leave or vacation are few; and

(d) if so, whether Government will reconsider its decision?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) On introduction of the new system of emigration checks Embassy of India in Kuwait had issued a release stating that Indian nationals who are residents abroad and who come to India on return tickets or transit through India will be allowed to proceed abroad even without any emigration endorsements on their passports if for some valid reason they have not been able to obtain such endorsements. Nevertheless, in the interests of expeditious clearance wherever possible Indian nationals visiting India were advised to obtain these endorsements from any of the Regional Passport Offices. Subsequently, it was clarified that the suggestion that Indian nationals should obtain these endorsements was made to enable authorities to check the passports more expeditiously at the time of their departure. It was emphasised that no one visiting India on return tickets will be denied permission to return to the country where he is working for want of such endorsements.

(b) Yes, Sir. This was not considered necessary since Indians visiting India on return tickets were already exempted from the requirement of obtaining such endorsements.

(c) and (d). In view of the exemption from such endorsements granted to Indian nationals visiting India from abroad on return tickets or transiting through India no inconvenience to them is visualised.

### Proposal to send Doctors to other countries

1551. SHRI MUKUNDA MANDAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state: ¶

(a) whether Government have any policy to send doctors to other countries;

(b) if so, the facts thereof;

(c) how many doctors are working in other countries; country-wise;

(d) whether Government propose to modify the existing policy of sending doctors abroad;

(e) if so, the details thereof ; and

(f) if not, why ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE SHRI NIHAR RANJAN LASKAR) :**

(a) and (b). Under its canalisation policy decided in 1975, the Government of India has made it known to the Governments of the developing countries that recruitment of doctors from India should be made through it and not from the open market. On receipt of requests for services of Indian doctors from foreign Govern-

ments and their agencies, etc. Lists of suitable candidates, not falling in the scarce categories, are supplied to the foreign recruiting teams in cases where the terms and conditions of employment are considered satisfactory.

(c) A statement showing the number of doctors who have been selected through the Department of Personnel, Ministry of Home Affairs during 1977/1978/1979 upto July, 1980 for bilateral assignments is attached.

(d) to (f) There is no such proposal under the consideration of the Government. However, care is being taken to ensure that medical personnel in the scarce categories are not allowed to migrate to foreign countries. Efforts are also being made to ensure that progressively all recruitments made by various foreign Governments and agencies is through governmental channels.

#### Statement

*Statement showing the number of doctors who have been selected through the Departments of Personnel & A.R. for bilateral assignments*

S.No.	Name of the country	1977	1978	1979	1980 upto 31-7-80
1	Algeria . . . . .	—	97	1	—
2	Bahrain . . . . .	—	1	—	—
3	Botswana . . . . .	—	—	—	—
4	Bhutan . . . . .	—	—	2	—
5	Ethiopia . . . . .	—	4	—	20
6	Fiji . . . . .	—	—	—	—
7	Iran . . . . .	774	316	—	5
8	Iraq . . . . .	4	11	12	2
9	Kenya . . . . .	—	—	—	4
10	Libya . . . . .	102	103	136	10
11	Nigeria . . . . .	6	19	4	3
12	Oman . . . . .	—	—	1	9
13	PDRY . . . . .	7	47	—	3
14	Saudi Arabia . . . . .	—	1	—	—
15	Somalia . . . . .	—	—	—	—
16	Sri Lanka . . . . .	—	—	127	—
17	Syria . . . . .	—	10	2	—
18	Tanzania . . . . .	—	—	—	1
19	Uganda . . . . .	14	—	—	1
20	Zaire . . . . .	—	—	—	—
21	Zambia . . . . .	54	3	—	1
<b>Total</b>		<b>982</b>	<b>612</b>	<b>307</b>	<b>59</b>

**Ineffectiveness of insecticides**

1552. SHRI G. Y. KRISHNAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) Whether it is a fact that widely used insecticides like DDT, BHC and Malathion to kill malarial mosquitoes are providing ineffective in many parts of the country on account of the two principal malarial vectors, *A. Culifacies* and *A. Stephensi*, having developed resistance to them in varying degrees, as per survey conducted by World Health Organisation;

(b) if so, whether India has developed any new anti-malaria drugs; and

(c) if so, the details regarding its performance?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR):

(a) No. By and large *A-Culicifacies*, principal rural vector, is responsive to one of the three widely used insecticides viz. DDT, BHC and Malathion in Rural areas. *A. stephensi* is an Urban Vector and is controlled by various larvicides in use.

(b) and (c). No. However newly developed insecticides (not developed in India) like Primiphos Methyl and Fenitrothion are being tried on experimental basis for evaluation of their efficacy against the Malarial Mosquitoes in the field environment.

**Withdrawal of Double Decker Coaches from Brindavan Express**

1553 SHRI G. Y. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) Whether it is a fact that Southern Railway have decided to withdraw all the five double decker coaches attached to the Brindavan Express running between Madras and Bangalore; and

(b) if so, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):

(a) and (b). Yes, due to adverse passenger reaction.

**Traction workers electrocuted**

1554. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of traction workers electrocuted resulting in death and physical disability in Indian Railways up till now;

(b) the reasons for such electrocution and remedial measures taken by Government to stop recurrence;

(c) the details of the incident of electrocution resulting in death of one staff and grievous injuries of two staff under C.T.F. O./Gujhandih on the 26th September, 1980; and

(d) the action taken against the officials responsible for causing death and injuries of these staff?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN):

(a) There have been a total of 5 fatal and 17 non-fatal cases of electrocution during 1978 & 1979 among traction workers on over 10000 Km. of electrified railway tracks.

(b) Main reasons for electrocution among traction workers have been non-observance of safety rules, negligence etc. In every individual case, a detailed enquiry is conducted and preventive steps taken based upon findings. In addition, refresher courses are conducted for staff from time to time to stress various safety aspects.

(c) On 26-9-80, one traction gang was engaged in cutting the branches of trees infringing traction wire at Gujhandi. Accidentally the ladder slipped and fell on the live OHE wire resulting in death of one line man and injuries to two Khalasis.

(d) The fact finding enquiry committee's report is under consideration of the Eastern Railway Administration.

**Third and fourth generation computer**

1555. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are implementing 3rd and 4th Generation computer in Railways.

(b) if so, the details of this plan with the justifications;

(c) the repercussion of this Computerisation in reduction of the existing strength of staff instead of proportionate increase of staff commensurate with the increasing volume of traffic and work load;

(d) the resultant effect on the employment potentiality in Railways for Computerisation Scheme; and

(e) the reaction of Trade Unions in Railways on Computerisation Scheme?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) :

(a) and (b). The proposal for introduction of 3rd and 4th Generation Computers on Indian Railways is under consideration and the details of the plan are yet to be finalised.

(c) and (d). It is too early to make an assessment in this regard.

(e) Consultations have been held with organised labour.

### **New legislation on emigration**

1556. SHRI CHIRANJI LAL SHARMA. Will the Minister of EXTERNAL AFFAIRS be pleased to refer to the reply given to Starred Question No. 574 on 17th July, 1980 regarding new legislation on emigration and state the stage at which the proposal to introduce a new legislation on emigration is at present ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) :

The proposal to introduce a new legislation on emigration is presently at its final stages of consideration and a Bill is likely to be introduced in the Parliament shortly.

### **Central grants for Leprosy control work**

1557. SHRI HARINATH MISRA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that a number of applications for restoration of Central grants to non-Governmental institutions engaged in the Leprosy Control work are pending with the Government; and

(b) if so, the names of such institutions and the period since when these applications are pending ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) The relevant information may be seen in the attached statement.

### **Statement**

Name of the Institutions	Period since when these applications are pending	Reasons due to which grants in aid can't be released
1	2	3
1. Kusht Sevashram Leprosy Home and Hospital, Basti, UTTAR PRADESH	1967-68	From the records available it appears that the institutions did not send their application for the continuance of the grant beyond 1967-68.
2. Chhandkuri Leprosy Home & Hospital, Baitalpur District Bilaspur, MADHYA PRADESH.	1977-78	No State Government recommendation was received since 1977-78 onwards.
3. Sacred Heart Leprosy Hospital Sakkottai, Kumbakonam, TAMIL NADU	1977-78	There has been an allegation that the institution is indulging in proselytisation activities. In this connection the Government of Tamil Nadu has been requested to investigate and inform this Ministry of the factual position. The State Govt. have now informed that there is no basis for allegations regarding misuse of grant and have recommended grant in aid for 1977-78 and 1978-79 which is being considered.

1	2	3
4. Andhra Kesari Yuvajan Samithi, Rajahmundry, ANDHRA PRADESH	1976-77	No State Government recommendation.
5. V.V.S.S. Devasthanam, Annav-aram, East Godavari District, ANDHRA PRADESH	1975-76	No State Government recommendation.
6. Leprosy Voluntary SET Centre, National Leprosy Control Programme, Barabanki, UTTAR PRADESH	1977-78	No State Government recommendation was received for 1977-78.
7. Leprosy Voluntary SET Centre, Leprosy Mission, Faizabad, UTTAR PRADESH	1978-79	No State Government recommendation from the State Government.
8. Mikir Hills Seva Kendra, Sarihajan, ASSAM.	1975-77	The Institution did neither apply in the relevant year nor did send the Audited Accounts. Also the Utilization Certificate is pending for the year 1975-76.
9. Gouthami Jeeva Karunaya, Sangham, Rajahmundry, ANDHRA PRADESH	1978-79	Quarterly progress Reports have not been received from the institution.

**Central grant to Mary Culvert Holdsworth Memorial Hospital; Mysore.**

1558. SHRI HARINATH MISRA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Central grant to Mary Culvert Holdsworth Memorial Hospital, Mysore City, has been stopped; and

(b) if so, the reasons therefor?

\* THE MINISTER OF STATE IN THE MINISTRY OF HEALTH & FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b) Mary Culvert Holdsworth Memorial Hospital, Mysore has not applied so far for a grant-in-aid by the Central Government, through the State Government, as prescribed in the procedure laid down for such grants-in-aid.

**Development of Buckingham Canal from Madras to Vellore as inland waterway.**

1559. SHRI K. T. KOSALRAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have decided to develop 160 km of Buckingham canal from Madras to Vellore as a regular inland waterways;

(b) if so, the details thereof; and

(c) when the project is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). The Government of India had made available to the State Governments of Andhra Pradesh and Tamil Nadu a sum of Rs. 86.23 lakhs for restoration of the Buckingham Canal to its original dimensions under the Fourth and Fifth Five-Year Plans. The State Governments have proposed the further development of the Canal system by widening it from 20 ft. to 30ft. and deepening it from 3 ft. to 6 ft. in the Sixth Five-Year Plan. They have also proposed the development of link canals for inclusion in the Plan.

(c) The State Governments have reported that work on the restoration of canal to its original width and depth has been completed. The Sixth Plan has not yet been finalised.

**Forbesganj-Siliguri Line**

1560. SHRI D. L. BAITHA: Will the Minister of RAILWAYS be pleased to state:

(a) where there is any proposal for construction of a new railway line to connect

Forbesganj Railway station with Siliguri Railway Station;

(b) if so, whether any survey was made for its economic and commercial viability; if so, the result of such survey together with the proposed expenditure involved in laying the railway line; and

(c) if so, whether Government propose to expedite the construction of the above line ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No.

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

#### **Conversion of Barauni—Katihar M.G. Line**

1561. SHRI D. L. BAITHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the work of conversion of Railway track from metre gauge to broad gauge from Barauni to Katihar is in progress; if so, what time it would take to complete the proposed conversion;

(b) whether it is a fact that Katihar to Jogbani line of North Frontier Railway is a metre gauge line and from Katihar to Calcutta and also from Katihar to Siliguri are broad gauge lines of North Frontier Railway and only Katihar—Jogbani section is left as metre gauge line of North Frontier Railway;

(c) whether it is also a fact that people of the area made several representations and led delegations to the Railway authorities to consider the proposal of conversion of this small section with a distance of only 70 km from metre gauge to broad gauge particularly in view of the fact that Government have taken up conversion of metre gauge to broad gauge from Barauni to Katihar;

(d) if so, the reaction of Government thereto; and

(e) whether Government would also consider taking up the conversion work of Jogbani—Katihar section of North Frontier Railway also; and if not, why ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The work is in progress and is expected to be completed by December, 1981.

(b) It is factually correct that Katihar to Jogbani line is a metre gauge line and

from Katihar to Calcutta and also from Katihar to Siliguri are broad gauge. Adequate transshipment facilities exist at Katihar for movement of jute and other agricultural produce of the area to Calcutta market.

(c) to (e). Since adequate capacity exists on the Katihar—Jogbani line to deal with the present volume of traffic no investigations have been carried out so far for the conversion of this line into Broad Gauge. However the conversion of Katihar—Jogbani will be given due consideration after completion of the work of conversion of Barauni—Katihar which is already in progress.

#### **Chief Commercial Superintendent of Eastern Railway**

1562. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) whether vigilance enquiry has been instituted against a Senior Railway Officer, who was till very recently the Chief Commercial Superintendent of Eastern Railway, on charges of paying railway money against fake demurrage claims particularly on account of carriage of sugar, etc.

(b) if so, the details thereof and the present position of the case;

(c) whether one Shri Agarwala, a claims agent, is also involved in the case; and

(d) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) A vigilance investigation has been made in regard to an information alleging irregularities in waiver of wharfage and demurrage by the office of Chief Commercial Superintendent, Eastern Railway.

(b) to (d). The investigation report has been sent to Central Vigilance Commission to seek their advice as per rules. Since the case has not yet been finalised, it will not be in the public interest to disclose the details at this stage.



**Extension of Sealdah -Laksh-  
mikantapur Line**

1563. SHRI MUKUNDA MANDAL:  
Will the Minister of RAILWAYS be  
pleased to state:

(a) whether Government are consider-  
ing the proposal of extension of Sealdah—  
Lakshmikantapur line to Kulpi; and

(b) if so, the facts thereof?

THE DEPUTY MINISTER IN THE  
MINISTRY OF RAILWAYS (SHRI  
MALLIKARJUN): (a) Yes.

(b) A preliminary engineering-cum-  
traffic survey has been carried out by  
Eastern Railway for construction of a  
new BG line between Budge-Budge and  
Nankhana including Lakshmikantapur  
Kulpi link. The report which has been  
recently submitted by Eastern Railway to  
the Ministry of Railways is under exa-  
mination.

**Transport System In North  
Eastern Region**

1564. SHRI MUKUNDA MANDAL :  
Will the Minister of SHIPPING  
TRANSPORT be pleased to state the  
details of the measures taken by Govern-  
ment for the development of transport  
system in the North Eastern Region ?

THE MINISTER OF STATE IN THE  
MINISTRY OF SHIPPING AND  
TRANSPORT (SHRI BUTA SINGH)

In the Central Sector Schemes the rail  
projects and new railway lines taken  
up in North Eastern Region are as  
under

Project	Route Length (Kms.)
1	2
1. Gauge conversion between New Bongaigaon and Guahati. . . . .	157
2. <i>New Lines</i>	
(i) Guahati-Burnihat . . . . .	28
(ii) Amguri—Tuli . . . . .	17
(iii) Balipara-Bhalukpong . . . . .	33
(iv) Lalabazar-Lalaghat-Bhairathi . . . . .	49
(v) Silchar-Jaribam . . . . .	50
(vi) Dharamnagar-Kumarghat . . . . .	33.5
2. Road activities that are being carried out are :—	
(i) National Highway . . . . .	3800 km length.
(ii) Strategic Roads . . . . .	495 km length.
(iii) B.R.D.S. Projects . . . . .	7311 km length.
(iv) North Eastern Council Schemes for roads. . . . .	1745 km length for which estimate have already been sanctioned. The total length as per schemes included in 5th & 6th Plans would be 3000 km.
3. For improving inland water transport, the following schemes have been taken up:—	
(i) Criss-cross-cum-passenger service on the river Bramaputra in Assam.	

- (ii) Commercial service in river Borak in Assam.
- (iii) Running of commercial service on river Subansiri in Assam.
- (iv) Cargo-cum-passenger criss-cross service on Brahmaputra between Sadia and Dibrugarh in Assam.
- (v) Preparation of detailed project report for construction of a slipway at Pandu in Assam.
- (vi) Techno-Economic survey and other investigation on the Ganga-Bhagirathi-Hooghly system of rivers between Farakka and Haldia in West Bengal.
- (vii) Construction of Jetty at Raidighy for landing facilities in Sunderbans in West Bengal.
- (viii) Construction of jetties and acquisition of ferry vessels for ferry service on Hooghly between Calcutta and Howrah in West Bengal.
- (ix) Construction of pile jetty at Nazat in West Bengal.
- (x) Construction of concrete jetty at Gossaba in West Bengal.

3.1 CIWTC is operating river services between :-

- (i) Between Calcutta and Gauhati via Bangladesh.
- (ii) Between Calcutta and Karimganj via Bangladesh.
- (iii) Between Calcutta and Narayanganj Bangladesh.
- (iv) Between Calcutta and Khulna (Bangladesh).
- (v) Between Calcutta and Farakka.
- (vi) Between Calcutta and Tripura (river-cum-road service).

3.2 With the planned investment in improving the position of infrastructure, the Corporation is equipping itself to provide additional facilities.

4 The State Governments/Union Territory Administrations in the Region have planned, through their State Plans, the augmentation of suitable vehicle fleets and related information.

### New Railway Lines in South Bihar

1565. SHRI RAM SINGH SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to construct new railway lines in the South Bihar; and

(b) if so, the progress made so far ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). The construction of a new BG railway line between Talgaria and Tupkadih (33 kms.) in South Bihar has already been approved and the work is in progress.

A Reconnaissance Traffic-cum-Engineering Survey for the construction of a new BG line connecting Ranchi Road—Hazari-bagh Town—Koderma—Giridih has just been completed and the survey report is under examination. A final decision in the matter will be taken after the survey reports are examined from all angles, subject to availability of funds and clearance by the Planning Commission. Survey for Mandar Hill—Baidyanathdham is also in progress. Further consideration to this project will be given after the results of the survey become known.

### 4-Wheeler Wagons

1566. SHRI V. S. VIJAYARAGHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have recently allowed an escalation in the cost price of four wheeler wagons;

(b) if so, the extent of escalation allowed; and

(c) the backlog in the production of four-wheeler wagons at present ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The Ministry of Railways have recently placed fresh wagon orders which take into account the escalations in the intervening period and other factors since the placement of previous orders.

(b) The extent of price increase allowed in recent orders with base date 1-4-1980 with respect to earlier orders with base date 1-3-78 varies from 43% to 54% depending upon the type of wagon.

(c) The outstanding wagon as on 1-11-1980 on the Wagon Industry (inclusive of the recent orders) were 41,352 wagons in terms of 4-wheelers.

### Compulsory Helmets for Pillion Riders

1567. SHRI F.H. MOHSIN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Central Government issued orders making helmet compulsory even for pillion riders of scooters (two wheelers);

(b) whether it is also a fact that the order has been stayed; and

(c) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) to (c). Yes, Sir. Provision of Section 85-A of the Motor Vehicles Act, 1939 and the Motor Vehicles (Protective Headgears) Rules, 1980, relating to compulsory wearing of helmets were to come into force from 1-11-1980. The relevant notifications were, however, cancelled on 31-10-80. The rules framed by the Govt. were examined by the Committee of the Rajya Sabha on Subordinate Legislation. Keeping in view their observations, it was to look further into the question of legality and constitutionality of categories of persons who are to be exempted from the provision of the Act.

### Treatment of Cancer through Homoeopathic system of medicines

1568. SHRI V.S. VIJAYARAGHAVAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of the claim made by some Indian doctors that cancer can be cured permanently by homoeopathic treatment;

(b) whether Government intend to give some financial assistance for doing further research and develop the medicine in adequate quantity; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE: (SHRI NIHAR RANJAN LASKAR): (a) No.

(b) and (c) Does not arise.

**Steps taken to restrict smoking and advertisements on smoking**

1569. SHRI CHIRANJI LAL SHARMA ; Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to their reply given to Starred Question No. 896 on the 7th August, 1980 regarding steps taken to restrict smoking and advertisements on smoking and state the nature and details of steps taken or proposed to be taken to restrict smoking and advertisements of cigarettes ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAL RANJAN LASKAR) : 1. In order to provide certain restrictions in the production, supply and distribution of cigarettes, the Government of India has enacted a legislation namely "The cigarettes (Regulation of production, supply and distribution), Act, 1975" which is in force with effect from 1-4-76. The Act was forwarded to the State Governments in the year 1977 for implementation of its various provisions.

2. Several States have passed laws prohibiting juvenile smoking and smoking in public places like cinema halls, buses etc.

3. Mass publicity campaign on the hazards of smoking have been undertaken through publication and mass media by CHEB. Films on the subject have been prepared and they are being shown in cinema halls. Four scripts on smoking and health hazards have been sent out by CHEB to all the stations of All India Radio and TV Centres.

4. The Central Health Education Bureau had developed health education syllabus which includes the topic related to hazards of smoking and its bad effects on health for students of Classes IX and X under the Central Board of Secondary Education.

5. In order to ensure uniform standards of material being prescribed in the text books all over the country the Ministry of Health and Family Welfare have suggested to the Ministry of Education that a Chapter on "Harmful Effects of Smoking" may be prepared by NCERT in consultation with the Central Health Education Bureau, which after approval may be recommended to the various States/Union Territories for inclusion in the School level text books.

6. Tax burden on production and sale of cigarettes has been increased to make smoking more prohibitive.

7. The All India Radio and Door Darshan have taken a decision not to accept advertisements regarding cigarettes and other tobacco products in their commercial services.

8. Indian Airlines have extended the "No Smoking areas" in the various aircrafts and have stopped the permissive announcement, "You may smoke, if you wish".

**Condition of National Highways Nos 31 and 34**

1570. SHRI A. K. ROY ; Will be Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that the condition of National Highway No. 31 and National Highway No. 34 North Bengal connecting Assam with rest of India has been very bad in many places affecting regular traffic ;

(b) if so, details of such places ; and

(c) if so, the steps taken to repair the same ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) : (a) to (c) . No. Sir, Only the stretch of N.H. 34 between Pagla-Malda and Gazola, north of Farakka was affected by high and prolonged floods in Ganga and its tributaries during September, 1980 and traffic was dislocated for a couple of days. However, immediate repair was carried out and normal traffic restored. The Ministry of Shipping and Transport is not aware of any traffic dislocation on N.H. 31 due to bad conditions of the road.

**Effect of Port Strikes on Tea Export in International Market**

1571. SHRI SANTOSH MOHAN DEV ; Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether continuous port-strikes in Indian Ports have adversely affected the normal functioning of our Ports and thereby seriously handicapped the Indian tea export in International Market; and

(b) if so, what steps have been proposed by Government to stop such erratic strikes in the port-areas for reviving the export potentiality of Indian tea in International Market ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) & (b). Bulk of the tea exports are handled at Calcutta and Cochin Ports. At Calcutta, the labour situation has been quite peaceful during the current financial year except for minor stoppages of work. There has been no major complaint of disruption of tea exports since January 1980 due to labour strikes. However, shipment of tea was affected from Calcutta due to strikes by certain tea handling workers of private Tea Ware Houses and also of the workers under the Tea Trading Corporation of India, who are not employees of the Calcutta Port Trust. The Calcutta Port Trust could only use its good offices for resolving such labour disputes.

At Cochin Port, shipment of tea was affected during current year from 15-6-1980 to 13-7-1980 due to strike by the Port Trust's cargo handling workers. This dispute was resolved subsequently.

On the whole, the total tea exports from the Indian Ports for the period April 1980 to September, 1980 are higher than the quantum for the corresponding period in 1979.

Negotiations are held by Port managements with the labour unions to resolve disputes so that strikes are averted to the extent possible.

**News items captioned 'India hard hit by doctors Emigration'**

1572. SHRI CHINTAMANI PANIGRAHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the attention of Government have been drawn to the News-item published in Free Press Journal of 3rd October, 1980 under the heading 'India hardhit by doctors emigration; and

(b) if so the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) : (a) Yes.

(b) This news item refers to a World Health Organisation (WHO) study title "Physician and Nurse Migration". This report is yet to be fully examined by the Government. However, the Government has already taken a number of steps to check drain of medical manpower from the country. A statement indicating the steps taken by the Government in this regard is attached.

**Statement**

The following steps have been taken by the Government to discourage brain drain of medical manpower to foreign countries:

- (i) restrictions on medical graduates going abroad for higher education and training;
- (ii) grant of advance increments to specially qualified candidates on the recommendations of the Public Service Commissions;
- (iii) improvements in the service conditions of doctors, particularly in the rural areas;
- (iv) community orientation of medical education with emphasis on the preventive, promotive, curative and rehabilitative aspects of health care services to attract larger number of doctors for employment in the rural areas; and
- (v) holding of the prestigious membership examinations by the National Academy of Medical Sciences which correspond to the foreign qualifications such as FRCSMRCP, etc.

**Number of Members in D.T.C. Board**

1573. SHRI CHANDRA PAL SHAILANI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of Members in DTC Board at present;

(b) whether some vacancies on said Board still exist;

(c) if so, whether Inter-State, Educational and Scheduled Tribes interests are not represented on that Board; and

(d) whether Government propose to fill-up the vacancies from the above interests?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Five.

(b) Yes, Sir.

(c) and (d): While nominating non-official members to represent general interests, on DTC Board, the suggestion will be kept in view.

### सीतापुर सिटी गोबाम में चोरी

1574. श्री राम लाल राही : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) अप्रैल, 1980 में सीतापुर मिटी गोदाम में हुई चोरी के सम्बन्ध में कौन-कौन व्यक्ति दोषी पाए गए और क्या उस चोरी में विभाग के कर्मचारियों का हाथ था; और

(ख) यदि हां तो इस सम्बन्ध में क्या कार्यवाही की गई है ?

रेल मंत्रालय में उप-मंत्री (श्री मल्लिकार्जुन) (क) और (ख). 27-4-1980 को सीतापुर सिटी स्टेशन के माल गोदाम से 10,000 रुपये मूल्य के 4 मोटर टायर और 1 बंडल मोटर ट्यूब गायब पायी गयी। प्रथम दृष्टि में, श्री के. आर. गुप्ता, एवजी माल बाबू को दोषी पाया गया है। उन्हें निलम्बित कर दिया गया है और उनके विरुद्ध विभागीय कार्रवाई की जा रही है, रेलवे सुरक्षा दल के रक्षक श्री श्याम किशोर जोशी के आचरण को भी संदिग्ध पाया गया है। इसलिए उनके विरुद्ध भी कड़े दण्ड की कार्रवाई की जा रही है।

### एजेंटों द्वारा रेल शायिकाओं का आरक्षण

1575. श्री छीतूभाई गामित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार की जानकारी में ऐसे मामले आए हैं, जिनमें एजेंटों ने गाडियों में सीटें रिजर्व करवा ली और बाद में उन्हें अन्य व्यक्तियों को ट्रांसफर कर दिया;

(ख) क्या सरकार ऐसे अनधिकृत एजेंटों के विरुद्ध कोई कार्यवाही कर रही है; और

(ग) यदि हां, तो क्या सरकार प्रति दिन रेलवे में की जा रही अनियमितताओं का पता लगाने के उद्देश्य से विशेष जांच अभियान शुरू करने पर विचार कर रही है ?

रेल मंत्रालय में उप-मंत्री (श्री मल्लिकार्जुन): (क) अनधिकृत एजेंटों द्वारा फर्जी नामों से आरक्षण प्राप्त करने तथा बाद में उन्हें अन्य व्यक्तियों को हस्तांतरित करने की कुछ रिपोर्टें मिली हैं।

(ख) और (ग). भ्रष्टाचार में लिप्त अनधिकृत यात्रा एजेंटों और अन्य असामाजिक तत्वों की गतिविधियों को रोकने के लिए रेलों द्वारा विभिन्न उपाय किये जा रहे हैं जिस जिनमें निम्नलिखित उपाय भी शामिल है:-

(i) रेल कर्मचारी अथवा रेल प्रशासन द्वारा प्राधिकृत एजेंट से भिन्न जब किसी व्यक्ति को रेलवे टिकट बेचते हुए पाया जाता है तो उसे भारतीय रेल अधिनियम, 1890 की धारा 114 के अनुसार आगे कार्रवाई के लिए पुलिस के हवाले कर दिया जाता है। अधिनियम की उक्त धारा में उक्त व्यक्ति को तीन महीने तक की सजा या 250 रुपये तक का जुर्माना अथवा दोनों दण्ड देने और जो टिकट उसने बेचा हो या बेचने की कोशिश की हो, उसके लिए दिये गये किराये को जब्त करने का प्रावधान है। अनधिकृत व्यक्तियों से टिकट खरीदन

वाले व्यक्ति पर भी मुकदमा चलाया जा सकता है और दण्ड दिया जा सकता है ।

- (ii) महत्वपूर्ण स्टेशनों पर लाउड-स्पीकरों द्वारा यात्रियों को यह बताने के लिए बार-बार घोषणाएं की जाती हैं कि वे केवल रेलवे आरक्षण काउंटरों से टिकट खरीदें और असामाजिक तत्वों का शिकार न बनें जो अतिरिक्त राशि वसूल करके आरक्षित टिकटों को गैर-कानूनी ढंग से पुनः बेचते हैं ।
- (iii) रेलवे समय सारणी में यात्रियों के लिए निम्नलिखित हिदायतों का उल्लेख रहता है :—
- (क) आरक्षण के लिए अनधिकृत प्रभार का भुगतान करने से इनकार करें तथा इस प्रकार के भुगतान की मांग किये जाने पर मामले की सम्बन्धित अधिकारियों को रिपोर्ट करें ।
- (ख) दूसरे यात्रियों के लिए आरक्षित स्थान को ग्रहण न करें ।
- (ग) अनधिकृत एजेंटों से टिकट न खरीदें ।
- (घ) हस्तांतरित अथवा दोबारा बेचे गये आरक्षण टिकटों पर यात्रा न करें क्योंकि ऐसा करना कानूनी जुर्म है ।
- (iv) रेलों के सतर्कता और टिकट जांच विभाग के कर्मचारी हस्तांतरित टिकटों पर यात्रा करने वाले व्यक्तियों के मामलों का पता लगाने के लिए व्यापक एवं नियमित जांच करते हैं और

वर्तमान नियमों के अनुसार उप-युक्त कार्रवाई करते हैं ।

- (v) फरवरी, 1980 में सभी भारतीय रेलों पर एक विशेष अभियान चलाया गया था । इस अभियान के परिणामस्वरूप सभी रेलों पर आरक्षण कार्यालयों और गाड़ियों में 2648 दलालों, सीटों पर तोलिया बिछाने वालों तथा अन्य असामाजिक तत्वों को पकड़ा गया था । इनमें से 702 को जेल भेज दिया गया और 1715 पर जुर्माना किया गया । शेष को चेतावनी देकर छोड़ दिया गया ।

- (vi) आरक्षण कार्यालयों में अनियमितताओं और कदाचार के मामलों का यदि कोई हों तो, पता लगाने के लिए सतर्कता विभाग सहित वाणिज्य विभाग तथा अन्य विभागों के कर्मचारियों द्वारा नियमित रूप से निरीक्षण किया जाता है ।

#### Open Tenders for Goods and Parcels Handling Contract at Shalimar

1576. SHRI N. K. SHEJWALKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether open tenders invited for the third time for Goods & Parcels handling contract at Shalimar were opened on 15th October, 1976;

(b) whether, just after opening of tenders, instructions were issued by the Director Traffic (Commercial) Railway Board not to finalise tenders till further instructions in the matter;

(c) if so, the reasons therefor;

(d) what further steps were taken by the Railway Board to ensure finalisation of Tenders within the normal validity period of three months for such tenders;

(e) whether it is a fact that the Railway Board instructed South Eastern Railway to send all tenders for finalisation to the Railway Board; and

(f) what is the present position of tenders and how much more time is required by the S.E. Railway and Railway Board to finalise the award of contract in favour of most competitive tenderer?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Yes.

(b) and (c). Yes. This Ministry was examining certain matters having a bearing on the finalisation of the contract.

(d) After examining the case instructions were issued by the Ministry of Railways to finalise the award of the Goods Handling Contract keeping in view the extant rules on the subject, but on account of an interim injunction order passed by the Calcutta High Court on this case, the tenders could not be finalised. The period of validity was, however, extended by the tenderers from time to time on request by South Eastern Railway.

(e) No.

(f) An interim injunction order has been passed by the Calcutta High Court in this case. Further action in the matter would be taken after the vacation of the Court's injunction.

खाने के तेलों और मसालों में मिलावट के लिए सजा

1577. श्री अशोक गहलोत : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बनाने की कृपा करेंगे कि :

(क) क्या यह सच है कि खाने के तेलों के लिए कोई मानक निर्धारित नहीं किया गया है और मिलावट करने वाले को सजा दी जा सके इसके लिए कानून में कोई व्यवस्था नहीं है;

(ख) क्या सरकार खाने के तेलों और मसालों जैसे खाद्य पदार्थों में मिलावट करने वाले व्यक्तियों को दण्ड देने

के लिए कानून बनाने के प्रश्न पर विचार कर रही है ;

(ग) यदि हां, तो इस प्रकार का कानून कब तक बना लिए जाने की सम्भावना है ; और

(घ) यदि नहीं, तो तत्संबंधी कारण क्या हैं ?

स्वास्थ्य तथा परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहार रंजन लास्कर) :

(क) जी नहीं । खाद्य तेलों की शुद्धता के मानक खाद्य अपमिश्रण निवारण 1955 के परिशिष्ट "ख" में निर्धारित किए गए हैं ।

(ख) खाद्य तेलों और मसालों जैसे खाद्य पदार्थों में मिलावट करने वाले व्यक्तियों को दण्ड देने के लिए खाद्य अपमिश्रण निवारण अधिनियम, 1954 (1954 का 37) पहले से ही बना हुआ है ।

(ग) और (घ). ये प्रश्न नहीं उठते ।

T.V. picture on Sanjay Gandhi shown at London

1578. AGHARYA BHAGWAN DEV: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government are aware that a T.V. film which presented a tarnished image of late Shri Sanjay Gandhi was shown by London Television a few days back;

(b) if so, whether the Government has lodged any protest with the British Government in this regard, because it has deeply hurt the feelings of Indian people;

(c) whether this film was produced in India with the permission of Government of India and whether the permission of Government of India was sought before taking it out to London; and

(d) the steps taken by the Government to stop the production of similar films in future?



THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes Sir, BBC had presented a news item (not a TV film as such) on the late Shri Sanjay Gandhi in its regular "News Night" programme on the 23rd June, 1980. The item which was an attempt at assessing the political significance of the late Shri Sanjay Gandhi, had an objectionable sequence and comment in it.

(b) The Indian High Commission took up the matter with the Director General of the BBC who conveyed in writing to our High Commission on the 14th October, 1980, BBC's regret on the offence caused. The Ministry of External Affairs had also taken the matter up with the local representative of the BBC, who also clarified that the reportage was not based on any contribution from the BBC's Delhi office.

(c) and (d): The visuals of this TV news item were filmed in India at the time of the tragic death of Shri Sanjay Gandhi. Introductory footage included in the film were scenes from the General Elections held in January, 1980 which were covered by the BBC under its regular news programme. No prior permission of the Government of India is needed for routine TV coverage of news by foreign correspondents. However, if any TV team wishes to produce a film on a person of prominence or an important project, they are subject to rules and regulations. Such filming is done under the guidance of a Liaison Officer attached to the foreign TV teams. The Government is stipulating more detailed pre-conditions about TV and other films on India sought to be produced by foreign agencies/organisations to ensure that negative publicity about India and Indian leaders is prevented.

#### **Providing a stoppage of West Coast Express at Kuttipuram**

1579. SHRI E. K. IMBCHIBAVA: Will the Minister of RAILWAYS be pleased to state the action taken on the representation for stopping the West Coast Express at Kuttipuram Railway Station and providing reservation facilities at this station?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): Out of 10 pairs of Passengers carrying trains which pass through Kuttipuram station, 9 pairs have stoppages there. These services adequately serve the traffic requirement of Kuttipuram. There is, therefore, no traffic justification for stoppage of 27/28 Madras-Mangalore West Coast Express at Kuttipuram. Besides, 27/28 pass Kuttipuram during inconvenient hours of

the night when much traffic is not likely to offer. However, passengers wanting to travel by 27/28 West Coast Express can do so with a change-over at Shoranur where convenient connections are available.

#### **Wireless Operators on South Central Railway**

1580. SHRI MOTILAL HASDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the sanctioned strength of wireless operators on the South Central Railway is 53 and the actual working strength is only 34 as on 1-1-79;

(b) whether it is a fact that the up-gradating was worked out on the sanctioned strength of 53 and not on the actual working strength of 34 on the South Central Railway;

(c) whether the sanctioned strength of wireless operators on Southern Railway is 86; and

(d) is so, the reasons for the disparity in working out up-gradating on sanctioned strength on the South Central Railway and on actual strength on Southern Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The sanctioned and actual working strength of Wireless Operators on South Central Railway as on 1-1-79 was 53 and 43 respectively.

(b) Yes.

(c) Yes, as on 1-1-79.

(d) The upgradation on the Southern Railway has been made on working strength of Wireless Operators as a number of vacant posts in the base grade cannot be filled as they are surplus to requirement.

#### **Recovery of Posters, files of a Trade Union from the Cupboard of the Traffic Manager**

1581. SHRIMATI PRAMILA DANDAVATE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the D.T.C. officials have recovered posters, files belonging to a Trade Union from the cupboard of the Traffic Manager;

(b) if so, the details thereof; and

(c) whether any action has been taken in the matter?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT. (SHRI BUTA SINGH)**

(a) and (b). The Delhi Transport Corporation has informed that the Traffic Manager proceeded on leave w.e.f. 2-8-1980 for a period of one week and thereafter, continued to extend it from time to time. He was repeatedly requested to hand-over the keys of different cabinets which were in his possession. When he did not do so a Committee of four officers of the Corporation was constituted and asked to open the cabinets and prepare an inventory of papers and other articles. The Committee in its report of 3rd Oct., 1980 reported that one of the steel cabinets in the possession of Traffic Manager contained the following papers:—

(a) Wall poster of Delhi Parivahan Mazdoor Sangh, regarding assault on workers.

(b) Wall poster of Delhi Parivahan Mazdoor Sangh regarding appeal to the Government of India.

(c) Photo copy of Delhi Parivahan Mazdoor Sangh letter No. DPMS/Misc./77 dated 10-5-77 from General Secretary to Hon'ble Labour Minister, Government of India.

(d) Photo copy of Bhartiya Mazdoor Sangh letter No. BMS/DP/Genl. /77 dated 10-5-77 from General Secretary, Bhartiya Mazdoor Sangh to Hon'ble Minister of Shipping and Transport.

(e) One blank subscription book of DPMS containing 100 receipts of Re. 1/- each (A2-9901 to A2-10000).

(f) One blank letter head sheet of DPMS.

(c) The Corporation has stated that the matter is being referred to the competent disciplinary authority in the case.

**Singapore P.M. allegation that he was not allowed to meet Smt. Indira Gandhi during Janata Regime**

1582. **SHRI MOOLCHAND DAGA:** Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact that in a recent meeting of Commonwealth countries, the Prime Minister of Singapore stated that he was not allowed by the former

Janata Government to meet Shrimati Indira Gandhi ;

(b) if so, how far it is true ; and

(c) the re-action of Government thereto ?

**THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) :** (a) to (c). Yes Sir. The Prime Minister of Singapore, Mr. Lee Kuan Yew stated at the inaugural session of CHOGRM-II held in Delhi on September, 4, 1980 that when he was in Delhi in 1978, he had difficulty in arranging a meeting with Shrimati Indira Gandhi. The Prime Minister of Singapore, it is confirmed, had expressed a desire to meet Shrimati Indira Gandhi when he visited India in December, 1978. The proposed meeting, was, unfortunately, not included in the final programme drawn up for Prime Minister Lee Kuan Yew's visit.

**Deaths due to Encephalitis in North Bihar**

1583. **SHRI K. M. MADHUKAR :**  
**SHRI SURYANARAIN SINGH :**

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

(a) whether it is a fact that the mosquitos causing encephalitis have been raging in Champaran district of Bihar since last January and hardly any step was taken to launch any offensive against the mosquitos ;

(b) whether it is a fact that Union Government have failed to supply anti-encephalitis vaccine to the State despite latter's request for that ; and

(c) if so, the details and reasons therefor ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR):** (a) According to epidemiological data there were 107 cases and 48 deaths due to encephalitis in the East Champaran District of Bihar from January to October, 1980. No request for assistance has been received from the Bihar Government in this regard.

(b) and (c). Immediately on the receipt of the report of incidence of Encephalitis in the State of Bihar, the

Government advised the State Government to collect 5,000 doses of vaccines against the diseases, from the Diseases, Delhi to which no response has been received from the State Government so far.

**भारतीय चिकित्सा अनुसंधान परिषद् द्वारा  
अनुसंधान परियोजनाओं का क्रियान्वयन**

1584. श्री सत्यनारायण जटिया : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अनुसन्धान परियोजनाओं को भारतीय चिकित्सा अनुसन्धान परिषद् द्वारा क्रियान्वित किया जाता है ;

(ख) क्या संस्थान ने ट्रेक्वेलाइजर्स तथा रेडिएशन्स के दबाव और भूमिका के बारे में किसी परियोजना की मंजूरी दी है ;

(ग) यदि हां, तो इसका स्थान कहाँ है और इसे किसके पक्ष में मंजूर किया गया है ;

(घ) क्या अनुसन्धान के स्थानों पर इस विषय पर अनुसन्धान के लिए आवश्यक उपकरण और सुविधाएं उपलब्ध हैं और क्या किसी व्यक्ति को कोई अनुसन्धान छात्रवृत्ति दी गई है; यदि हां, तो किसको और कब;

(ङ) उक्त विषय पर अनुसन्धान करने वाले छात्रों को किन किन माह के लिए मासिक छात्रवृत्ति दी गई है और क्या भुगतान के लिए कोई राशि बकाया है ; और

(च) यदि हां, तो कितनी और इसका भुगतान कब किया जाएगा ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री नीहार रंजन लास्कर) :

(क) जी हां ।

(ख) और (ग). भारतीय आयु-विज्ञान अनुसंधान परिषद् ने डा० एस० एस० हसन, प्राध्यापक, प्राणि विज्ञान, गढ़वाल विश्वविद्यालय, पौड़ी गढ़वाल के अधीन "ट्रेक्वेलाइजर्स तथा रेडिएशन्स के दबाव और भूमिका" नामक एक अनुसन्धान परियोजना मंजूर की है ।

(घ) गढ़वाल विश्वविद्यालय कैम्पस, पौड़ी के प्रिंसिपल ने परिषद् को इस आशय का वचन दिया है कि वे संस्थानिक आवश्यक सुविधाएं उपलब्ध करेंगे ।

परिषद् ने जूनियर रिसर्च फ़ैलो का एक पद प्रतिमास चार सौ रुपये की निश्चित वृत्तिका पर स्वीकृत किया है । परिषद् ने स्वीकृत की गई अनुसन्धान परियोजनाओं के लिए अपने नियमों और विनियमों के अनुसार स्टाफ को नियुक्त करने के लिए संस्थान के अध्यक्ष को शक्तियां प्रत्यायोजित कर दी है । डा० एस० एस० हसन ने परिषद् को यह सूचित कर दिया था कि उन्होंने 11 अगस्त, 1980 से जूनियर रिसर्च फ़ैलो के रूप में श्री मोहन सिंह चौहान की सेवाएं प्राप्त कर ली हैं ।

(ङ) और (च). परिषद् द्वारा निर्धारित की गई प्रक्रिया के अनुसार धनराशि की मांग प्राप्त होने पर उसका भुगतान परिषद् द्वारा संस्थान के संबंधित अध्यक्ष को तीन किस्तों में सहायता अनुदान के रूप में किया जाता है । वर्तमान मामले में परिषद् ने गढ़वाल विश्वविद्यालय, पौड़ी गढ़वाल के प्रिंसिपल को 4,050/- रुपये की रकम के सहायता अनुदान की दो किस्तों का (1600/- रुपये 28-8-80 को और 2450/- रुपये 20-9-80 को) पहले ही भुगतान कर दिया है । अन्वेषक से मांग प्राप्त होने पर परिषद् द्वारा चालू वर्ष के लिए सहायता अनुदान की अन्तिम किस्त का भुगतान कर दिया जाएगा ।

**M. G. Wagons Bottled up in N. E. Frontier Railway**

1585. SHRI ARJUN SETHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that despite the 1,200—old metre gauge rail wagons bottled up in the North-East Frontier Railway owing to the student agitation in Assam, the Indian Railways are experiencing a surplus of metre gauge wagons while pressures for a high turn-round of broad gauge wagons and other factors are responsible for keeping 19,170 BG wagons on the sick list ;

(b) if so, whether Government propose to buy wagons in the next five years to meet growing transportation need ; and

(c) if so, the details regarding programme of Government in this regard ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) :** (a) Indian Railways do not have any surplus of metre gauge wagons. Their availability is further affected by the hold-up on the North-east Frontier Railway. The shortage of broad gauge wagons is being felt due to increase in their turn-round and greater incidence of their being on the sick list.

(b) Yes.

(c) In order to meet the anticipated increase in traffic during the next five years and to make adequate provision for replacement of over-aged assets, the Railways plan to acquire about 1,10,000 wagons during 1980—85 subject to the availability of resources.

**भारत और पाकिस्तान के बीच युद्ध न करने का समझौता**

1586. श्री फूल चन्द वर्मा : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पाकिस्तान के राष्ट्रपति भारत के साथ युद्ध न करने का समझौता करने के लिए तैयार हैं; और

(ख) यदि हां, तो इस प्रस्ताव पर सरकार की क्या प्रतिक्रिया है ?

विदेश मंत्री (श्री पी० बी० नरसिंह राव) : (क) और (ख) भारत सरकार ने पाकिस्तान के साथ युद्ध न करने के समझौते पर हस्ताक्षर करने की अपनी इच्छा बार बार प्रकट की है। पाकिस्तान सरकार का यह विचार है कि शिमला समझौते में ही एक प्रकार से युद्ध न करने का समझौता भी शामिल है। इसलिए अलग से किसी ऐसे समझौते पर हस्ताक्षर करने की जरूरत नहीं है।

**Deaths in U. P. due to use of Sub-standard Medicines**

1587. SHRI RAJNATH SONKAR SHASTRI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that a large number of persons died in U. P. because of the epidemics that broke out in the wake of recent floods in the State ;

(b) whether it is also a fact that one of the reasons for the deaths was the use of sub-standard medicines during the relief work ;

(c) if so, the number of persons died in various parts of Uttar Pradesh as a result thereof ; and

(d) the nature of the Central assistance given to the State Government to fight the epidemics ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR) :** (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

**Indo-Pak Relation**

1588. SHRI K.P. SINGH DEO : SHRI SUBHASH CHANDRA ROSE ALLURI :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it is a fact the Pak President in a Press Conference at Bonn hinted at the desirability of improving Indo-Pak relations ;

(b) whether subsequent to this the Government of Pakistan have made any concrete proposals to resolve outstanding issues between the two countries ;

(c) if so, the details thereof; and

(d) whether the Government of India propose to take any initiative in this regard ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) : (a) Addressing a press conference at Bonn on October 10, 1980 during his visit to the Federal Republic of Germany, President Zia-ul-Haq is reported to have stated that "the relations between India and Pakistan depend on a lot of goodwill" and that he was "hopeful about good neighbourly relations with India".

(b) No, Sir.

(c) Does not arise.

(d) Government of India have indicated their willingness to continue the process of normalisation of relations and accelerate its pace in several concrete areas. Government of India's commitment to improving relations with Pakistan under the Simla Agreement has been reiterated on several occasions and it is hoped that the Government of Pakistan will reciprocate.

#### News item Entitled 'Murky Cultural relations'

1589. SHRI S.M. KRISHNA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether his attention has been drawn to the news item 'Murky Cultural Relations' appearing in the 'ONLOOKER', Bombay dated 16-31 October, 1980 on page 7 ;

(b) if so, his reaction thereto ;

(c) whether there have been many such cases like this wherein in name of propagation of Hindi in foreign countries, the Indian Council for Cultural Relations under the previous regime squandered public money ;

(d) if so, the details thereof : and

(e) the action which Government propose to take to set matters right ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) Yes, Sir.

(b) The allegation made in the news item that a Hindi journalist had received a grant of Rs. 3,000 per month to pursue a study of growth of Hindi in New Zealand & Fiji Islands is not true. The Indian Council for Cultural Relations, however, as part of the celebrations of 100 years of Indian migration to Fiji, took up the project of the publication of *History of Indian Migration to Fiji* and commissioned Shri J.P. Chaturvedi Chief Editor 'Lokraj', to write a book on it. In the course of the project he visited the Fiji Islands, Shri Chaturvedi was paid an honourarium of Rs. 2,000/- a month plus Rs. 650/- for the services of a Research Assistant and Rs. 350/- per month for necessary stenographic assistance. This payment was made to him for a period of 15 months upto June, 1980.

(c) No, Sir.

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

#### Mutual Fixation of ratio of Forces between India and Pakistan

1590. SHRI R.L. BHATIA :  
SHRI K. PRADHANI :  
SHRI ARJUN SETHI :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Pakistan has again raised the question of mutual fixation of ratio of forces and level of armaments with India and creation of a nuclear weapon free zone in South Asia ; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO) : (a) Yes, Sir.

(b) On the question of mutual fixation of ratio of forces and level of armaments between India and Pakistan, Government of India have unambiguously conveyed its position to the Government of Pakistan on several occasions. Government of India's stand is that the pre-requisite for consideration of such a proposal is the creation of trust and confidence between the two countries and it is to this that the two countries must address themselves in the first instance.

On Pakistan's proposal to establish a nuclear weapon free zone in South Asia, Government of India's stand has been that whilst it firmly supports the denuclearisation of various regions of the world, it feels that such nuclear weapon free zones must cover distinct and well defined geographical zones of the world and that

the participation in such nuclear weapon free zones should be on a voluntary basis. Moreover, a nuclear weapon free zone could only follow a total absence of nuclear weapons. However, nuclear weapons already exist in the Asia Pacific region and the presence of foreign military bases in the Indian Ocean has complicated the security environment of the region.

**Grain Lighterage arrangements undertaken by Central Inland Water Transport Corporation**

1591. SHRI JYOTIRMOY BOSU : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that M/s. M.M.P. Lines (P) Limited have defrauded the Central Inland Water Transport Corporation of several lakhs of rupees on account of grain lighterage arrangements;

(b) whether following revelations by Committee on Public Undertakings the Calcutta customs have levied a duty of Rs. 20 lakhs on purchase of vacuators by CIWTC in a dubious manner ;

(c) details of officials for not declaring correct value of vacuators ; and

(d) action taken against Central Inland Water Transport Corporation officials for defrauding the Government exchequer and other relevant details ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) :

(a) The affairs of Central Inland Water Transport Corporation Limited were examined by the Committee on Public Undertakings who pointed out various irregularities committed *inter alia* by M/s. M.M.P. Lines (P) Limited in the grain lighterage operations. CBI have registered four cases *inter alia* against M.N. Pal, the Managing Director of this firm and their report is awaited. The Corporation have reported that they have an outstanding claim of Rs. 9.07 lakhs against this firm arising out of this contract and the matter is under negotiation between the two parties.

(b) Yes, Sir. As a result of revelation by COPU, the Asstt. Collector of Customs, Calcutta has levied extra custom duty of Rs. 19,82,667.55. The Corporation have preferred an appeal against this extra levy before the Collector of Customs, Calcutta and the matter is not yet disposed of.

(c) The details of the officers will only be known after the CBI report has been received.

(d) Action can only be initiated against the officials of the Corporation after the report of CBI becomes available.

**C.B.I. cases against S/Shri M. N. Pal and K. Chelliah**

1592. SHRI JYOTIRMOY BOSU : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether a number of cases have been registered by the C.B.I. against M. N. Pal, Manager Director of M.M.P. Lines and K. Chelliah, former Chairman-cum-Managing Director; CIWTC for collusion to defraud the corporation in grain lighterage contract;

(b) what action has been taken against Sarvashri Pal and Chelliah; and

(c) whether Shri Chelliah has been placed under suspension owing to the large number of cases registered against him?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) :

(a) The C.B.I. has registered four cases against S/Shri M. N. Pal, Managing Director of M.M.P. Lines and K. Chelliah, ex-Chairman-cum-Managing Director, Central Inland Water Transport Corporation, Calcutta for collusion to defraud the Central Inland Water Transport Corporation in grain lighterage contract.

(b) The above mentioned cases are still under investigation by the C.B.I.

(c) No, Sir. Shri Chelliah has reverted from the post of Chairman-cum-Managing Director, Central Inland Water Transport Corporation Limited, Calcutta, to his parent organisation viz. Shipping Corporation of India. The Shipping Corporation of India has stated that their solicitors have advised that it would be pre-mature to order suspension of Shri Chelliah on the basis of first information reports only.

STATEMENT CORRECTING REPLY TO U.S.Q. No. 6235 DT. 31-7-80 RE. OPENING OF A BIOLOGICAL LABORATORY IN GOVT. MEDICAL STORE DEPOT, MADRAS

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): In reply to the above question, the following answers were given :—

“(a) There are 3 laboratories under the administrative control of the Ministry of Health and Family Welfare which are entrusted with the statutory testing of samples of drugs under the provisions of the Drugs and Cosmetics Act, 1940 and the Rules thereunder. The particulars regarding the names of these laboratories and the States in which they are situated are as under :—

1. The Central Drugs Laboratory, 3, Kyd Street, Calcutta. West Bengal
2. The Central Indian Pharmacopoeia Laboratory, Raj Nagar, Ghaziabad. Uttar Pradesh
3. The Central Research Institute, Himachal Pradesh Kasauli.

(b) The Biological Laboratory was sanctioned at Govt. Medical Stores, Depot, Madras during 1972 and necessary posts connected therewith created during that year. It was decided that the ancillary posts would be filled only after the Director, Biological Laboratory joins.

(c) to (e). The Director of the Laboratory joined the service on 1st November, 1978. The selection for all the senior posts has since been finalised and the ancillary staff also sanctioned in December, 1979. The Biological testing of the Laboratory will start functioning as soon as the staff is appointed. In the absence of functioning of Biological Laboratory, the building has been partially utilised by the Depot as well as by the B.C.G. Vaccine Laboratory, Guindy.”

It has been observed that the information given in the Lok Sabha was inaccurate and hence it is necessary to correct the information given earlier. The correct replies are as follows :—

“(a) Same as given earlier.

(b) & (c). Yes.

(d) Although the building of Biological Laboratory and Animal House at Government Medical Stores Depot, Madras, with all amenities, was completed in 1965, no headway was made for commissioning of the Biological Laboratory and Animal House because of the difficulties faced in the recruitment of suitable officers to man the different branches of the Laboratory. The follow-

ing three posts were created before 1968 in the Laboratory in the Gazetted cadre :—

- |                           |     |
|---------------------------|-----|
| 1. Pharmacologist         | One |
| 2. Bacteriologist         | One |
| 3. Sr. Scientific Officer | One |

Following subordinate nucleus staff was to be provided from Central Drugs Laboratory, Calcutta :—

- |                                    |   |
|------------------------------------|---|
| 1. Chemist . . . . .               | 1 |
| 2. Assistant Chemists . . . . .    | 2 |
| 3. Laboratory Assistants . . . . . | 2 |
| 4. Laboratory Attendants . . . . . | 2 |

These posts were to be absorbed in the Biological Laboratory, Madras, when established.

In so far as filling of the Gazetted posts of Pharmacologist and Bacteriologist is concerned, in spite of repeated advertisements through the Union Public Service Commission, no suitable officer could be recruited as the candidates were either not considered suitable for the job, or when some suitable candidates were selected by the Commission, they declined the offer, obviously for the reason that the scale of pay of the post was not attractive and there were no promotional avenues. These posts were, therefore, upgraded and the following posts were created in January, 1972 :—

1. Director - One (Rs. 1300—1700)
2. Assistant Director (Bact.) - One (Rs. 1100—1600)
3. Assistant Director (Pharm.) - One (Rs. 1100—1600)

The sanction for ancillary posts was also issued by the Directorate General of Health Services in 1972.

In the sanction issued, to ensure full deployment of staff, it was stipulated that recruitment to these posts will take effect after the Director of the Laboratory joins. The candidates selected for the post of Director by the U.P.S.C. declined to accept the appointment one after the other and it was only in 1978 that the present incumbent ultimately joined as Director on 1st November, 1978. Immediately thereafter, action was initiated to revive the non-gazetted posts and sanctions issued in 1979. Action has also been initiated to frame the recruitment rules for ancillary posts and to fill up these posts as soon as possible.

(c) Due to delay in the commissioning of the Biological Laboratory, the building has been put to alternative uses. It is difficult to work out the loss, if any, incurred by the Government on this account, as the cost of the building, if the same was to be constructed now, would be much more than what was in the year 1965.

12 hrs.

## RE. ADJOURNMENT MOTIONS

(Interruptions)\*\*

MR. DEPUTY-SPEAKER: All of you may please take your seat. Hon. Members, the purpose for which you raise these issues become meaningless for the simple reason that it is not being done in an orderly manner. You want to represent some problem. But if every one of you gets up, we are not able to understand anything. You say something, but people, in the press gallery or in the other gallery or people in the country are not able to understand what you represent here. Therefore, I would very humbly request you, I am not advising you, but very humbly requesting you to listen to me. I will make some announcement now. Then, if anybody has any grievance, he can definitely get up and tell me and whatever is permitted according to the rules, because the rules were framed by you, I will abide by the rules, I will implement them. (Interruptions). And for your information, if anything is not done in an orderly manner, it shall not go on record. Anything done in an orderly manner according to the rules only will go on record. (Interruptions). I have said that nothing will go on record.

(Interruptions)

MR. DEPUTY-SPEAKER: I received a number of notices of adjournment motions regarding bye-election in the Weir Assembly constituency in Rajasthan. I mentioned these notices in the House yesterday and had observed that the notices had been referred to the Minister of Law for ascertaining factual position. I have received a reply from the Law Ministry intimating *inter-alia* that the issue involved is essentially one of fact and it is understood from the Election Commission that the matter is being inquired into.

On receipt of a further note from the Law Minister indicating the final position, a decision would be taken on the notices.

(Interruptions)

DR. SUBRAMANIAM SWAMY (Bombay North-East): I also gave an adjournment motion.

MR. DEPUTY-SPEAKER: About all other adjournment motions, if you have not been informed otherwise, they are under consideration.

(Interruptions)

DR. SUBRAMANIAM SWAMY: You say, according to the rules. Let me read out the rules. I am quoting from Kaul and Shakhder, Volume I.... (Interruptions) Rules 56 to 60 deal with the adjournment motions. At page 418 of Kaul and Shakhder, Vol. I, there is a full description of adjournment motions.

MR. DEPUTY-SPEAKER: Only if an adjournment motion is admitted,

DR. SUBRAMANIAM SWAMY: It says that it must be in the nature of criticism of the action of the Government of India, it must be a definite matter, it must be an urgent matter and, finally, it must be of public importance. Then comes the "pleasure" of the speaker. I can quote Supreme Court judgment after judgment. I can quote Kaul and Shakhder to show that this "pleasure" is not arbitrary. Today's *Statesman* carries a long article to say that what was once a national scandal, the fertilizer deal, has now become an international scandal.

MR. DEPUTY-SPEAKER: Do not go into the subject of the adjournment motion; confine yourself to the point of order.

DR. SUBRAMANIAM SWAMY: Kaul and Shakhder says very clearly that an adjournment motion must satisfy these criteria. The newspapers have referred to this, a number of questions have come before the Lok Sabha on this topic. Therefore, I urge you, in the public interest, in the interest of our discharging our duties properly, do not reject an adjournment motion without adequate explanation. That is all I am saying. I am not contesting your rejecting any adjournment motion. But there must be satisfaction to the members. You cannot exercise your pleasure arbitrarily; you should give satisfactory reasons. We have been re-



[Dr. Subramaniam Swamy]

peatedly raising this, the newspapers have been raising this and the World Bank has made an issue of it. It is very near to my constituency, only 25 miles away from my constituency. When I go to my constituency, people ask me: what are you doing in Parliament? So, I must give an explanation. The Minister here is very clever. He can defend the Government without difficulty. Why are you hesitating to admit this adjournment motion when it satisfies all the criteria?

SHRI NIREN GHOSH (Dum-Dum): I want to make my submissions on the same point of order. There are precedents in the Lok Sabha when the Speakers have given explanations and reasons for rejecting adjournment motions. For instance, a band is taking place in West Bengal.

MR. DEPUTY-SPEAKER: Cite one instance from the records.

SHRI NIREN GHOSH: How can you reject an adjournment motion without giving any reasons whatsoever? (Interruptions) An arbitrary decision has been taken. This was never done before.

MR. DEPUTY-SPEAKER: Now and then this point is being raised. Dr. Subramaniam Swamy and you have raised it, but none of the hon. Members has convinced me or the Speaker by quoting any precedent where the reasons for rejecting or disallowing an adjournment motion has been given or furnished to this House. Therefore, the Speaker is not bound to give the reasons.

I am quoting from the Manual :

"The Speaker is not bound to give reasons for his decision.

"On 5th August, 1959, when Shri Gopalan who gave notice of an adjournment motion, wanted to know the reasons for its disallowance, the Speaker observed:

'As for the reasons why I disallow, it is for me to find out if it is an adjournment motion that has to be allowed to be talked over here or even at the preliminary stage. If I have a doubt, I may ask the hon. Member to explain certain matters to me to decide whether I should give my consent or not. In other cases where I am clear that consent ought not to be given, I do not give any reasons, I disallow.'"

I have already said, and I am telling you now that you have not cited any precedent where the Speaker has given reasons.

SHRI JANARDHANA POOJARY (Mangalore): The Speaker has ruled so many times in this House that for disallowing an adjournment motion, the reason need not be given. Today also a point of order has been raised on that. Rule 376 (3) is very clear. It reads:

"Subject to conditions referred to in sub-rules (1) and (2), a member may formulate a point of order and the Speaker shall decide whether the point raised is a point of order and if so give his decision thereon, which shall be final."

You have already given your decision. It shall be final and it is binding on the House. So, any point of order raised on your decision cannot be entertained. That is my submission.

PROF. MADHU DANDAVATE (Rajapur): The Maharashtra Chief Minister has described parliamentary democracy as dictatorship of the judiciary. That has been published in all the newspapers of Bombay yesterday. I have already given a notice under rule 223 I have sought the permission of the Speaker to raise the issue under rule 222. Categorically I have mentioned that this is a denigration of Parliament. To say that parliamentary democracy is actually dictatorship of the judiciary is to undermine both the Parliament of the country and cast aspersions on the judiciary, both of which have a definite position assigned to them under the Constitution. Therefore, I seek permission to raise the privilege issue.

MR. DEPUTY SPEAKER: You have already been informed of the decision (Interruptions)

Now Mr. Lakkappa. (Interruptions)

PROF. MADHU DANDAVATE: Yesterday, on my adjournment motion you said that the matter is under consideration. You announced in the House. Please allow. As far as my privilege motion against Shri Antulay is concerned, kindly announce the decision. I will abide by whatever is the decision of the Speaker.

MR. DEPUTY SPEAKER: It is still under consideration.

Now Shri Lakkappa. (Interruptions)

One on this side and one on that side please. I must be fair to all.

SHRI K. LAKKAPPA (Tumkur): I raised a very important issue yesterday. It is first of its kind in the history of parliamentary democracy that the State

Government of West Bengal organised a bund. It is such an unconstitutional attempt which has been made by the State Government by using State Government machinery and is a misuse of power. A organised effort has been made to paralyse normal life of the people and the economy of the State.

MR. DEPUTY SPEAKER: You mentioned it yesterday.

SHRI K. LAKKAPPA: There is Constitutional break-down of the machinery and law and order situation has been developed. It is a threat to the Central Government and, therefore, I wish that the Government over there should be dismissed.

(Interruptions)

MR. DEPUTY-SPEAKER: Order please.

SHRI K. LAKKAPPA: I demand dismissal of the Government and a discussion on this subject. Yesterday, you, had agreed that discussion will be allowed. But you have not admitted Calling Attention. Why are you not admitting ?

MR. DEPUTY-SPEAKER: Your calling attention is under our active consideration. You will be informed of the decision. (Interruptions)

Shri Samar Mukherjee.

(Interruptions)

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): Under what rule are you speaking ?

(Interruptions)

MR. DEPUTY-SPEAKER: Everybody is speaking under mis-rule.

SHRI K. LAKKAPPA: There is abuse of power in West Bengal. (Interruptions)

MR. DEPUTY-SPEAKER: It is under active consideration. Now Shri Samar Mukherjee.

One on this side and one from that side. I will allow all. Mr. Choubey, your leader is on his legs. I have heard Mr. Lakkappa. I will allow you too Prof. Tewari. I will allow Shri Dharam Dass Shastri.

श्री धर्मदास शास्त्री (करोल बाग) : मैंने भी काल-एटेन्शन दिया है। आप ने आश्वासन दिया था कि आप वेस्ट-

बंगाल बंध के बारे में हमारी बात सुनेंगे। आज आप को इस पर डिस्कशन एलाऊ करना चाहिये।

SHRI SAMAR MUKHERJEE (Howrah) : I am informing the whole House that nearly two months before.... (Interruptions)

MR. DEPUTY-SPEAKER: Let us hear Shri Samar Mukherjee. He never interrupted you.

I would very much like, when the leaders of parties speak, nobody interrupts. It is in the interest of democracy.

SHRI SAMAR MUKHERJEE: On the Issue of Assam, there was a Bengal *bandh* only two months before. That was supported by the West Bengal Government. That was on the issue of national unity, national integration and against the divisive movement of Assam. Moreover, in 1967 when there was a United Front Government and when we were in the Government. in 1969, there were *bandhs* several times. It is not a new thing that a Government is supporting a *bandh* .. (Interruptions)

SHRI K. LAKKAPPA: A party *bandh* is all right but not a Government *bandh*.... (Interruptions)

अचार्य भगवान देव (अजमेर) : उपाध्यक्ष महोदय, वहां पर एक षडयंत्र किया जा रहा है और बंगाल सरकार शासन चलाने में असमर्थ रही है। इसलिए इस को बर्खास्त किया जाए। (ब्यवधान)

SHRI SAMAR MUKHERJEE: A *bandh* is a weapon used by all political parties, including the ruling party, as a form of mass protest. In the Indian national movement, a *bandh* is not a new form of registering a mass protest....

AN HON. MEMBER: By a Government (Interruptions) Not by a Government.

SHRI SAMAR MUKHERJEE: Several times, in West Bengal, this ruling party at the Centre have called for *bandhs*. It is an inherent right of all political parties to register mass protest through a *bandh*. So, the ruling Left Front and the CPI have jointly called for this *bandh* in protest against the policies of the Central Government, against rise in prices, against

[Shri Samar Mukherjee]

the National Security Ordinance and against the cancellation of bye-elections. So, the ruling front have issued this call of *bandh* supported by C.P.I.

MR. DEPUTY-SPEAKER: You also said, it will be peaceful.

SHRI SAMAR MUKHERJEE: Yes, Sir. It will be peaceful. The State Government have said that they sympathise, with these demands.

So, it is a legitimate and justified mass protest against the Central Government. It is not an abnormality.

MR. DEPUTY-SPEAKER : Prof. Tewary. (*Interruptions*).

Simply because Shri Mukherjee has spoken, I cannot allow everybody. Let us hear Prof. Tewary as to what he says. (*Interruptions*) I have heard your leader. Why should I hear you? Let us hear Prof. Tewary. (*Interruptions*) I have allowed him to speak.

PROF. K.K. TEWARY (Buxar) : Sir, they have called for the *Bandh* in the wake of this agitation. The traffic has been dislocated. They have taken Brigands from the State and are using them for harassing the Congress (I) workers. (*Interruptions*). In Tripura the genocide of tribals was engineered by the C.P.M. (*Interruptions*) ; In Kerala they had unleashed a reign of terror. (*Interruptions*)

SEVERAL HON. MEMBERS : No., no. (*Interruptions*)

MR. DEPUTY-SPEAKER : As regards your calling attention you can come and speak to me in my chamber.

Now next item—Papers to be laid on the table. Shri Shankaranand.

12.27 hrs.

PAPERS LAID ON THE TABLE  
ANNUAL ACCOUNTS ETC. OF ALL INDIA INSTITUTE OF MEDICAL SCIENCES, 1978-79, CANCER INSTITUTE (MADRAS FOR 1978-79 AND 1979-80, ANNUAL REPORT OF POST-GRADUATE INSTITUTE OF MEDICAL EDUCATION AND RESEARCH CHANDIGARH.

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND

I beg to lay on the Table:—

(1) A copy of the Annual Accounts (Hindi and English versions) of the All-India Institute of Medical Sciences, New Delhi, for the year 1978-79 together with Audit Report thereon, under sub-section (4) of section 18 of the All India

Institute of Medical Sciences, Act, 1956. [Placed in Library—See No. LT-1425/80]

(2) A copy of the Annual Report (Hindi and English versions) of the Cancer Institute, Madras, for the year 1978-79 along with A dited Accounts. [Placed in Library See No. LT-1426/80]

(3) A copy of the Annual Report (Hindi and English versions) of the Cancer Institute, Madras, for the year 1979-80 along with A dited Accounts [Placed in Library See No. LT-1427/80]

(4) A copy of the Annual Report (Hindi and English versions) of the Post Graduate Insitute of Medical Education and Research, Chandigarh, for the year 1978-79, under section 19 of the Post-Graduate Institute of Medical Education and Research, Chandigarh, Act, 1966. [Placed in Library See No. 1428/80]

NOTIFICATION UNDER PREVENTION OF FOOD ADULTRATION ACT.

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): I beg to lay on the Table a copy of the Prevention of Food Adulteration (Fourth Amendment) Rules, 1980 (Hindi and English versions) published in Notification No. G.S.R. 579(E) in Gazette of India dated the 13th October, 1980, under sub-section (2) of section 23 of the Prevention of Food Adulteration Act, 1954. [Placed in Library. See No. LT-1429/80]

12.29 hrs.

STATEMENTS OF PUBLIC ACCOUNTS COMMITTEE

SHRI CHANDRAJIT YADAV (Azamgarh) : I beg to lay on the Table English and Hindi versions of the following statements:—

- (1) Statement showing Action Taken by Government on the recommendations contained in Chapter I and final replies in respect of Chapter V of Sixty-fifty Report (Sixth Lok Sabha) on Wealth Tax.
- (2) Statement showing Action Taken by Government on the recommendations contained in Chapter I and final replies of respect of Chapter V of Eighty-fifth Report (Sixth Lok Sabha) on Income-tax.

## MESSAGE FROM RAJYA SABHA

SECRETARY : Sir, I have to report the following message received from the secretary General of Rajya Sabha.—

“In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 25th November, 1980, agreed without any amendment to the Company Secretaries Bill, 1980, which was passed by the Lok Sabha at its sitting held on the 16th June, 1980”.

MR. DEPUTY-SPEAKER : Now, Calling Attention. Shri Paswan.

12.32 hrs.

## CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

## REPORTED ACCIDENT TO A D.T.C. BUS NEAR DHOLPUR

श्री राम बिलास पासवान (हाजीपुर) : उपाध्यक्ष महोदय, मैं अविलम्बनीय लोक महत्व के निम्नलिखित विषय की ओर नौवहन और परिवहन मंत्री का ध्यान दिलाता हूँ और प्रार्थना करता हूँ कि वह इस बारे में एक वक्तव्य दें :— “दिल्ली परिवहन निगम की एक बस की 25 नवम्बर, 1980 को धौलपुर के निकट हुई दुर्घटना, जिसमें कई व्यक्तियों की मृत्यु हो गई और बहुत से अन्य व्यक्तियों को चोटें आयीं, का समाचार।”

MR. DEPUTY-SPEAKER : Mr. Buta Singh (Interruptions) You can go ahead with the statement.

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH) : Sir, It is with a heavy heart that I rise to make a statement with regard to the unfortunate accident that took place on 25-11-1980 near Morena involving DTC bus. My sympathies go out to the bereaved families. I also pray for the speedy recovery of those who have been injured and are convalescing.

A Delhi bound DTC bus No. DHP 2631, coming from Gwalior overturned 2628 LS—

and fell into a ditch near Chambal Ghati Bridge at about 12 noon on 25-11-1980. According to the information received from Addl. District Magistrate Dholpur till late in the evening yesterday, 20 persons died in this accident, including the bus conductor. The Driver and the Traffic Inspector have received serious injuries and are lying in the Hospital. The other 60 passengers have also received injuries and have been admitted in Hospitals at Gwalior, Morena and Dholpur.

The first message of the mishap was received by DTC Control Room at 9.35 PM on 25-11-1980. A team of senior Officers headed by Dy. General Manager was rushed to the scene of the accident. The team reached there late in the evening on the same day. Three Matador Vans and one spare bus were also sent alongwith the officers for the purpose of bringing injured persons, if needed, and to provide transport assistance to the relatives of the affected persons.

The Corporation has decided that all expenses on medical aid required for the injured persons will be met by the Corporation. An ex-gratia grant of Rs. 1,000/- per deceased person to the dependents has also been announced by the Chairman of the Corporation. Similarly, an ex-gratia grant of Rs. 300/- to each injured person has also been announced. Additional District Magistrate, Dholpur has been requested to arrange payment of money to the injured persons. The senior Officers of D.T.C. have been authorised to make payment, at the spot, to the relatives of the deceased persons, to meet contingency expenses.

The cause of the accident is still not known. A departmental inquiry has been ordered to investigate the cause of the accident and to suggest precautionary measures to avoid recurrence of such accidents in future. The inquiry is being conducted by Chief Vigilance Office, D.T.C. with the help of other technical experts, including Chief Mechanical Engineer. The inquiry has been ordered to be completed expeditiously.

श्री राम बिलास पासवान : उपाध्यक्ष महोदय, देश की जनता जिस घटना को जितनी गंभीरता से लेती है, यह सरकार उसे उतने ही हल्के ढंग से लेती है। सरकार ने जो जवाब दिया है उससे यह मालूम पड़ता है कि जैसे आदमी बिड़ियों के सामन मारे गए हैं, सरकार

[श्री राम विलास पासवान]

कह रही है कि इतने लोग मारे गए हैं, हमने कलेक्टर द्वारा जांच बैठा दी है ।

उपाध्यक्ष महोदय, जितनी कीमत मंत्री महोदय की जान की है, जितनी कीमत हमारी जान की है, उतनी ही उस गरीब आदमी की जान की कीमत है जो बस में सफर करता है या साइकल पर सफर करता है । मुझे दुःख है कि आपने इसे इतने हल्के ढंग से लिया है । दो मंत्री यहां पर बैठे हुए हैं, 6 तारीख की घटना है, आग आज रिपोर्ट मंगवा रहे हैं और टेलीफोन से बात कर रहे हैं, जहां इतने लोगों की जान गई है क्या वहां एक मंत्री नहीं आ सकता था ? यह आपका डिपार्टमेंट है ।

उपाध्यक्ष महोदय, मुझे जहां तक आंकड़े उपलब्ध हुए हैं, प्रति वर्ष इस देश में सड़क दुर्घटनाओं में 14-15 हजार लोग मरते हैं और एक लाख लोग सड़क दुर्घटनाओं में घायल होते हैं । दिल्ली का आकंडा मैं आपको बतलाना चाहता हूं कि यहां पर सड़क दुर्घटनाओं में 6 हजार लोग प्रतिवर्ष मरते हैं और तीन हजार घायल होते हैं ।

इन दुर्घटनाओं की वजह क्या है ? जब मंत्री महोदय ने जवाब दिया तब मैं आशा करता था कि वे इस पर प्रकाश डालेंगे और इन दुर्घटनाओं को रोकने के लिए सरकार क्या करने जा रही है, यह भी बताएंगे । जब यह कार्लिंग अटेंशन एक्सेप्ट हुआ था तब मैंने सोचा था कि सरकार इस बारे में भी कुछ प्रकाश डालेगी । लेकिन बस दुर्घटनाएं क्यों हो रही हैं इस बारे में सरकार ने एक लाइन भी नहीं डाली ।

उपाध्यक्ष महोदय, जहां तक मैं समझता हूं कि बस दुर्घटनाओं का मुख्य कारण सड़कों की दशा है । इनकी स्थिति बहुत खराब है और अगर कहीं से टूट गई हैं तो उन की मरम्मत नहीं होती है । दूसरा कारण है बसों की दशा । डी० टी० सी० की बसों की क्या हालत है ? पैसेंजर लाइन लगाकर खड़ा रहता है, बस आएगी, चल देगी, कभी रुकेगी ही नहीं । महिलायें, बच्चे खड़े रहते हैं । इसकी एक वजह यह भी हो सकती है कि जितनी बसें चलनी चाहिए, उतनी नहीं चलती हैं । बसों की हालत यह है कि इनके पुर्जे ही गायब रहते हैं । 60 परसेंट बसें वर्कशाप में रखी रहती हैं । कभी बस में आग लग जाती है, कभी कुछ हो जाता है । लांग रूट की बसों में स्पीड गवर्नर और स्पीड कंट्रोलर का कभी ध्यान नहीं रखा जाता । कभी कहा जाता है कि ब्रेक फेल हो गए । बस निकालते समय इसकी चैकिंग होती है या नहीं ?

उपाध्यक्ष महोदय, जो बस दुर्घटना-ग्रस्त हुई है, इस जवाब में यह भी नहीं बतलाया गया है कि उसकी कितनी कैपेसिटी थी और उसमें कितने लोग बैठे थे ? बुकिंग कितने लोगों की हुई थी ? अखबार की रिपोर्ट के मुताबिक इंस्पेक्टर भी उसमें था । बस में ट्रैफिक इंस्पेक्टर बैठा हो और पैसेंजर बस की कैपेसिटी से डेढ़ गुने बैठे हों, इसका क्या कारण है ?

दूसरी चीज है कि जब बस लांग रूट में जाती है तो उसमें ड्राइवर का क्या अरेंजमेंट होता है । ड्राइवर एक रहता है या दो रहते हैं ? एक बार घटना हुई थी, अग्रस्त में आई० टी० ओ० में बस दुर्घटना हुई थी । उस समय यह पता लगा था कि बस ड्राइवर की

जगह पर क्लीनर गाड़ी चला रहा था । खलासी तक गाड़ी चला रहे होते हैं । लांग रूट की जो बसें हैं मैं जानना चाहता हूँ कि इन में आप एक ड्राइवर देते हैं या दो देते हैं । तीन साढ़े तीन घंटे का जिन बसों का रन है वहां तो ठीक है लेकिन बारह-बारह घंटे जो ड्राइवर बसें चलाते हैं वहां पर तथा लांग रूट की बसों पर आप क्या सिंगल या डबल ड्राइवर की व्यवस्था करते हैं ?

जहां वह ठहरता है वहां क्या आप उसके लिए कोई रेस्ट रूम भी बना रहे है? ड्राइवर जहां जाएगा वहां रात में ठहरेगा भी । वह कभी तो बस के ऊपर सो जाता है, छत पर सो जाता है या बस में घुस कर सो जाता है । रात भर उसको मच्छर वगैरह काटते रहते हैं और वह जगा रहता है । सवेरे होते ही मुंह धो कर वह फिर गाड़ी चलाना शुरू कर देता है । गाड़ी चला रहा होता है और ऊंघता रहता है, सोया होता है । एक बार मैं जब एम एल ए था तो सवेरे वाली बस से खगरिया से बस में चार बजे सवार हुआ । बेगुसराय के नजदीक आते आते मैंने चाहे टिकट ले रखा था मैंने कहा कि मुझे बस से उतार दिया जाए । कारण यह हुआ कि जो ड्राइवर था वह सोया हुआ था और गाड़ी चला रहा था । एकाएक मोड़ आते ही वह झटके से हैंडल घुमा लेता था । ये सब कारण हैं कि एक्सीडेंट होते हैं । इस वास्ते क्या आपने इन ड्राइवर्स के लिए रेस्ट रूम बनाए हैं या नहीं ? रेलव ड्राइवर्स के लिए हैं । एयर पाइलट्स ने हड़ताल की थी और कहा था कि उन के वास्ते एयरकंडिशनड रेस्ट रूम नहीं होंगे तो वे काम नहीं करेंगे क्योंकि उनके बगैर उनका दिमाग ठीक से काम नहीं करता है ।

जहां तक मुझे मालूम है बस ड्राइवर्स बेचारों के लिए इनकी व्यवस्था नहीं है । क्या आप इनकी भी व्यवस्था करेंगे ?

आपने हर मृत व्यक्ति के परिवार के लिए एक हजार और हर घायल के लिए तीन सौ रुपए की व्यवस्था की है । क्यों आप इतनी कम राशि उनको दे कर उनको चिढ़ाते हैं । बूटा सिंह जी से मैं आग्रह करूंगा कि आप बहुत गरीब आदमी हैं, आप तो कम से कम जब बयान दें, जवाब दें तो उसमें दर्द होना चाहिए, जो बस में सफर करते है वे किसी भी तबके के आदमी हो, क्या उनकी जान की कोई कीमत नहीं है ? एक हजार और तीन सौ दे कर क्या आप उनको चिढ़ाते नहीं हैं ? एक होटल में जाकर बैठिये तो तीन सौ वहीं खर्च हो जाता है । यहां जान गई है और आप एक हजार दे रहे है और जो घायल हुए है उनको तीन सौ दे रहे हैं । विदेशों में रोड एक्सीडेंट में जो लोग मर जाते है उनके परिवार वालों को एक लाख डालर मिलता है यहां आपके प्रशासन की लापरवाही से एक्सीडेंट हो जाए तो कम से कम आप एक लाख रुपया तो दें जो आप एयर एक्सीडेंट में मरने वाले के परिवार को देते है . . . .

श्री मूल चन्द डागा (पाली) : रुल बने हुए है ।

श्री राम विलास पासवान : आपका दो तिहाई बहुमत है । आप संविधान में संशोधन कर सकते है, एमरजेंसी लगा सकते है तो क्या रूज में संशोधन नहीं कर सकते है ? अमीर-गरीब हरिजन, ब्राह्मण सब की जान की बराबर कीमत है । प्लेन एक्सीडेंट में मरने वालों के लिए आप एक लाख रुपये रखते है तो बस एक्सीडेंट में, रेल एक्सीडेंट में मरने वालों के लिए भी इतना क्यों नहीं रखते हैं ?

श्री बापू साहिब पटवर्धन (रत्नागिरी) :  
एयर एक्सीडेंट में दो लाख हैं।

श्री राम विलास पासवान : दो यहां-  
यहां भी करें। जितना एयर एक्सीडेंट के लिए  
देते हैं उतना ही यहां भी दें।

मोटर वीहिकल्ज ऐक्ट, 1949 का  
बना हुआ है। उस समय इतना ट्रेफिक का  
लोड नहीं था, तंग सड़के भी होती थी तो  
काम चल जाता था। यातायात का  
इतना रश नहीं होता था। क्या मोटर  
वीहिकल्ज ऐक्ट में संशोधन करने का  
वक्त नहीं आ गया।

ड्राइवर को जिस तरह से लाइसेंस  
मिलता है वह भी आपको मालूम होना  
चाहिये। मैं जानना चाहता हूं कि क्या  
सरकार की तरफ से कोई बढ़िया सी  
ट्रेनिंग इंस्टीट्यूशन या स्कूल की व्यवस्था  
की जाएगी ताकि ड्राइवर को बढ़िया  
तरीके से शिक्षा मिले, ट्रेनिंग मिले ?

कितनी बसें है, कितनी बसों की आवश्यक-  
कता है, कितनी बेकार है, कितनी वर्कशाप  
में पड़ी हुई है क्या इन सब चीजों को देखा  
जाएगा ताकि बस एक्सीडेंट कम हो सकें ?

मैं आशा करता हूं कि मंत्री महोदय  
हल्के फुल्के ढंग से जवाब नहीं देंगे बल्कि  
गम्भीरता से एक एक बिन्दु जो मैंने  
उठाए है उनका विस्तारपूर्वक जवाब देंगे।

नौचहन और परिवहन मंत्रालय में  
राज्य मंत्री (श्री बूटा सिंह) : उपाध्यक्ष,  
जी, माननीय सदस्य ने बहुत से बिन्दु  
उठाये। ये एक्सीडेंट्स क्यों होते है, इसके  
कारणों के बारे में भी उन्होंने स्वयं  
काफी जानकारी दी है।

एक्सीडेंट्स इसलिये होते है कि एक  
तो सड़कों की हालत अच्छी नहीं है,  
दूसरे व्हीकल पापूलेशन इतनी बढ़ गई है

कि सड़कें उसके मुकाबले बहुत तंग पड़ती  
है और नम्बर आफ व्हीकल्स जो चल  
रहे हैं वह ज्यादा हैं। इसके अलावा सारे  
व्हीकल्स की कंडीशन, मैकेनिकल कंडीशन  
और मेन्टीनेन्स, और जो चला रहे होते हैं,  
उनकी सर्विस कंडीशन और जैसा आपने  
कहा सही है कि उनको जो सुविधाएं  
बहुत सी मिलनी चाहियें, वह मिल नहीं  
पाती हैं, जब कमियां होती हैं इन चीजों  
में तो एक्सीडेंट्स होते हैं।

जिस एक्सीडेंट के बारे में चर्चा हो  
रहीं है, उसके बारे में मुझे इतना ही कहना  
है कि जो माननीय सदस्य ने हालात  
बताये वह इस पर लागू नहीं होते।  
जो दुर्घटना हुई है, वह केवल बस के डेढ़,  
पौने दो घंटे चलने के बाद ही हो गई  
इसलिये इसमें यह कहना कि ड्राइवर  
थका हुआ था, या उसको रैस्ट नहीं मिला,  
उसको सहूलियत नहीं थी, यह सिद्ध नहीं  
हो रहा है, फिर जिस जगह पर  
घटना हुई है, वह इतनी स्टीप, डाउन-  
हिल है और सड़क इतनी तंग है, जो  
पुलिया है उसके पास वहां इतना शार्प  
कर्व है और जो सड़क का एम्बेकमेंट है,  
किनारा है वह बहुत ऊंचा है, बड़ा कटा  
हुआ है, बड़ा शार्प एज है और ड्राइवर  
की मैन्युवरेबिलिटी बिल्कुल सीमित है।  
जांच करके पता चलेगा कि क्या कारण  
थे और क्यों दुर्घटना हुई है। मगर यह  
सच है कि जो हालत थे जिनमें दुर्घटना  
हुई है, वह हालात निहायत नासाज थे,  
बिल्कुल मुसीबत का क्रिटिकल जंक्चर था  
जिस पर यह एक्सीडेंट हुआ है।

आपने जो दूसरी बातें पूछी हैं कि  
ड्राइवर को कितने घंटों ड्यूटी देनी पड़ती  
है लांग स्ट पर, मेरी सूचना के मुताबिक  
8 घंटे के बाद जितना भी ड्राइवर  
चले 2,3 घंटों उसको उसकी तनख्वाह  
से दुगुना ज्यादा ओवर-टाइम मिलता है।  
जहां तक रात को ठहरने वगैरह की  
बात है . . . . .

श्री राम बिलास पासवान : सांग रुट पर डबल ड्राइवर के बारे में बताइये ।

श्री बूटा सिंह : ऐसा कोई भी रुट नहीं है जिस पर डबल ड्राइवर की जरूरत हो । सभी रुट्स 8, 10 घंटे के दरम्यान के हैं और ड्राइवर इसको अच्छा समझते हैं क्योंकि 2,3 घंटे एक्स्ट्रा करके वह दुगुना ओवरटाइम ले लेते हैं । उनकी सैलरी के हिसाब से दुगुना ओवरटाइम उन को दिया जाता है । रात को ठहरने के लिये इंटर-स्टेट बस रुट्स जो अपरेट होते हैं, रैसी-प्रोकल बेसिस पर हरेक का रैस्ट हाउस अपना अपना बना हुआ है । यह सही नहीं है कि ड्राइवर गाड़ी पर सोता है । जितनी भी स्टेट कार्पोरेशन है, उन्होंने बस-ड्राइवर के लिये रैस्ट रूम बनाये हुए हैं ।

इसमें भी बस रात को ग्वालियर में रुकती है, ड्राइवर के वहां ठहरने और खाने पीने का बन्दोबस्त है । रात को ठहरने का एलाउन्स भी मिलता है । इस बस में तो एक इन्सपेक्टर भी साथ में चलता है, क्योंकि मध्य प्रदेश के साथ दिल्ली ट्रांसपोर्ट कार्पोरेशन का केवल एक ही रुट अपरेट हो रहा है और वह भी हफ्ते में आल्टरनेट-डेज पर चल रहा है । इसलिये उसको इस तरह से नहीं देखा जा सकता कि इसका स्टाफ ओवर-वर्क था, डिस्ट्रेस में था ।

ओवर-लोडिंग के बारे में यह सही है, जो माननीय सदस्य ने कहा । नर्मली इंटर-स्टेट रुट पर हम 55 सवारियां जाने की इजाजत देते हैं, जो कि प्रैक्टाबल है, जिसमें 52 सवारियां होती हैं, एक ड्राइवर एक कंडक्टर और एक इंस्पेक्टर । जो स्टाफ है, उसकी चैकिंग होती है । मगर इस बस में सवारियां ज्यादा थीं, इसकी भी हम जांच करेंगे कि क्या कारण है, क्यों सवारियां ज्यादा बढ़ गई, इसका पता लगाना पड़ेगा ।

आपने जो कहा कि क्लीनर गाड़ी चलाते हैं, मान्यवर, एक दुर्घटना विल्ली में हुई थी । जिसमें पाया गया कि ड्राइवर, नहीं, बल्कि उसका सहायक क्लीनर गाड़ी चला रहा था । वह बस प्राइवेट अपरेटर की थी । उस दुर्घटना के बाद जब हमने जांच की तब यह पता लगा और उस प्राइवेट अपरेटर की बस को हमने अपनी फ्लीट से निकाल दिया है । मैं कह सकता हूँ कि हमारे डी० टी० सी० की गाड़ियों पर विदाउट एक्सपीरिएंस ड्राइवर्स को कहीं भी नहीं लेते हैं ।

कंपेंसेशन के बारे में जो आपने कहा तो जो 1 हजार रुपया रखा गया वह जिनकी मृत्यु हुई है उनके लिए है, 300 रुपए जो जल्मी हुये हैं, उनके लिए हैं । यह कम्पेंसेशन नहीं है बल्कि तुरन्त सहायता है और यह सहायना हस्तपाल में दाखिले के लिए है । मुआवजे के लिए बाकायदा क्लेम फाइल होगा, ट्राइब्यूनल बैठेगा—हर स्टेट में एक्स-डैन्ट के बारे में ट्राइब्यूनल होते हैं—उसके सामने केस जायेगा और मुआवजा तय किया जायेगा ।

माननीय सदस्य ने कहा है कि कम से कम मुआवजा फिक्स होना चाहिए । ऐसा अभी तो नहीं है । लेकिन हर एक केस के मैरिट के आधार पर ट्राइब्यूनल एवार्ड देते हैं । ट्राइब्यूनल का जो एवार्ड होगा, वही डी टी सी पे करेगा । इसके अलावा नेगोशिएशन के आधार पर आउट आफ कोर्ट भी मुआवजा तय कर लिया जाता है । यह कहना सही नहीं है कि मुआवजा बहुत कम है । ट्राइब्यूनल का जो एवार्ड होगा, वही मुआवजा होगा ।

श्री राम बिलास पासवान : मैक्सिमम लिमिट क्या है ?

श्री बूटा सिंह : कोई मैक्सिमम और मिनिमम लिमिट नहीं है । इस सिलसिले



[ श्री बूटा सिंह ]

में दो बातों का ध्यान रखा जाता है : एज आफ दि इंजर्ड और दि किल्ड और उसका प्रोफेशन । मोटर व्हीकल्ज एक्ट के सेक्शन 95 के तहत ट्राइब्यूनल जो फसला करता है, वही मुआवजा हम देते हैं । यह कहना गलत है कि मुआवजा बत कम दिया गया है । यह तो एक्स प्रेसिया ग्रांट दी गई है ।

श्री राम बिलास पासवान : एयर और रेल में एज का कोई नियम नहीं है । वहां कोई भी मरे, उसकी एज का खयाल किये बिना मुआवजा मिल जाता है । बसों के बारे में क्यों उम्र की बात रखी हुई है ?

SHRI BUTA SINGH: The other services whether it is air or railways, are to some extent covered by the insurance.

बसों में इंशुरेंस नहीं है । लेकिन माननीय सदस्य ने जो सुझाव दिया है, हम उस पर विचार करेंगे ।

माननीय सदस्य ने पूछा है कि डी० टी० सी० के पास कितना फ्लीट है । इस वक्त डी० टी० सी० के पास 2973 बसें हैं, जब कि हमें चाहिये 3044 बसें । हम इस बारे में कोशिश कर रहे हैं । हमने आडर्ज प्लेंस किये हुये हैं । नैक्स्ट प्लान के मुताबिक 630 बसें और खरीदी जायेंगी जिससे डी० टी० सी० के फ्लोट में वृद्धि होगी ।

जहां तक इस दुर्घटना की एनक्वायरी का सम्बन्ध है, दो किस्म की एनक्वायरी होती है । एक तो विभागीय एनक्वायरी होती है, जिसस पता चलेगा कि बस में क्या नुक्स था, क्या दोष था, ड्राइवर का क्या दोष था । साथ ही स्टेट पुलिस भी इनवेस्टीगेशन करती है । वह बाकायदा इनवेस्टीगेशन कर रही है । We are awaiting

the findings of the enquiry and as soon as they are available, we will take further action.

SHRI XAVIER ARAKAL (Ernakulam): Mr. Deputy-Speaker, Sir I have gone through the statement. I agree only with one sentence where the hon. Minister says that his sympathies go out to the families and I stop there. And there are reasons for that. On 13th August, 1980, three persons while standing on the pavement were killed by a private bus No. DLP 5015, operating under DTC. This happened at Delhi. The driver was not caught; nobody knew who was driving that bus. Three people died and no compensation was paid. It is a very serious matter. The attitude and the steps taken by the Government and authorities are inadequate. No prompt action is taken to catch hold of the culprits and punish them. Now, how much compensation are you giving? It is only Rs. 1000. One man's life is only worth Rs. 1000. I will come to that a little later.

Last year in Delhi alone 763 accidents took place. I would like to know in how many cases, the culprits were caught and punished. What are the steps taken by the authorities? We have only one percent of the total vehicles of the world, but we have six per cent of accidents. That means, there is an increase of 15-20% per year. According to one estimate in 1968, 10,654 persons were killed and on that basis, it is estimated that the number will go up to 43,144 persons in 1981.

Referring to these colossal accidents and tragedies in India, you know what the Supreme Court has said :

"More people die of road accidents than by most diseases, so much so that the Indian highways are among the top-killers of the country. Indian transport is acquiring a menacing reputation which makes travel a trust with death."

That is the actual position of travelling in India ...

MR. DEPUTY-SPEAKER : According to you, Indian transport is taking the place of Yama.

SHRI XAVIER ARAKAL : Quite correct.

MR. DEPUTY-SPEAKER : According to you.

SHRI XAVIER ARAKAL : Generally, we shall know when Yama will be coming, but in this case we do not know. So, this is something to be taken note of. It is astonishing to see that only 5 per cent of victims go to courts to file their claims, but how many get their claims? I know that this is the costliest liability. There are four major Acts which are involved in it namely the Fatal Accidents Act, 1885, Legal Re-

representatives Suits Act, 1885 and Motor Vehicles Act, 1985 etc. These are the Acts which protect. (Interruptions) Not the victims nor their legal representatives also; as it is said, they would not come to talk. My submission is that these Acts protect the drivers and the owners. It is high time that we had a look at these Acts and amended them.

There was a Seminar here on prevention of accidents. They have suggested some concrete steps. Have Government looked into it? There is a great anomaly here. The Railways Act gives sufficient protection of insurance to the travellers; they give lakhs and lakhs. But for these poor travellers in buses, in the rural areas, how much do we pay? Sir, I know what happens, because I have been a victim of an accident myself; I know how many years it would take to get money from the court. I am saying this out of experience. This is a thing which we have to look into, because millions and millions of bus travellers are affected here. It is estimated that traffic deaths alone would be : 44,000 in 1981. What are the precautions that we have taken. I am told, subject to correction that 75 percent of the inspectors in the DTC here are not competent or qualified. I say this, subject to correction. This way of functioning is improper. Therefore, I would like to ask the hon. Minister how much money we are going to give in compensation, and without delay in these accident cases? Are Government going to amend the statutes pertaining to tortious liabilities? Thirdly, what action have Government taken to bring the officers into this? I know many officers get away with it. Sir, the hon. Minister has said about inquiry. I may tell you something here out of my experience, that no inquiry report will give protection to the victims. You know, Sir, what extraneous considerations come into play. Of course, we understand the problems of the Government, and their working. But we have a responsibility to see that the legal representatives of these victims are provided properly. Therefore, these are the three questions which I would like to ask, put before the hon. Minister for answer.

SHRI BUTA SINGH : The hon. member has covered a wide spectrum of the problems of accidents. The matter is quite serious and we are seized of it. The number of accidents is increasing every year. We have been able to go into the reasons and the causes of these accidents. But, for this limited question, it may not be possible for me to reply to all the points raised by the hon. members, the rate of accidents and the number of accidents

that are taking place in Delhi, because this particular calling attention relating to one particular accident. He has mentioned about one accident in Delhi about which I made a reference while replying to the points raised by Mr. Paswan. He is referring to the same bus where a cleaner was operating the bus. It was a private bus. The accident occurred near the ITO and the Cleaner has been taken into custody and the case has been processed and he has been challaned. The bus has been put out of fleet. (Interruptions) The driver was not there in the bus; it was somebody. I have already replied to it. Since it was in Hindi perhaps the hon. member may not have understood it.

Now, he has again raised a question of compensation. As I made it clear, the announcement made regarding payment by DTC in this particular case is not a compensation; it is an *ex-gratia* payment, to be given to the dependants of the deceased and the patient for meeting the contingency. The question of fixing the compensation is another wider question which will have to be considered.

MR. DEPUTY SPEAKER : It takes a lot of time for the tribunal to decide it. You must fix some time limit for this also.

SHRI BUTA SINGH : The experience shows that it takes six months to one year for a tribunal to arrive at a decision. We will look into it and see that the system is so geared up that some time limit can also be fixed; and we can fix up a time limit by which the tribunal must give its award. Therefore, the suggestions of the hon. members are taken note of and we will see that the valuable suggestions made by the hon. members on the question of accidents and their prevention are taken due note of.

SHRI B. V. DESAI (Raichur) : Mr. Deputy Speaker, Sir, as you have suggested—many of the points have already been touched by the hon. members who spoke before me—I would like to restrict myself only to a few points which they have not touched.

13 hrs.

Actually, the accidents come without any information. Nobody can avoid them. But we can reduce the number of accidents by a certain amount of care which the government takes in certain matters. Basically, these accidents do take place because of a little carelessness on the part of the authorities whose responsibility is to see that the safety is taken care of. Basically,

[Shri B. V. Desai]

they depend upon (1) the road conditions; (2) the maintenance of the vehicle; and (3) the driver and other affiliated class. As far as maintenance of roads is concerned, as my friend has told, of course, even the hon. Minister has accepted that there is a lacuna; and of course, it has got its own repercussions because the maintenance of roads requires funds whether it is DTC or any other organisation in this country. I do not know how it is done; I think it is all controlled by the government. Secondly, I want to mention about maintenance of roads and maintenance of buses. If I can assume—I am saying this by just assumption—as our hon. Member yesterday or day before yesterday, Shri Y. B. Chavan told, he had hired one vehicle wherein Mr. Pattabhi Sitaramayya was sitting and except the horn everything was blowing! Here all these buses even all horn also does not blow! Other things blow. So that is the position. Only for passenger traffic, they may be requiring about one lakh fresh chassis because they have become very old.

MR. DEPUTY SPEAKER : Mr. Desai, we can continue after lunch. The House stands adjourned for lunch to meet at 2 p.m.

*The Lok Sabha adjourned for Lunch till Fourteen of the Clock.*

**The Lok Sabha re-assembled after Lunch at thirteen minutes past Fourteen of the Clock.**

[SHRI HARINATHA MISRA *in the Chair*]

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE.—*Contd.*

REPORTED ACCIDENT TO A D. T. C. BUS NEAR DHOLPUR.—*Contd.*

MR. CHAIRMAN : Now, Mr. B. V. Desai may continue.

SHRI B. V. DESAI : Mr. Chairman, prior to lunch-break I was just narrating the main factors which may minimise the accidents in the passenger buses. They broadly relate to three basic points. One is the maintenance of roads, the second is maintenance of Vehicles and the third is the human factor. Regarding the maintenance of roads, of course, little said is better because of lack of funds and so many other things.

MR. CHAIRMAN : Not lack of earning.

SHRI B. V. DESAI : Earning is there, but pilferage is more.

Therefore, the maintenance of roads is not properly done. I remember that in 1945 when I was a student I travelled from Dacca to Khyberpas through the Grand Trunk Road and very recently I had the occasion to go up to Banaras by road. What a terrible change in the main road which is supposed to be the biggest road in the world so far as the trans-continental road is concerned! When the condition of such a big road is like this, you can imagine other small roads, either State highway or national highway or other roads. So, naturally the State Governments and the Central Government should take care of this road maintenance.

Secondly, I may refer to maintenance of buses. I am given to understand that the bus under discussion, DST 2361, is about 10 years old, and that at the time of the accident its tyre rods gave way while negotiating a steep curve. What else can we expect from a ten-year old bus? Therefore, Government must have a programme of phasing out old buses.

MR. CHAIRMAN : Periodical thorough repair also.

SHRI B. V. DESAI : I agree.

Unless the Corporation earns, it cannot phase out old buses, and for earning it has to be vigilant and see that pilferage is not there. I would like to know why private busowners can earn a lot while the State undertaking is not able to. That is the most important question that the hon. Minister has to take into consideration. If we take the normal depreciation of 20 or 25 per cent into consideration, old buses have to be phased out in four or five years.

As of today, the requirements of chassis of the Central and State undertakings is more than one lakh, but the capacity for so much production is not there. So, unless we remedy these basic reasons, we will not be able to reduce the incidence of accidents.

The third is the human factor. It is within the knowledge of everybody that anybody can walk in, pay some money and be appointed a driver. The driver becomes experienced at our cost. Therefore, before a bus driver is appointed, he must have sufficient experience, and before a long distance bus is sent out, not only should there be a certificate of road-worthiness but also a certificate of fitness of the driver. Only then can accidents be reduced.

Of course, it is very difficult to avoid accidents and bring them to nil, but the compensation of Rs. 1,000 announced by the hon. Minister is ridiculously low. When

a life is lost and the persons's dependants are greatly grieved, they should not also feel the pinch of money. Bus travellers are poor people, and Rs. 1,000 is very meagre considering the present value of the rupee. So, I would like it to be atleast Rs. 4,000 or Rs. 5,000. There should also be third party insurance, so that the person concerned may get a compensation of Rs. 20,000 or Rs. 25,000. As the hon. Minister stated, the tribunals are there, and the cases are heard for six months or one year. So, there is not only delay, but the quantum of compensation is also meagre. Occasionally it is raised to Rs. 2,000 or Rs. 3,000 depending on the avocation of the person etc., but whatever be the avocation, a human being is a human being, and therefore basically it should not be less than a certain amount.

Why does the Government not come out with such suggestions and modification in the Act ?

I would like to have an answer from the hon. Minister on these points.

These factors can be taken care of by my hon. friend Shri Veerindra Patil who happens to come from our area. He is a good administrator. He should take care of these during his regime.

**SHRI BUTA SINGH :** The points raised by the hon. Member are the fundamental points.

So far as the question of accidents and prevention of accidents is concerned, there is no doubt that the three points mentioned by the hon. Member are the main factors.

This accident took place on a National Highway which is maintained at the cost of the Central assistance. It is also true that the National Highways are not kept up to the mark. But the assistance is given by the Central Government to the States and it is for the State Government PWD Department to maintain these Highways.

Mention has been made about National Highway No. 1. He has compared the road conditions obtaining near Banaras with those of the road from Khyber Pass to Calcutta. The Member found a few patches near Banaras. It is a fact that in some places the Highway is not maintained well and in some places it is maintained well. I agree that in some places it is not up to the mark. I have my experience also that this Highway near Banaras, Allahabad is not maintained up to the mark. But as I said, this has to be maintained by the PWD of the state Government. So far as assistance is concerned, the Central Government is providing assistance.

About maintenance of this particular bus, the hon. Member is not well informed. This particular bus which was involved in this accident is not ten years old. This bus is hardly a year and eight months old. It is quite a new vehicle and was well maintained. The last service had been carried out only very recently- 23rd November, with complete change of oil, parts, gears etc. So, it is not correct to say that this particular bus was ten years old. It was comparatively very young and a new vehicle.

He mentioned about the practice of having a driving licence and the driver having no practical expericne. So far as DTC is concerned, we have laid down norms of recruitment DTC appoints a driver who has got minimum of three years experience of driving a public vehicle and also after that he is put to a test and is given training also periodically. So, in this case it is not correct that the driver was not well trained. He had a long service of about nine years and he had a fairly good record.

So far as the general question of phasing out the vehicle's is concerned, it again is a question which depends mainly on the availability of finances. As I said in reply to another Member's point, the DTC is phasing out its fleet and in the current year we propose to add about 630 buses to the present DTC fleet. Therefore, this process of phasing out the old buses, in the DTC is continuing. So far as fleet is concerned, the average life of DTC bus is less than ten years.

The announcement that has been made in this case is not compensation. It is only an ex-gratia payment announced for meeting the contingencies of the patients and also of those who have died so that the dependents of those people can manage to take away the dead bodies. Compensation will be fixed by the Tribunal. As soon as the Tribunal gives award, we will definitely see that the award is implemented.

**SHRI G. M. BANATWALLA (Pou-1, a i) :** It is rather unfortunate that we have a very stereotyped and heckneyed statement from the hon. Minister in response to our Calling Attention notice. The main objective of our Calling Attention notice is not just to conduct an enquiry for facts over here. There are fundamental issues to be considered. While considering the question of accidents, we are face to face with the question of the value of human life. The entire issue must, therefore, be considered with reverence and sincerity.

[Shri G. M. Banatwalla]

I would like to draw the attention of the Government and of this House, through you, sir, to what the Supreme Court in a judgement had said, It said:

“We hope that every State in India will take note of the human price of highway neglect of State transport violations and the like with a sombre sensitivity and reverence for life.”

It is as a result of these considerations that the Calling Attention motion is now before the House.

We are being repeatedly told that the question of compensation will go to the tribunal and so on. I must make a submission before I put my question. There is the need for a total re-orientation of our attitude towards the entire question of accidents and other things. The Motor Vehicles Act to which the hon. Minister has been repeatedly referring is totally inadequate in response to even the goals of policies laid down by the Directive Principles. The entire Act is not from the point of view of prevention of accidents. It is only for the purpose of trying to find out whether a compensation can be paid or not and, if so, what should be the quantum and so on. The entire Act, I submit, is from the point of view of finding out the fault. It is a fault-based statute. It is only when a fault is established that we can go to the next question of compensation and so on. That cannot be our attitude to human life. We cannot take such a narrow legalistic attitude to human life. The entire Act is a fault-based statute. Only when a fault is established the other things come into operation.

AN HON. MEMBER: The Act itself is completely outdated.

SHRI G. M. BANATWALLA: There are these two particular deficiencies and inadequacies in the Act. Firstly, it is not from the point of view of prevention of accidents and, secondly, it is a statute which is based on ascertaining the fault and the consequences thereafter. It is necessary that our Government take a proper attitude to the entire question in consonance with the Directive Principles enshrined in article 41 of our Constitution. We pay great homage, I should say, to the Directive Principles. Article 41 says very clearly that the “State shall make effective provision for public assistance in case of disablement.”

Now, my question is that by relying again and again upon the Motor Vehicles Act and so on, is the Government fulfilling the spirit of this particular provision enshrined in the Directive Principles?

In the case of air accidents, there is a provision, in the case of rail accidents, there is a provision. Section 82(a), of the Railways Act is already there which accepts the responsibility to pay the compensation though it is a limited responsibility. Why different norms must be considered? I wish to have a categorical reply from Government. You appoint in the case of rail accidents, for example, a Railway Claims Commission only to ascertain whether the compensation is really claimed by the genuine nearest relations. But it has not decided the quantum of compensation according to ages and so on. Our attitude in the case of the entire accident which we are considering now, should be to find out whether somebody was at fault and, even after finding out whether somebody is at fault or not, it should decide as to what will be the compensation payable. This is a mockery of human life. Will the Government, therefore come forward and assure this House that henceforward whether it be the D.T.C. or otherwise, in case of accidents, a particular amount—a substantial amount—shall always be paid. We can never compensate for the life. But, then, what is sought for is a proper assistance as enshrined in Article 41. A man flies or goes by rail or he takes a bus. The value of human-lives goes on differing. So, my first question to Government would be: whether it will take the proper aspect into consideration and it can take up the responsibility enjoined by Art 41 and assure this House that from to-day onwards, from this accident onwards, just as in the case of air and in the case of rail accidents, a proper quantum of public assistance will be given here too.

Mr. Chairman, as regards the Tribunals, you yourself pointed out the time that it has taken in the case of an traffic accident that took place in the case of a 26 year old boy, the mother was awarded a quantum of compensation of Rs. 7,000/-. Then the mother went to the Madras High Court. The Madras High Court considered the case and the quantum was raised from Rs. 7,000 to 20,000/-. All this took nearly eight years, not six months or one year, as the Minister had earlier said.

Now, Sir, that was one aspect of the question that I place before the hon. Minister. We must also be assured as to what measures are being contemplated for prevention of accidents? Is there or will there be—I do not know it—a Cell even in the D.T.C. itself for prevention of accidents? Will that Cell undertake the accident analysis—it should be a regular one? Departmental enquiries take place when accidents occur. Then they submit the reports. I do not know how many departmental enquiries have already taken place and how many reports have come and what has happened to

them? Let there be a permanent cell working for the purpose of prevention of accidents through a strict traffic discipline, through strict enforcement of safety regulations. That is a specific suggestion that I place before the House. If I am not wrong, there was a Motor Vehicles Insurance Committee appointed by the Ministry of Transport and it submitted its report somewhere in 1962. Many suggestions are there—suggestions even for a fund which can be set up after getting proper portion of the taxes from the various State governments and this fund could be utilised for the purposes of payment of compensation or grant of reasonable and worthwhile public assistance. I would like to know what is happening to all these reports? What action is the Government going to take or again and again will there be the same situation of accidents taking place and then having a post-mortem about the causes of the same?

Therefore, these two basic questions I place before the hon'ble Minister for his active and sympathetic consideration and a clear cut reply. Already an hon'ble Member has given statistics about the accidents and so on and, therefore, I will not again dwell on the same. I, therefore, hope that the matter will receive serious consideration.

I will conclude by referring only to the words of Justice Krishna Iyer. He said that more people die of road accidents than by disease so much so that the Indian highways are among the top killers of the country. Indian transport is acquiring a menacing reputation which makes travel a tryst with death.

Therefore, with respect to both compensation and the situation prevalent on the railways and also with reference to Article 41 of the Constitution and secondly of setting up of a proper effective strong cell for purposes of prevention of accidents, I hope, government will come forward with a definite reply.

Sir, there is a need for the re-orientation of the attitude and is the government taking up that challenge for the re-orientation of the attitude in consonance with Article 41 of the Constitution? There was talk here of a third party insurance. But my information is that, leave aside the question of third-party insurance our DTC buses are not insured because of the paucity of funds. At least a few months back that was the position. Let us, therefore, consider the whole question in its entirety rather than placing hackneyed statements in response to Calling Attention motions.

**SHRI BUTA SINGH:** Sir, the hon'ble Member has thrown a light on the malady

of our transport system vis-a-vis the road accidents and he has taken us back to the Directive Principles of the Constitution. No doubt, he is very right when he says that the State should ensure the safety of life in the vehicles on the road and he has commanded me to give active and very sympathetic consideration to his suggestions which I do immediately with all the sincerity at my command. I hereby say with sincerity that the hon'ble Member has raised the question I will no doubt try to see that the Government takes into consideration the very valuable suggestions made by the hon'ble Member with the same spirit and depth of sincerity. I have given all the facts in my factual statement relating to this accident. Now, as I have stated in my reply, the terrain is so very difficult. The bridge is very narrow. One has to negotiate a sharp curve over there. If one were to visit that area one would feel that this terrain would definitely require some widening of the road, something to be done with the narrow bridge which is there. Something has to be done and there is no doubt about it. While raising some two or three fundamental points, as the hon. Member referred to the Motor Vehicles Act. In this respect, I would like to point out to him that the Government has taken into consideration the recommendations made by the highest body in which the States are represented, namely, the Transport Development Council. Even some Chief Ministers are there. This highest body goes into the question of road safety, maintenance of roads, fleet maintenance and other things. This body held its meeting recently in Delhi. They have made certain valuable suggestions on the same lines which the Member has referred to, about amending the Motor Vehicles Act. We are seized of the matter and we are at the moment processing these various recommendations made by this highest body, namely the Transport Development Council. So far as the vehicles of the DTC are concerned under the present arrangement, as per the statute, they are all exempted from third party insurance. But they have to make provision for a Special Insurance Fund out of which compensation is paid. So, this is being done. In regard to maintenance, he suggested the creation of a cell in the DTC which is a very valuable suggestion. I find that there is some arrangement already in the DTC whereby they monitor the accidents and they have analysis made out of such data of accidents, so that lessons are learnt and preventive steps taken. Now, if it is really the case that this machinery requires some strengthening. I will definitely see to it that a proper cell is created in the DTC to see that such accidents do not take place on account of human failures. There are certain steps which we have already taken. At the time of recruitment, we

[Shri Buta Singh]

take only the physically-fit and experienced drivers for the DTC. They are being given intensive training. We have our own training school in the Corporation in which training is being imparted to them. Also incentive is given to the driver who renders accident-free service. This is one of the important steps to prevent the recurrence of accidents. Also speed control is there and recently we have introduced the speed control system in the DTC buses and these buses are fitted with the governor so that the driver does not over-speed the vehicle. So, all these steps are taken to see that road safety is ensured and the aspect of prevention of accidents is taken due care of. The hon. Member has made very valuable suggestions and we will certainly fully consider the suggestions made by him. I say this because I am equally concerned about this matter. This House, if it considers better, should give its own views on the malady of this road transport accidents and we will in all sincerity see that whatever amendments are suggested, whatever modifications are suggested in the Motor Vehicles Act, are incorporated.

MR. CHAIRMAN: You did not mention anything about the development of roads. Incidentally I have got a press clipping. A conference of experts in the field was held at Roorkee on the 27th October, 1980 and inaugurating the Conference, Dr. Jagdish Narayan, Vice Chancellor of Roorkee University said that the revenue from the road-transport industry has grown from Rs. 135 crores to Rs. 1238 crores annually in the last 15 years. But the expenditure in the same period on road development had been reduced from 65% to 27%. So, this is an important point to be taken note of.

SHRI BUTA SINGH: Sir, it is the overall situation, If you add up both the Central as well as the States expenditure, it will work out higher. Moreover, it is a national problem and we must do what best we can.

MR. CHAIRMAN: It is for the consideration of the hon. Minister.

14:47 hrs. ————

## COMMITTEE ON PUBLIC UNDERTAKINGS

### FIRST REPORT

SHRI ARIF MOHAMMAD KHAN (Kanpur) : Sir, I beg to present the First Report (Hindi and English versions) of

the Committee on Public Undertakings on Action Taken by Government on the recommendations contained in the Twenty-fifth Report of the Committee on Public Undertakings (Sixth Lok Sabha) on Jute Corporation of India Limited—Shortcomings in the Functioning of JCI.

14:48 hrs.

## ANTI-APARTHEID (UNITED NATIONS CONVENTION) BILL\*

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA-RAO): I beg to move for leave to introduce a Bill to give effect to the International Convention on the Suppression and Punishment of the Crime of Apartheid.

MR. CHAIRMAN: The question is:

“That leave be granted to introduce a Bill to give effect to the International Convention on the Suppression and Punishment of the Crime of Apartheid.”

*The motion was adopted*

SHRI P. V. NARASIMHA RAO: I introduce the Bill.

14:50 hrs.

## MATTERS UNDER RULE 377

(i) FORESTS LYING NORTH-EAST OF PERUVENNA MUZHI, RESEVOIR OF KUTTAIDI IRRIGATION PROJECT IN KERALA

\*\*SHRI V. S. VIJAYARAGHAVAN (Palghat): It is reported that some attempts are being made to clear a five kilometre stretch of very dense forest which lies north-east of the Peruvennamuzhi reservoir of Kuttaidi irrigation project in Kerala.

This forest of 500 hectares is lying in an area from where the Kakkazam dam gets surface water. It is understood that this forest is being cleared for planting rubber under the Kerala Plantation Corporation.

In one hectare of forest, as many as 250 trees with a height of over 30 metres, and a width of over 75 cms. are standing. If this forest is cleared it is estimated that the timber would fetch

\*Published in Gazette of India Extraordinary, Part II, Section 2, dated 27-11-1980.

\*\*The original speech was delivered in Malayalam.

Rs. 2 crores. According to the Department of Forestry, some rare species of very hard trees such as *Vayanav*, *irumpakam*, *Churuli*, white pine, white teak, *Akil* etc. which are already disappearing from our forest, are found in this area.

In 1976 there was a move to transfer this forest to the plantation corporation for planting rubber. But, then it was given up as it was then thought that such a move would affect the Kuttiadi project and cause deforestation. Now, there are reports that fresh moves are afoot at the Government level to revive the issue. This forest protects the reservoir from 5 Kms south of Peruvannamuzhi to Kakkazan dam from serious soil erosion. The experts are of the view that if this forest is destroyed the Peruvannamuzhi dam will get choked up with silt. An area of one km. of this forest has already been cleared. This has resulted in silt accumulating in the Peruvannamuzhi dam. If the forest near the reservoir is cleared, then silting will be complete. The Kuttiadi project, with an amount of Rs. 36 crores already having been spent, has quite often failed in providing water to the farmers. Silting in the dam would affect the existence of this vital project. This highlights the seriousness of the problem.

The Peruvannamuzhi forest range originally extended over 8000 hectares. A very substantial area has been cleared for the purpose of cultivation and now it is the remaining 500 hectares that are sought to be cleared. Many rare species of wild animals have become extinct due to clearance of this forest. The remaining animals may also disappear.

Thousands of acres of forest are being cleared in the Vazanand sector which had been declared as a wild life sanctuary. A major part of it has already been converted into eucalyptus plantation. Efforts are being made to convert the rest of the forest also into eucalyptus plantation. Protection of wild life remains on paper and the board that is set up in the forest.

Therefore, I request the Central Government to pay urgent attention to this issue and take steps to stop further deforestation and ensure the safety of Kuttiadi project.

(ii) SUPPLY OF BOOKS TO VARIOUS CENTRAL SCHOOLS IN THE COUNTRY

SHRI ERA MOHAN (Coimbatore): Mr. Chairman, Sir, the Central Government schools are spread all over India.

Children of various religions, irrespective of caste and creed get together and gain knowledge. The books of these schools are printed in New Delhi and distributed to the various States which in turn give it to the Central schools located in various districts. Syllabus remains same all over India. The academic year for the schools is reaching the tail end and many of the students are going to complete their course within a couple of months. But it is a surprise that till date many of the Central schools of Tamil Nadu and other States have not got the prescribed books as it is reliably learnt that the books are not ready from the press. I like to point out that in Coimbatore, Central school students have not till date received some of the prescribed books. Headmasters of these schools return from Madras with a negative reply from the Central Education Authorities. This inordinate delay in getting the books has put the children to a lot of hardships. Many fear that they have to lose a year as they have to write the examination without going through the same. Like 'a stitch in time will save nine' a book in time will save many children from failing in the examination. This delay can be avoided by regionalising the printing in various States as many other States do have Central printing presses. There may not be any problem in implementing this as the syllabus is same all over India. There is a Central Government press in Madras and Periyanaikan Palayam of Coimbatore. The Government can give instructions to print the books in the above presses for Central schools so that unnecessary delay can be avoided and transport expenditure can be saved as economy is more vital at this juncture for our country.

(iii) NEED FOR A POST AND TELEGRAPH DIVISION AT BHAWANIPATNA IN ORISSA

\*\*SHRI RASABEHARI BEHERA (Kalahandi): The people of Kalahandi district of Orissa are facing many difficulties due to the lack of adequate telephonic connections. Ours is a backward district. The present telephone service to the district headquarter town Bhawanipatna is far from satisfactory. I regret to say that the telephone line of Bhawanipatna remains out of order most of the time. Even the telephone subscribers of this town are finding it extremely difficult to make distant calls.

As regards the other blocks of this district, the telephone connections have not been provided to Sinapali, Goamunda and



[Shri Rasabehari Behera]

Tauamul Rampur. There is no telephone connection between Nuapara which is an important sub-division and Bhawanipatna, the district headquarter. The MPs, MLAs and other high officials of these districts wait for hours together after booking the calls to Bhubaneswar and Delhi. Most of the time they feel awkward and helpless when they fail to send the urgent message to the State capital.

The people of this district have suffered a lot in the year 1979-80, due to the unprecedented drought situation. Due to the lack of the telephonic facilities it was found extremely difficult to maintain co-ordination in relief operations. The local volunteers, politicians and the high officials could not carry on the relief operation work in September 1980 when the State was reeling under the furious flood. The Government could not act immediately due to the lack of tele-communication facilities. Every one is aware that these floods have resulted in loss of life, property and cattle wealth. We could neither send the message to Bhubaneswar about the flood situation of the district, nor were we able to receive message from the Centre. The relief distribution work was hampered to a great extent due to the lack of communication facilities.

In view of this, I urge upon the Government to open a Post & Telegraphs Division at Bhawanipatna and to provide adequate telephone lines to all the blocks and sub-division headquarters.

(iv) POSTS AND TELEGRAPH SYSTEM IN WEST BENGAL

PROF. RUP CHAND PAL (Hooghly): The Post and Telegraph system is on the verge of total break-down in many parts of the country and particularly in West Bengal circle. In the R.M.S. Offices, huge number of letters have accumulated. In the Post Offices of Calcutta area only no less than one and a half-lakh letters await delivery. In the suburban areas a large number of telephone exchanges remain out of order for a long time. A large number of Telegrams and Money Orders could not be delivered for want of adequate staff. Moreover, in many cases, the equipments are also out of order. The overall situation in respect of Post and Telegraph at Calcutta is alarmingly bad. While Calcutta only needs about 65 vans for Railway Mail Service, there are at present

only 20 to 22 such vans available for the whole state of West Bengal. For want of necessary number of vans, parcels, book-posts and even post cards and postal stamps are not reaching the suburban and rural areas.

C.T.O. had given notice that they would not receive messages from people for Telegram. C.T.O. sends, on an average, about 5000 telegram messages daily and receives about 4,000 such messages. But such telegrams take 10 to 12 days, sometimes more than that, to reach the concerned people. The employees of the Post and Telegraphs Department have to face the wrath of aggrieved people in such cases. Thousands of West Bengal people are suffering as a result of delay in despatch and delivery of Money-orders. The major reason behind this alarming situation is lack of adequate staff. There, the number of approved posts needs be about 24,500 while the current staff strength is only 16,500. In the West Bengal Circles of Telephones also, about 5,000 people have to do the job of 6,000 or more.

The Central Government is urged to immediately look into the above matter and make arrangements to save the situation by providing adequate staff and necessary equipments and arrangements.

(v) REPORTED BEATING UP OF EMPLOYEES OF POST AND TELEGRAPH CIRCLE OFFICE AT BHUBANESHWAR BY ARMED POLICEMEN

15.00 hrs.

SHRIMATI PRAMILA DANDAVATE (Bombay North Central): The news appearing in the *Times of India* dated 27-11-80 states that the Armed Policemen entered the post and telegraph circle office at Bhubaneswar and started beating the employees, inflicting bleeding injuries to the Superintendent of Post Office and ten others.

It further states that policemen had gone berserk. Many cycles in the stand had been beaten out of the shape by lathis, window panes were shattered and took away wrist watches of the employees.

The General Manager of Telecommunication and Director of Post Offices have met the Chief Secretary in this regard.

I would request the Home Minister to make a statement.

15.00 hrs.

## HOTEL RECEIPTS TAX BILL

THE MINISTER OF FINANCE  
(SHRI R. VENKATARAMAN) : I beg  
to move :

“That the Bill to impose a special tax on gross receipts of certain hotels, be taken into consideration.”

Dr. SUBRAMANIAM SWAMY  
(Bony North East) : How can we proceed when there is no quorum in the House ?

MR. CHAIRMAN : Let the quorum bell be rung... Now, there is quorum in the House. The hon. Minister may continue.

SHRI R. VENKATARAMAN : Sir, the Hotel-Receipts Tax Bill, 1980 was introduced in this House on 12th August, 1980. The Bill has thus been before the Hon'ble Members for over three months and I have no doubt that they would have examined its provisions in detail. However, with the indulgence of the House, I shall avail of this opportunity to explain the main provisions of the Bill.

This short and simple Bill has the objective of imposing a tax on gross receipts of hotels wherein charges for residential accommodation for any room are 75 rupees or more per day per individual. The tax will be levied at the rate of 15 per cent. on all charges received by the hotel in connection with the provision of residential accommodation, food, drink and other services during the accounting year. A rebate of 5 per cent. will, however, be allowed in respect of charges received in foreign exchange. Receipts in foreign exchange from foreign tourists will thus be charged to tax at the concessional rate of 10 per cent. In the case of foreign tourists travelling in groups, payments of hotels are sometimes made by Indian travel agents who had earlier received payments in foreign currency from their principals. In order to provide for such contingencies the Central Board of Direct Taxes is being empowered to prescribe by rules the cases and circumstances in which payments made in Indian currency after its conversion from foreign exchange will be regarded as payments made in foreign exchange.

The tax will be levied with respect to receipts accruing to the hotels after the expiry of one month from the end of the month in which the Bill receives the assent of the President.

Taxes paid by way of sales-tax, entertainment tax or taxes on luxuries will be allowed as deduction in computing the tax base. Further, the tax paid under the proposed levy will be allowed as deduction in computing the taxable income for the purposes of the Income-tax Act. All the provisions relating to collection and recovery of income-tax will apply, with necessary modifications in relation to the hotel-receipts tax. The tax will be administered by the Central Board of Direct Taxes through the Income-tax Department.

Provision has been made in the Bill to enable the hoteliers who pay the proposed tax to pass on the same to their clients who enjoy the hotel facilities.

The proceeds of the tax will be distributed between the Centre and the States in the same manner as income-tax paid by corporate and non-corporate taxpayers.

Sir, this is a short and a simple Bill and I trust that it will receive the unanimous support of the House.

Sir, I move.

MR. CHAIRMAN : Motion moved :

“That the Bill to impose a special tax on gross receipts of certain hotels, be taken into consideration.”

Some members have given notice of their intention to move certain amendments.

SHRI MOOL CHAND DAGA  
(Pa'i) : I beg to move :

“That the Bill to impose a special tax on gross receipts of certain hotels, be referred to a Select Committee consisting of 7 members, namely :—

- (1) Shri Virdhi Chander Jain
- (2) Shri K. Lakkappa
- (3) Shri Bapusaheb Parulekar
- (4) Shri Chandra Shekhar Singh
- (5) Shri R. S. Sparrow
- (6) Shri R. Venkataraman ; and
- (7) Shri Mool Chand Daga

[Shri Moul Chand Daga]

with instructions to report by the 15th December, 1980". (5)

SHRI R. L. P. V RMA (Kodarma) :  
I beg to move :

"That the Bill be circulated for the purpose of eliciting opinion thereon by the 15th January, 1981." (7)

SHRI T. S. SHAMANNA (Bangalore South) : I beg to move :

"That the Bill to impose a special tax on gross receipts of certain hotels be referred to a Select Committee consisting of 7 members, namely :—

- (1) Shri Jyotirmoy Bosu
- (2) Shri Y. B. Chavan
- (3) Prof. Madhu Dandavate
- (4) Smt. Pramila Dandavate
- (5) Shri Atal Behari Vajpayee
- (6) Shri R. Venkataraman; and
- (7) Shri Chandrajit Yadav

with instructions to report by the 31st December, 1980". (21)

SHRI BAPUSAHEB PARULEKAR :  
(Ratnagiri) : I beg to move :

"That the Bill be circulated for the purpose of eliciting opinion thereon by the 31st March, 1981." (13)

SHRI SATYASADHAN CHAKRABORTY (Calcutta South) : Mr. Chairman, Sir, I support the Bill but with certain reservations and with certain comments to offer.

*(Interruptions)*

Now, Sir, I feel that in India this hotel business has become a very profitable one and you will find that after independence particularly many luxurious hotels have come up, where not only persons who have their honest incomes go but these have also become the places where the ill-gotten money is spent and that is why I think that our Finance Minister has correctly attempted to bring this in his finance earning net.

Now, we are not against the spread of hotels, but ours being a developing country where people live in misery it is most surprising to find that such luxury hotels are coming up. And, as I have said, in our country it will be seen that when more investment is necessary, when more capital formation is necessary for the development of our economy, there has been conspicuous spending and our Finance Minister knows

better than I do that it was Prof. Kaldor who came to India at the invitation of the Government of India who suggested that an economy which requires development should shun all conspicuous spending. That is why he also suggested a tax on expenditure. Reckless expenditure should be curtailed. Rather it is a social crime to spend recklessly in a country where more than 60% of people are below the poverty line. That is why all sorts of reckless expenditure should be curtailed and Government should take determined steps to see that our scarce resources are not misused by the social parasites who do not contribute to production, but unfortunately due to the property relations that exist today, they have a licence to spend, but not the duty to earn. That is why we find in our society, because of the wrong property relations, people who do not possess hands enjoy, but people who use their hands starve. This is the crux of the whole problem. Because of this property relation, because of the unearned income, because of the ill-gotten money, we find conspicuous consumption. There should be financial discipline. I venture to say that if the Government takes stringent measures to stop all this conspicuous consumption and expenditure, if Government really intends to levy taxes on such consumption and also collect the money intended to be raised by taxes, there will be little need to impose taxes on the poor people. I would draw the attention of the Finance Minister to the fact that if he gears up the tax machinery and if there is real tax collection, it will not be necessary to impose more taxes on the poor people. But what do you do? You levy direct taxes sometimes 50, 60 or 70% on the rich people. But they evade the taxes. The method of your raising taxes is faulty. In most cases due to litigation and due to evasion of taxes, you do not get the money you are to get from the rich people. But you do not also intend to do it. You just show to the countrymen that we are taxing the rich people, but in practice they do not pay. Sometimes you publish it in the newspapers—big industrial houses do not pay their taxes and you do not take any action. You are very very liberal to them. But the common people cannot avoid the indirect taxes. That is why the poor people are compelled to pay. But the rich people evade the taxes levied on them. That is

why you levy more taxes on the people saying that there is budgetary gap. I would draw the attention of the Finance Minister to this aspect.

It is not sufficient to levy taxes; what is more important is to see that they are effective in the matter of realisation. You should gear up your machinery. We are all for stringent measures against tax evasion. Unfortunately, in this case also you have given power to the Income-tax Department to assess the tax. What will happen is that the assessee will grease the palms of the officers and evade the tax. There is ample scope for this and so the actual receipt from this tax will be far less than what you expect. That is why I say there is scope for improvement. It should be made fool-proof.

Corruption is a part of the capitalist society and it is very difficult to remove it in such a system. It is the system which you have built here, the system you have been nourishing, the system which you are trying to strengthen. It is a part of the profit-making business, the mainstay of our Indian capitalist society. Given this corruption, it is very doubtful whether you will be able to raise the sum which you are envisaging by this tax.

By this measure you are imposing a uniform tax of 15 per cent. Why should it not be progressive? There are 5-Star Hotels which are charging Rs. 300 to 400 per room per day.

AN HON. MEMBER : Rs. 600/-

SHRI SATYASADHAN CHAKRABORTY : May be Rs. 600. You know better. I have never been in a 5-Star hotel. Whenever I go to any place, I live in a DHARAMSALA, where the people for whom I am fighting come and stay.

MR. CHAIRMAN Have you any faith in religion, in DHAMRA?

SHRI SATYASADHAN CHAKRABORTY : No, I have more faith in the accommodations that they provide. (Interruptions) Why should there not be a progressive type of taxation? Why should not the hotels which are catering to the needs of the multi-millionaires pay more? My view is that why should be charged at a higher rate. While I congratulate the Minister on this venture, I would urge upon him to levy more taxes on these hotels, the income of which is very high.

While supporting the Bill, I would again say that the system of taxation should be fool-proof so that you can realise the amount which you have anticipated. Otherwise, what will happen is that next

year you will come before the House and say that since there has been very little income from this source, it should be scrapped, in the same way as the tax imposed on big landholders was scrapped on the ground that the revenue was very little.

SHRI A.T. PATIL (Kolaba) : Sir, I rise to support this Bill, which proposes to levy a tax on hotels. The health of the economy was discussed recently and it was revealed at that time by the hon. Finance Minister that it was not expected that the health would go so wrong, because the events which were expected to happen did not happen. Naturally, one has to find out new sources of raising revenue. I congratulate the Finance Minister for finding out a way to mobilise new resources so that the deficit in the budget may be reduced to some extent.

Now, I will not go into the details of it, but I shall invite the attention of the hon. Minister to two things. The first is the economic system which we have adopted in which distribution of wealth is extremely unequal with the result that some sections of the Society are full of wealth, whereas the rest of the sections are being starved. Therefore, it is absolutely necessary that this fortunate section which is permitted under the legal system of our country to accumulate wealth should be made to pay a share of their gains to which they are not morally entitled for the good of the society, for the welfare of the society. Therefore, I should say, apart from the legality, there is a moral basis to the levy of this particular special tax on those who are or who will be spending much more than an ordinary man on their daily living.

Secondly, my anxiety is that although this Bill is to be converted into an Act and is sought to be enforced, the enforcing machinery or the implementing machinery is the income-tax department. I need not say much about income-tax department, but one thing I shall certainly say is about the implementation of it and the possible ways of evasion of this tax. First, there shall be a heavy evasion of this particular tax by way of non-issuance of receipts and therefore, under clause 6 read with sub-clause (5) of clause 2 where the chargeable receipts have been defined, should be properly scrutinised because those chargeable receipts may not see the light of the day at all in the sense that there may not be receipts. That is one thing. There may be another way of evasion of this particular tax. That is by undervaluation of the articles shown in the receipts, or I shall put it the other way. The receipts will be paid or given for an amount which is far below the actual amount that may be received by the hotelier. This will result in not only the evasion of tax, but it will also result in the creation of a large amount of black money,

[Shri A. T. Patil]

unaccounted money, the money which is not liable to be taxed. I find there is no provision in the Bill, I do not know if there is any other provision, but as far as I have seen, I do not think that there is any provision to counter this sort of tax evasion.

The second thing which I would like to bring to the notice of the hon. Minister is that the net of taxation should be widened. Under the Bill it is limited to hotels which charge Rs. 75 per day in respect of residential accommodation. I will suggest that if the net is widened, I think we will be able to get some better revenue, additional revenue, to a large extent. When I move that amendment, I shall speak about it.

Secondly, as the net should be wider and the implementation should be tighter. On that also I have an amendment, and shall speak on it in due course.

The Government of India is entitled to levy this tax under the Constitution. Yet one does not know what will happen if the matter goes to the court. For instance, in the case of Northern India Caterers (India) Ltd., vs. Lt. Governor of Delhi, in respect of sales tax, the Supreme Court has held that supply of food or drinks to casual visitors in a restaurant does not partake of the character of sale of goods and as such sales tax is not leviable on them. The result is that perhaps the Central and State Governments will have to repay the amounts, unless a validating Act is passed under article 258 read with Entry No. 97 of the Union List. Such a situation should not be allowed to recur in respect of this Bill. I request the Finance Minister to look into it.

\*SHRI C. PALANIAPPAN (Salem) : Mr. Chairman, Sir, I rise to express my views on the Hotel-Receipts Tax Bill which has been moved by our hon. Finance Minister to augment the resources of the Government. While extending my support to this bill, I would like to refer to my reservations about the provisions of this Bill, which may run counter to the expectation of our Finance Minister.

Through this Bill the Government proposes to levy 15% tax on the hotel tariff which above Rs. 75/- per day per single room. At the very outset this will lead to further increase in the tariff. The rent of Rs. 100/- per room will become Rs. 115/- . Consequently it will affect the number of foreign tourists coming to our country, because ultimately this burden of new tax will be passed on to them. Here, we have to bear in mind that 5-star hotels are all run by the Indian Tourist

Development Corporation. The Private sector is running only a few five-star hotels in our country. There is every possibility that the Indian Tourist Development Corporation would incur heavy losses because of decline in the occupancy rate. It is common knowledge that India attracts only 1% of world tourist traffic. This is primarily due to the paucity of accommodation at moderate charges. This Bill will further reduce it.

I would reiterate that Indian Tourist Development Corporation, running a large number of 5-star hotels in the country, will have to bear the brunt of this duty. The number of foreign tourists will get dwindled and the foreign exchange earnings will shrink. This will also have deleterious effect on inland tourism, about which I will talk later. The private sector will never come up in future with any 5-star hotel proposition. The hon. Finance Minister received bouquets from all sections of our society for reducing many taxes in his 1980-81 Central Budget. I am afraid that he will receive opposition if he presents such bills. My contention is that instead of increasing the central revenues this legislative proposal will lead to a reduction in gross receipts because of its adverse impact on tourist traffic both internal and external.

You will find from the financial memorandum that an expenditure of Rs. 8 lakhs has been estimated for collecting this tax. I wonder why such a large sum is necessary. The incomes from the Hotels are being taxed by the Income tax Department and this new levy can also be collected by the same officials. There is no need for a separate set of officials incurring an expenditure of Rs. 8 lakhs. I would suggest that this levy of 15% should be restricted only to 4 and 5-star hotels, if the hon. Finance Minister is keen to mop up additional resources.

The number of tourists in 1979 was 7,65,000 and the estimated receipts Rs. 8345 crores. The Ministry of Tourism has formulated a framework which envisages 3.5 million tourists by 1990 yielding Rs. 5,000 crores in foreign exchange receipts. The investment proposed is Rs. 5,500 crores for providing the necessary infrastructure of 50,000 additional hotel rooms. I doubt very much whether this framework would become a reality in the light of additional tax of 15% on room rent above Rs. 75/- . The argument advanced for this new levy is that it will curb lavish expenditure on accommodation in luxury hotels. Who is running these luxury hotels? Are they not being run by a Government of India undertaking? We have 316 approved hotels in the country. In all these 316 approved

hotels the rent is more than Rs. 75/- a day. So all these hotels would be affected by this levy.

I would refer to the provision of about Rs. 9.9 crores under the head Tourism, which is finding 10th place in the major head Transport and Communication. The Finance Minister realises the importance of tourism and that is why this provision has been made. In fact, tourism should be made a cheaper mode of entertainment for the common people. In Yeracand and Kottumalai in Salem District rest houses and restaurants should be constructed for the common people. The charges should be within their reach. The Hogenekal Waterfalls in Dharmapuri District is a tourist spot, which should be developed with the creation of necessary infrastructure like accommodation at moderate rates, with eating houses suitable for common people. Adequate number of guides should be trained to explain to the tourists the historical importance of the places, along with the origin, traditions of people etc. The railway fare and bus fare should be at subsidised rates for both inland and foreign tourists. Ajanta, Ellora and Aurangabad in Maharashtra, Bodhi Gaya, Rajgir and Nalanda in Bihar, Sarnath, Banaras and Ayodhya in Uttar Pradesh, Tiruchirappalli, Madurai, Rameswaram, Tiruchendur, Kanyakumari, Conjeevaram, Chidambaram and Taramangalam in Tamil Nadu are places of great tourist potential, if proper amenities are available in these places, India will be able to attract more than 10% of world tourist traffic. I demand that the hon. Minister of Finance should bear this also in mind.

There is income tax exemption upto Rs. 200 for the Executives in Delli, Calcutta and Bombay, beyond which he pays income tax. This 15% tax will amount to double taxation of the same expenditure, which is obviously wrong in principle. Secondly, several State Governments like Maharashtra, Gujarat, U.P. and West Bengal are already levying a luxury tax. It would be contrary to our constitutional provisions to levy another 15% tax on the so called luxury spending.

Before I conclude, I would say a few words in general. The hon. Finance Minister is fully aware of these things. All the human activities cannot be explained in terms easily understandable to all. To become one with God and to have final emancipation for the ultimate merger with the great Universal Self may be called the ideal of a few. An ebullient and entertaining life may

be the ideal of a few others. Arignar Anna dreamt of peaceful life free of strife and struggle. When Britain was besieged during the second World War, J.B. Priestly was dreaming about the world of beauty, intelligence and wisdom. Even the vagrant seamen who roam about in the world of fantasy and fun realise the value of family life. Only through tourism the people of the world can come to enjoy the beautiful things of life on earth. Like the honey-bee taking honey without despoiling the flower, the hon. Finance Minister should collect taxes without destroying any industry.

With these few words I conclude my speech.

श्री मूलचन्द डागा (पाली) : माननीय सभापति जी, मैंने इस बिल को सेलेक्ट कमेटी को सुपुर्द करने की मांग की है। इसके कुछ आधार हैं। हिन्दुस्तान एक विकासशील देश है। मैं समझता हूँ कि जब 1982 में यहां एशिया के सारे खेल होने जा रहे हैं उस समय तक यहां पर करीबन 5 हजार कमरे नए होटल्स के रूप में और बन जायेंगे। मुझे मालूम है, मैंने कई बार पढ़ा है कि हिन्दुस्तान में केन्द्रीय सरकार का जो टूरिज्म डिपार्टमेंट है, उसने इसके खिलाफ आवाज उठाई है, उन्होंने कहा है कि हिन्दुस्तान में जो पर्यटक बाहर से आते हैं, वे इतने महंगे होटलों में . . .

SHRI SATYASADHAN CHAKRABORTY : Sir, there is no quorum in the House.

MR. CHAIRMAN : Let the quorum bell be rung. . . . Now there is quorum. Shri Daga to continue his speech.

श्री मूलचन्द डागा : सभापति जी, वित्त मंत्री जी ने अपनी बजट स्पीच में कहा था : —

“With a view to checking lavish expenditure incurred on accommodation and entertainment in luxury hotels, I have proposed to

### [श्री मूलचन्द डागा]

introduce a Bill in the current session to levy a new tax of 15% on gross receipts of the hotels in which the minimum tariff for a single room is Rs. 75/- per day. The new levy is supposed to be made effective from 1st September, 1980".

उन्होंने कहा था कि यह कानून 1 सितम्बर, 1980 से लागू हो जाएगा। आज इस बिल पर डिस्कशन नवम्बर में हो रहा है और हम नहीं कह सकते कि यह कानून कब लागू होगा। क्या पर्यटक विभाग ने यह नहीं कहा है कि विकासशील देशों के टूरिस्ट्स इस देश में आना चाहते हैं, लेकिन यहां पर होटलों के किराये पहले ही एक हजार रुपये है। इस बिल के द्वारा होटल की चार्जबल रिसीट पर 15 परसेंट टक्स लगाया जा रहा है। इसमें खाने, चाय और ड्रिंक का पैसा होगा और कपड़े की धुलाई का पैसा भी होगा। वित्त मंत्री स्वयं सोच सकते हैं कि इस तरह टूरिस्ट्स पर कितना बोझ पड़ेगा। बताया जाता है कि 1979 में हिन्दुस्तान में केवल 7,75 हजार पर्यटक बाहर से आये और उनमें छोटे-छोटे देशों के पर्यटकों की संख्या ज्यादा बढ़ रही है। टूरिज्म डिपार्टमेंट ने कहा है कि टैक्सों में वृद्धि का टूरिज्म इंडस्ट्री पर प्रतिकूल प्रभाव पड़ रहा है। अगर सरकार टूरिज्म को बढ़ावा देना चाहती है, तो उसे इन बातों पर विचार करना होगा।

इस बिल में "होटल" की यह परिभाषा दी गई है :—

'Hotel' includes a building or a part of building where residential accommodation is by way of visitors provided for a monetary consideration.

सरकारी मशीनरी जिस तरह से बिलों को ड्राफ्ट करती है, उससे इनकम टैक्स के बकीलों का काम बढ़ना स्वाभाविक है।

घसल में बकीलों को ड्राफ्टिंग करने वालों को धन्यवाद देना चाहिये, क्योंकि उनकी ड्राफ्टिंग से उन्हें बहुत लाभ होता है। मैं आज यह कहना चाहता हूँ कि भारत के शासन में चाहे वह कहीं भी हो। हर जगह रोम रोम में करप्शन व्याप्त है, कोई इससे इनकार नहीं कर सकता और यह हिन्दुस्तान के लिए अभिशाप है। आप जो बिल लाए हैं उसमें होटल की जो परिभाषा है उसको मैं इस प्रकार लेता हूँ कि मेरा एक मकान है और उस मकान में पांच या छः हिस्सों में ए, बी, सी, डी, ई, करके टुकड़े टुकड़े में किराये पर देना हूँ। हर एक से 75 रुपए लेना हूँ तो क्या वह आपके ऐक्ट की परिभाषा में आएगा या नहीं? आप इसको फिर पढ़ कर देख लीजिए। मेरा यह बिजनेस है कि मैंने अपना मकान बड़ा बनाया और उसमें पांच छ. टुकड़े करके छः लोगों को किराये पर रख दिया। उनसे कह दिया कि 75 रुपए दे देना। अगर यह आपकी परिभाषा में आता है तो इसका मतलब यह है कि होटल क्या होगा कि जो मकान इस प्रकार किराए पर दिया गया हो जिसमें एक हिस्से में रहने वाला 75 रुपए किराये का देना हो, उस पर यह लागू होगा। फिर आप कहते हैं कि :

"room charges" means the charges for a unit of residential accommodation in a hotel and includes the charges for—

- (a) furniture, air-conditioner, refrigerator, radio, music, telephone, television, and
- (b) such other services as are normally included by a hotel in room rent,

but does not include charges for food, drink and any services other than those referred to in sub-clauses (a) and (b);\*

आगे की क्लास में बड़ी अच्छी बात है कि अगर मैं होटल में रह रहा हूँ और मुझे

कंड कर्नहिएं, वह मैंने दूसरे दुकान वाले से मंगा लिया, उसको कह दिया कि तुम लाकर दिया करो, तो इनकम टैक्स आफिसर कहेंगा वह भी इसमें आ गया। आप देखें इसमें लिखा है :

“Where, under an arrangement made between a person carrying on the business of a hotel to which this Act applies and any other person having close connection with him, any food, drink or other services is or are provided on the premises of such hotel by the second-mentioned person and the Income-tax Officer is of opinion that such arrangement has been made with a view to avoiding or reducing the liability under this Act by the first-mentioned person, then.”

मैंने अपना मकान किराये पर ले रखा है, मुझे बाहर के होटल से रोटी मिलती है, अब वह कहते हैं कि तुम्हारी इस के साथ साजिश है। सरदार दाढ़ी वाला जो होटल चलाता है वह भी फंस गया और बिना दाढ़ी वाला भी फंस गया आप इनकम टैक्स एक्ट को इतना लम्बा करना चाहते हैं। अभी मैंने अखबारों में पढ़ा कि 300 या 400 करोड़ रुपये आप ने राइट आफ किये हैं। आप ने इनकम टैक्स की रिकवरी हो नहीं रही है। अगर मुझे कहीं मौका मिले तो पहले मैं इनकम टैक्स आफिसर्स, कस्टम आफिसर्स और एक्साइज आफिसर्स की जांच करूँ कि इन के पास कितना काला धन है। अगर आप के सारे के सारे इनकम टैक्स आफिसर ईमानदार हों तो यह हालत न हो। वित्त मंत्री जी अपनी बात कहने में बड़े माहिर हैं, वह इस प्रकार समझा सकते हैं कि हम चुप हो जायेंगे। लेकिन हम पब्लिक को रेप्रेजेंट करते हैं और आप भी करते हैं, हम वह बात कहना चाहते हैं जो जनता के दिमाग में है और हम देखते हैं। हम उन को छिपाना नहीं चाहते हैं। आप के इनकम टैक्स आफिसर्स हैं, इनकम टैक्स एक्सपर्ट्स हैं, जो सुप्रीम क्वेट

में प्रैक्टिस करते हैं, 3500 रुपये रोज लेते हैं और यह ब्लैक मनी वह पहले ले लेते हैं जिस की कोई रसीद नहीं होती है। वकील वकालतनामे से अलग पैसा लेते हैं। डाक्टर हैं, वकील हैं जो बहुत पैसा कमाते हैं। आप धन संचय करना चाहते हैं। मैं तो कहूँगा पांच योजनायें बन गईं, अब 33 साल के बाद स्कीमें बनाने में हिन्दुस्तान दुनिया में सबसे माहिर हो गया है। आप कहते हैं कि गरीब की हालत सुधार देंगे और धनवान को नीचे ले आयेंगे लेकिन धनवाद कहता है मैं बढ़ता जा रहा हूँ। मैं पूछता हूँ यह कोई तरीका है, बिल में आपने क्या परिभाषा रखी है? पेज 2 पर एक क्लोज है उसको आप देखें :

‘A composite charge is payable in respect of residential accommodation, food, drink and other services.’

God alone knows what these ‘other services’ are. I really do not see what these ‘other services’ are. It is not mentioned. Then it states:—

“Where it appears to the ITO that the charges for residential accommodation, food, drink or other services are so arranged that the room charges are understood and the other charges are over-stated, the ITO shall..... determine the room charges on such reasonable basis as he may deem fit.”

एक होटल वाला मेरा मकान किराये पर चाहता है, 40 रुपये का मकान है, मेरे पास में किसी की दुकान है जहाँ वह बड़ा अच्छा खाना बनाकर दे देते हैं, होटल में खाना बनता नहीं है, अब इसकी जांच कौन करेगा, वह कौन अफसर होगा जो कहेगा कि आपने गलत बिल दे दिया? इसके लिये इनकम टैक्स अफसर बैठा है जिसकी कहीं हुई बात सही मानी जायेगी। मैं कहता हूँ आप कुछ तो गाइड लाइन्स उसको दे सकते हैं। आपने पहले लिखा है—एज प्रेसक्राइड बाई रूल्स लेकिन नीचे उसकी कोई ज़रूरत नहीं समझी गई।



[श्री मूलचन्द ढागा]

एक बात जरूर है कि वित्त मंत्री जी अपनी बात से हटेंगे नहीं।

हमारे यहां जो ऐक्ट बनाये जाते हैं वह जिस तरीके से बनाये जाते हैं और जिस तरह की उनकी लैंग्वेज होती है वह ऐसी होती है जिसको एक साधारण आमदमी समझ नहीं सकता है। इस ऐक्ट को पढ़ने और समझने के लिये इनकम टैक्स एक्सपर्ट चाहिये, फारेन एक्सचेंज एक्सपर्ट चाहिये और कम से कम चार ऐक्ट पढ़ने के बाद आप इसको समझ सकेंगे। आखिर यह सारे कानून बनते किस लिये हैं? मैं समझता हूँ यह कानून मकड़ी का जाल है जिसमें गरीब फंसा जाता है और बेईमान छूट जाता है।

इसके पेज 7 पर कहा गया है :

The Income-tax Officer may, in cases falling under clause (b)

“at any time within 4 years of the assessment year serve on the assessee a notice containing all or any of the requirements.....”

हिन्दुस्तान के अन्दर कानून बनाने की खूबियाँ हैं। यहां पर लां मिनिस्टर बड़े अच्छे हैं। 1980 में 35 के कानून चल रहे हैं। एक दो अमेंडमेंट लाकर कानून रख देते हैं।

सभापति जी, घण्टी बज चुकी है। मैं जानता हूँ घण्टी तो बजेगी और बज रही है। मैं कानून बनाने से पहले भी कई बार कह चुका हूँ कि पहले इसको कमेटी में भेज दिया जाये और लां मिनिस्टर को चाहिये कि वह डिसकस कर ले Then he should bring forward a Bill before Parliament. लेकिन यह कानून माखील है। एक दिन में 35 क्लाजेज को पढ़ने लेंगे और श्री बनातवाला जी भाषण देगे J will have to withdraw the amendment

मैं कहूंगा कि मैं विदज्ञ करता हूँ और फिर यह बिल पास हो जायेगा, जिस कानून को पढ़ने में समय लगता हो, जिस कानून को साधारण आमदमी नहीं समझ सकता है। इस लिये मैं कहना चाहता हूँ कि इस प्रकार के कानून नहीं होने चाहिये। इनकम टैक्स ऐक्ट को वित्त मंत्री जी ने सितम्बर में लागू नहीं किया, टूरिज्म डिपार्टमेंट वाले आबजैक्शन कर रहे हैं। विकासशील देश हैं, इसको मेजर इन्डस्ट्री वाला देश बनाना है। 75 रु० का सवाल मेरा सवाल नहीं है, लेकिन आपने जो अर्रिंग्स पर, समग्र आमदनी— समग्र आमदनी भगवान जानता है, इतनी बड़ी आमदनी करदी है— एक चाय की सर्विस जो बैरा करता है, उसको भी आमदनी है। इसमें आरबिट्रेशन की पावर्स आफिसर्स को दे दी हैं। आपने जो फाइनेंशियल मैमोरेडम दिया है, उसमें आप लिखते हैं आठ लाख रुपया खर्च होगा— क्या ब्रूबी से फाइनेंशियल मैमोरेडम बनाते हैं। आप लिख लीजिये आज लाख रुपया नहीं 18 लाख रु० खर्च होगा। आप कहते हैं :

The orders, directions, instructions given by the Board will be acarried out. What are those orders, what are those directions, whether they have statutory backing or not ?

What are those executive orders.

वे आर्डर्स और डायरेक्शन्स सदन की मेज पर रखें नहीं जा सकते हैं और कहते हैं कि

मैंने इस बिल को देखा है, मैं इनकम टैक्स का एक्सपार्ट तो नहीं हूँ, लेकिन मैं वित्त मंत्री से कहना चाहता हूँ कि इस बिल में कुछ बातें और देखें और इस बिल को सिलैक्ट कमेटी में जाने दें। इसको प्रतिष्ठा का प्रश्न न बनायें

इसलिये मैंने आपसे यह प्रार्थना की है कि आप इसको सिलैक्ट कमेटी में भेज दें ।

DR. VASANT KUMAR PANDIT (Rajgarh) : Sir, we had not expected that the Finance Minister, very well known for his pragmatism and rationale thinking, would come forward with a pernicious Bill like this. It is totally an anti-tourism Bill. This will not give proper dues to the tourism industry. Therefore, I call this Bill as an anti-tourism Bill which is a negative bill, negative to the cause of tourism. My learned friend, Shri M.C. Daga, has said it in a lighter vein. But what all he said is that we do not know what can happen. He has given a few examples. I would like to place before this House the figures given by their own department.

They have also envisaged some plan for tourism. That will also not materialise. The Bill is ill-conceived, very badly and loosely drafted. This will leave lot of loopholes and will open new fields of corruption. Possibly the Finance Minister has not gone to many of the tourist centres where only accommodation is provided and where the canteen arrangements are given to someone else. The definition of hotel can be contravened because the hotel is a premises. They have not mentioned that in the same plot, catering arrangement can be made by someone else, where there is no residential accommodation at all. This provision made in this Bill can be easily contravened by the advice of a well-learned advocate, sales-tax expert, incometax expert and this will lead to continuous litigation where the face of the Government will be lost. One example was cited by Shri A.T. Patil with regard to sales tax. That will certainly happen here.

16 hrs.

Then, the Bill contravenes the basic principle of 'no double' taxation. The hon. Minister will tell us that he has allowed for refund. I am not holding any brief for anybody. If the money was to come from the richman's pocket, I will be the last person to grudge. But the bills of five-star hotels do not come from individuals' pockets, they will be sent to the company's accountant and he will take care of them. In many hotels, there is a provision that if you have a lot of money and do not want to keep it with you in the room, you can deposit it at the hotel counter. For example, there is a foreign tourist and he has deposited ten thousand dollars at the counter. The hotel will only issue memos, not bills for luxury and expenses. After seeing the memos, the payment can be made by the

tourist easily and those memos could be torn of. He could give them a receipt that he has got back the full amount of ten thousand dollars.

The bill, as it is, is not going to be effective at all. It will go against tourism; it is going to be infructuous because many loopholes are there. The Incometax Act itself is a very badly drafted and outdated Act. On the same principle, this bill has been drafted. The Finance Minister said that it is a small bill but only consisting of thirty-six clauses. So many definitions have been given as of gross receipts, hope, etc. I would suggest that if you could refer it to a Select Committee, they could think of some way whereby occupancy would be taxed. That would have been easier for collection for the Government, that would have yielded some results. Occupancy could not be hidden and, therefore, I would say that the Government should have some rethinking on this Bill. Even in spite of our opposition, if the treasury benches want to pass this Bill, I would have no objection.

The hotel industry is not treated as an industry by the Government as yet but the hotel building construction activity would be stopped by this. Already they are suffering from rising prices; they cannot afford. The land prices have soared high; only two applications have come before the Government for five-star hotels.

What is the need? The Plan drafted by the Tourism Department lays down a new tourism policy which envisages 3.5 million tourists by 1990 yielding R. 5,000 crores in foreign exchange receipts and an investment of Rs. 5,500 crores to provide the necessary infrastructure including 50,000 additional hotel. Let us think how this can be possible now. You see the current growth rate of arrivals is only 3.4% Why? The growth rate of 15% per annum in arrivals and 27% in receipts is what they want. And therefore I will request the Government that they should have second thoughts on this Bill. There should be no haste with this legislation simply because you have made a commitment in the Budget speech. They have not consulted their Tourism department on this. People talk about five star hotels and luxurious expenditure. These are ITDC Hotels Your Tourism Corporation hotels. How many are run by private sector? I repeat, Sir I have not been holding any brief on behalf of hoteliers. But I am definitely keenly interested in tourism. This is the take-off stage for tourism. This Bill is such a wrong time that tourism will not flourish in this country. Tourism does not mean only Bombay, Delhi, Madras and Calcutta. In the whole of Madhya Pradesh, there is not one five star hotel, not

[Dr. Vasant Kumar Pandit]

even in Bhopal. How can a foreign tourist make a trip to Sanchi or Mandu? How can the foreign tourists tour places?

In Madhya Pradesh Tourism programmes are selected as package programmes by foreign agents for foreign countries. Their whole calculations will go wrong. Asian games are coming. Let us give an opportunity for thousands of people to come and see tourist centres and tourist sights in the country. You see how they go abroad and enjoy in Tokyo. This experiment of hotel tax is not the first experiment. Experiment of this kind was done but not by taxing services, etc. I am not taking the Bill lightly. I am giving examples. The business executive coming from foreign country wants a stenographers' service. Will it be taxed? There it is not taxed. But gross receipts will show that; it will also show the cost of photostat copies of documents in the hotels; he does not know where to go for that. Telephone bills, trunk calls to foreign countries, will all go with the bill, gross receipts. This is not what a foreign tourist expects. Normally, he is habituated to it. And, therefore, Sir, this is anti-Tourism Bill, I know that you have made commitment in the Budget speech. But it should be sent for public opinion or discussed thoroughly in the Joint Select Committee. You are already late by three or four months and another two months will not make any difference or big change.

Sir, this experiment was done in a few countries like Fiji Islands and Zambia which impose such a heavy tax on hotel bills and the effect on tourism was so disastrous that they are obliged to withdraw it, within two years. This is the picture of the effect your Bill is going to have on the tourism and hotel industry.

Sir, the bills paid by tycoons will definitely go from the investor's pocket and his dividend will be reduced. He is not to pay from his own pocket. If you can tax his pocket in some other way, I would have been very happy.

I have mentioned about double taxation and have given an example why this Bill will lead to a lot of litigation. I am quoting from a booklet on "Impact of Budget on Tourism and Hotels." On page 8, it says, "Once the Income Tax Rules exemption on the daily expenses incurred by a travelling Executive on accommodation and transport is permissible upto Rs. 150/- a day with 33 per cent extra in three cities, Delhi, Calcutta and Bombay." What about other States? According to the Income Tax Act, it will have to be treated as an expenditure

whether he pays the tax or not. The poor investor's dividend will be cut. These multinationals, big companies are not bothered what profit they show as long as their entire establishment goes the same way as has been going on for the last so many years.

Similarly, the State Governments including Maharashtra, U.P. and Gujarat have levied luxury tax. That will cut down the development of tourism. Because of refund, there will be no litigation that is what he is going to say in his reply. However, if the entire collection of this tax would have been kept in a Tourism Development Fund, then I would have appreciated that the Finance Minister has really solved the problem and then the tourism development fund could have been distributed to develop many tourist spots in this country to the desired extent, to attract foreign tourists. If this goes to the States, there is no binding on them that they should spend it on tourism development. There are many other priorities in every State where money is required; it may be for irrigation dam, it may be for electricity board; or it may be for power station. So, tourism is the lost child or the step-child, both at the level of the State Governments as well as at the level of the Central Government.

Therefore, apart from the constitutional objection and the litigation, this will create another blockade, a big wall between the development of tourism and the hotel business. The ITDC has sent their memorandum, and so has the Federation of Hotels and Restaurant. They have given their own reasons. I would like the Finance Minister in his reply to state categorically the answers to these problems which have been raised so that we can be assured that this Bill which is supposed to collect a huge amount will really achieve that purpose. It was one thing that he was pleased to say in his budget speech that he was going to tax conspicuous or luxurious expenditure this idea was sold at that time, and that idea was meant for public sale.

Now, we are seized of this Bill. But considering the way in which it has been drafted, I am really afraid however that the objective of the Bill will not be served. This will be another ground for corruption, another field for litigation, and ultimately the receipts will be more or less nil, because it can definitely be evaded in various fashions, while bona fide tourist centres which are only giving residential accommodation and not food, and who do not cater to any other service which is given on a contract basis in the same building or in some other building, may suffer.

Therefore, Sir, I request the Hon. Minister for Finance that he should agree to send this Bill to a Joint Select Committee. Let us sit down and deliberate and examine whether a way can be found out. We can deliberate on and come before the House with a water-tight Bill which will fulfil his objective. Merely flowing of words will not bring about anything. I beseege that the Finance Minister, if he succeeds in tapping this source for augmenting his revenues and set apart the entire amount for the development of tourism, then I will be satisfied that it will not be anti-tourism.

Other points I will make during my amendments, Sir.

श्री जयपाल सिंह कश्यप (आंवला) : माननीय सभापति महोदय, होटल व्यवस्था भारत के लिये एक ऐसी व्यवस्था है जो भारतीय संस्कृति और भारतीय सभ्यताके बराबर प्रतिकूल रही है। भारत की व्यवस्था जिस ढंग से की जा रही है और जो हालात इस देश के हैं उसके अनुसार ये होटल इस बात के प्रतीक हो गये हैं कि यह बढ़ते हुए पूंजीवाद का युग है।

जिन होटलों में गरीब को जाने का, भोजन करने का अधिकार नहीं है, वह व्यवस्था भारत की सभ्यता, यहां की संस्कृति और रहन सहन के तरीके के कितने विरोध में है, कैसा विरोधाभास है, इस पर हमें गौर करना होगा।

मुझे याद आता है, अक्टूबर 1973 में यही के, दिल्ली के कुछ लोग जो माननीय लोग थे, लेकिन साधारण कपड़ों में गये थे, उनको अशोक होटल में चाय तक देने से इन्कार किया गया था, उनको निकाल दिया गया। उन पर आज भी मुकदमा चलाया जा रहा है। वे लोग थे श्री सांवलदास गुप्ता, स्वामी अग्निवेश जो कि हरियाणा में मंत्री भी रहे हैं और श्री सुदर्शन राही। ये लोग पैसों दे रहे थे, इसके बावजूद इन्हे अंदर नहीं

जाने दिया गया और आज भी मुकदमा चल रहा है। मैं सरकार से कहूंगा कि कम से कम इन चीजों को देखें। ऐसे जो मुकदमें चल रहे हैं उनको भी वापस लिया जाना चाहिये। होटल व्यवस्था पर अधिक से अधिक टैक्स लगाये जायें ताकि इस देश के जो तरीके हैं उन पर होटल व्यवस्था हो, पूंजीवादी व्यवस्था हावी न होने पाये।

सभापति महोदय, हमें विदेशी पर्यटकों को आकर्षित करना है, उनकी जेबें नहीं काटनी है। भारतीय ढंग का सस्ता खाना, रहन सहन के अच्छे तरीके जो भारतीय परम्पराओं के मुताबिक हैं, ऐसी व्यवस्था हमको करनी चाहिये और इस प्रकार साधन जुटाने चाहिये जिससे विदेशी-लोग आकर यह देखें कि भारतीय संस्कृति, भारतीय तहजीब और यहां के रहन सहन का तरीका क्या है। केवल पश्चिमी देशों का अंधाधुंध अनुकरण करके और उनके पीछे भाग कर के हम यह सोचें कि इस देश की प्रगति होगी या देश के खजाने में कुछ पैसा टैक्स के रूप में आ जायेगा, मैं समझता हूं कि इससे देश का कोई भला नहीं होगा, बल्कि पूंजी बड़े बड़े होटलों में लग जाती है और सारे का सारा पैसा पूंजीपतियों के हाथ में चला जाता है। गरीबों का हित नहीं होता, फायदा नहीं होता।

सभापति महोदय, कहां गरीब और कहां बड़े बड़े फाइव स्टार होटल्स। एक दिन में कितना खर्च होता है। मैं आरोप तो नहीं लगाता लेकिन इन होटलों में एक बहुत बड़ी सीमा तक बहुत से होटलों में व्याभिचार और भ्रष्टाचार पनप रहा है जो इस देश की संस्कृति के प्रतिकूल जा रहा है। यहां की सभ्यता के प्रतिकूल जा रहा है। अगर हम इस देश की प्रगति करना चाहते हैं तो जो गरीब लोग हैं वे धूम सकें, कम खर्च में रह सकें उनके निवास-

[श्री जयपाल सिंह वश्य]

स्थान की अच्छी व्यवस्था हो सके, इस और सरकार को ध्यान देना चाहिये और जो इन होटलों से सरकार को आमदनी होती है उससे हर जगह, धार्मिक स्थानों पर और ऐसी जगहों पर जहाँ पर लोग घूमने जाते हैं, ठहर जाते हैं वहाँ पर सस्ते किस्म के होटल कायम किये जायें। बड़े बड़े होटलों का निर्माण इस देश के हित में नहीं है। मुझे इसके अतिरिक्त और कोई विशेष बात नहीं कहनी है। होटलों का यह जो उद्देश्य बनाया गया है कि पैसा कमाओं, जो लोग आते हैं, उनकी ज्यादा से ज्यादा जेब काटो और इस देश की पूंजीवादी व्यवस्था को मजबूत करो, इस उद्देश्य को खत्म कर के हमें इस देश के निर्धन लोगों के लिये, और साथ ही बाहर से आने वाले लोगों के लिये रहने की सस्ती व्यवस्था करने का प्रयत्न करना चाहिये।

**SHRI XAVIER ARAKAL (Ernakulam):** Sir usually when the Finance Minister comes to with a Bill, he displays his acuteness and cleverness. But in this case, I am sorry to say after going through the statement of objects and reasons, that I miss his acuteness and cleverness. Of course, the canon of ability, as far as payment of tax is concerned, compels that taxation should be there. But the question actually arises as to how far we can do it and how much we will get. The canons of collection and all those things are there and I do not think it is necessary for me to explain them. because when our Finance Minister explains everything, it will be like a lecture in the colleges. Going through the statement of objects and reasons, I am sorry to say that many of the things which ought to have been disclosed are missing as to how much we expect, how many hotels are there, what will be the income, etc.

Of course, I know the Finance Minister is after money. He must get financial resources for the treasury. This compelled me to look into some of the questions and answers. According to Question 740, 1321 searches were conducted and the money collected was Rs. 4.54 crores. In the house of one gentleman alone, which was searched, as per question 726, they found Rs. 4,17,210 in cash and jewellery worth Rs. 12 lakhs. When I tried to find out how our depart-

ment is collecting the money due to the Government I found that in 1976-77 the number of cases of concealed income was 6986 and we collected Rs. 12.57 crores. In 1977-78 the number of cases was 8613 and the amount collected was Rs. 13.06 crores. If I go into the income tax arrears, it is staggering. I find that nearly 50% of tax evasion is done by the traders, especially in excise and other taxes. I am stating all these things just to reveal that the methods of collection are not properly mobilised by our taxation department.

he we refer to the statement of Objects and Reasons, nothing is clear. The Finance Minister as a clever thoracic surgeon, should have given all these facts in the statement of Objects and Reasons. If you see clause 3, absolute power has been given to income-tax officers. Clause 3(2) reads:

“Where a composite charge is payable in respect of residential accommodation and food, the room charges included therein shall be determined in the prescribed manner.”

When are we going to prescribe the manner? I have to make a submission that here after whenever the Government bring forward a bill, they should bring forward the rules along with it. I note that the Finance Minister is raising his hand. He may say that it is not practical; he will give a convincing reply, I am sure.

**SHRI R. VENKATARAMAN :** We should bring the rules before the Bill :

**SHRI XAVIER ARAKAL :** We do not expect such answers from the hon. Finance Minister. We have great respect for him. I was referring to delegated legislation.

**SHRI R. VENKATARAMAN :** I did not expect Shri Arakal to say that.

**SHRI XAVIER ARAKAL :** I have gone through the Bill meticulously and have cited two cases for the consideration of the hon. Minister on how the department should function. If you refer to sub-clause (3), wide powers have been given to the Income-tax Officer. Is it really necessary? If it is necessary according to his convictions I stand by him. But my feeling is that they are not necessary.

Then take clause 5. You are “saying on or after the 1st day of April 1981.” It is indefinite, whereas in the budget speech he had referred to 1980. I am sure, the Finance Minister will give a reply on this point.

“provided that where such chargeable receipts include any charges received in foreign exchange, then, the tax payable by the assessee shall be reduced by an amount equal to five percent...”

Why should there be this obsession with foreign exchange? By this method we are giving room for all sorts of corrupt practices and we are teaching the tax payers how to avoid taxes. Why can we not have a uniform rate? Of course, I realise the need for developmental activities in connection with tourism. I also realise that as compared to Europe and some other places, our costs are cheaper.

If you see clause 7 (1) (ii) it reads :

“any amount payable by way of sales tax, entertainment tax or tax on luxuries in respect of any charges included in the chargeable receipts of the previous year;”

Where do we stand? I do not know where the Chairman has understood this, but I do not know what is included and what is not included. If something is not included, let us know it. My professor has taught me that when I draft a Bill or a document, it must be simple so that the ordinary people can understand it. Of course, if I get a brief in a court of law, I will argue it in a different way. Why can't it be simple. Again, take clause 11. The position is the same. Sometimes I wonder whether we can ever have control over the bureaucracy. Of course, it is inherent in our system have power, but what is the limitation of that power? Of course, there are committees to go into it. If we are vigilant enough as far as these matters are concerned, many of these litigations can be avoided. That is why I said a suggestion that if we could get the rules along with it, Members will be compelled to go into them at the time of discussion. As you know, it is rather difficult to refer to the rules and regulations made subsequent to the passing of this Bill by Members of Parliament. We also have the limitations. Therefore, I suggested that I have great respect and admiration for our Finance Minister—this is a practical proposition. For the benefit of common man I put that suggestion. Otherwise, this Act is a necessity. As Prof. Chakraborty put it is high time we had a law for curtailing the unnecessary expenses incurred by the affluent society. They have a responsibility to the society where people are starving, where people do not have the bare necessities and amenities. Towards that end, if this Act provides a draught of help, it will be a great thing and a great achievement.

I once again support this Bill and congratulate the hon. Finance Minister.

SHRI T. R. SHAMANNA (Bangalore South): Respected Chairman, Sir, at the outset I am sure none of us can afford to object to this levy. But I have to question the philosophy behind encouraging such posh hotels to come up large numbers in all the cities. Sir, how can a Government which is committed to the welfare of the society allow persons who cannot get bread and water for days together to starve and how can they allow some people to squander money in the hotels? It is a land where Gandhiji taught the people simple and truthful living and how can you allow such looting taking place here?

Next, we find that the rental charge in those hotels ranges from Rs. 200 to Rs. 650 per day. If what is paid one day as rental here is given to a poor man, he can build a decent hut and live there peacefully for 10 to 15 years. When such is the case, I cannot understand as to how the Government is permitting such large hotels to come up year after year in large numbers.

Sir, with regard to these things, taking into consideration that a room in such hotels is occupied for about 20 days in a month, the rent collected per month will be Rs. 5000 to Rs. 10,000 for one room. If they can collect Rs. 10,000, are you justified in allowing such hotels to come up? Sir, a person whose income is limited and who has got honest earnings can never afford to rent the rooms in these hotels. I am afraid the rooms are taken up by directors and chairmen of corporations and government officers who get more money than their salary through other means.

There are two categories to which we have to provide. It is necessary that we provide decent accommodation to those who come from other countries. It is necessary to develop their goodwill to our country and we should provide them decent accommodation so that during their stay in this country they feel comfortable and happy. Secondly, there is the question of earning valuable foreign exchange. I do not want to object to hotels being built and managed by Government to cater to the needs of foreigners who come here, but those within the country who can find decent, economic and convenient places elsewhere.

I am proud of the Karnataka Bhavan in Delhi. They charge a visitor Rs. 50 a day. The meals cost Rs. 5.50 in the morning and Rs. 7 at night. I am quite sure the accommodation that is provided there and the homely food are in no way inferior to that of the hotels where

[ Shri T. R. Shamanna ]

persons with decent incomes can stay. Why do you require more than a comfortable room and good food? Is there any sense in allowing these people to charge Rs. 500 and Rs. 600 a day? A friend of mine who came to Delhi and stayed in a hotel for a week found that the bill came to more than one and a half times his salary. I request the Finance Minister to put some restrictions on the TA and DA of government officers and issue instructions to government companies and corporations that there should be a limit on their daily and travelling allowances, so that they do not squander the money of these undertakings by footing large bills.

I do not stay in any of these hotels, but from what I have heard, they are centres of smugglers, and I am told they are high class prostitute dens. Even respectable family ladies are lured to them. What is the morality behind the cabaret dances conducted in these places, and what will be its effect on our young boys and girls? I do not want this cabaret dance to take place in these posh hotels. It is in these hotels that transactions for getting permits take place through agents and those connected with the ministries. These things may not be within the purview of this Bill, but the hotels are not used for good and honourable purposes.

It is high time that the Government thought of nationalising these hotels. I can assure that if Government were to run the lodging section with efficient management, they will not only earn double the income that they are getting now, but they will even be able to give some concession in rates to the people coming there. If the Government can, let them have a restaurant side and the meal side can be given to a contractor. As far as accommodation side is concerned, I am quite sure Government can easily manage. They can earn double the income that they are getting from the Sales Tax and other taxes. They can earn huge profits.

In Bangalore 35 hotels have come. The number that would have come in Bombay and Delhi can very well be imagined. They are amassing wealth. Government must give proper attention to this—when they are interested in nationalising so many things, why not this too so that they can give comfort to the travellers and can earn more?

Tax of 15% on the gross earnings of the hotel, nobody can afford to pay, even the Minister. If they visit for two days, the whole month's salary will

have to be paid. These expenses are shifted on to the Corporations and companies. I once again request the hon. Minister to see that some bar is laid on the Company Officers and Directors. Just as you have a limit for an IAS, some limit may be laid down in their case too. I am not objecting to the tax of 15%. It may be 15% or may be made 30%, but I am sorry that the tax burden will not touch that man. It will be paid by the business magnates or smugglers or shifted on to the Companies or Corporations which he represents. The best remedy will be to see that Government can run these. In this way earning can be made by the Government and at the same time economy can be effected to the tourists particularly. Even the foreigners cannot afford this sum now. To attend Yoga Classes thousands of foreigners have come now. Many of them are staying in small hotels. Some are roaming in the streets because they cannot afford to pay the charges of posh hotels. Foreigners with limited means cannot afford to pay large sums. The whole thing should be regularised to see how they can be given accommodation at lesser cost and it brings revenue to the Government.

I am expressing more of my sentiments. An attempt should be made to study these things and then take a decision in the matter.

These hotels are new to the Indian culture. Earlier there used to be dharamshalas. Passengers could live without any payment. Nominal charges were there for food. That philosophy may not hold good these days. But why should we allow this looting of Rs. 600 to Rs. 1,000 per day? Neither the Government benefits nor the travellers or the tourists. Why should you enrich persons who can amass wealth by easy means, by exploiting the customers as well as the Government? That is my feeling.

I am quite sure that you have got some faith in the Gandhian philosophy. Gandhiji taught us to live a simple life. Compare the simple life with the life of these hotels! What is there? You have got fine decoration, marble chips and all that. You have got a neatly-arranged cot, a beautiful rug and one or two fans. For these things, if you have to pay Rs. 650 a day, that is around Rs. 18,000 a month, that is rather very much annoying. Who can bear such huge expenses? Let the people who are corrupt pay whatever they want. But I do not want so much public money to be spent by Government servants or by employees of public sector corporations and the like. They should not be allowed to squander away money like this.

I agree that Government revenue must be increased. But, at the same time, some morality should be maintained. That is why I mentioned how Gandhiji taught us simplicity and truth. I want the hon. Finance Minister to put an iron hand on these hotels and see that these hotels do not exploit the people and pocket all the profits.

He has very cleverly stated that the expenditure is going to be Rs. 8 lakhs. I am afraid, it is going to be more. Then, he has carefully avoided to tell us the revenue that he will have from the hotels. If he had given a financial statement, it would have been better. Anyhow, he has at least got a rough idea of what will be the revenue.

I warn him that there is going to be a large scope for evasion of this tax. They can evade the tax by showing 15 days occupancy as against 20 days occupancy. The Government should see that proper registers are maintained and that they do not escape the tax. Let the tax collected from the customers not go to the pockets of the hoteliers but let it go to the coffers of the Government.

There is room also for indulging in corrupt practices here. I am sure, while framing the rules, the hon. Minister of Finance will take particular care to see that these corrupt practices are not allowed to be indulged in.

Now, the Bill has been brought before us. With their bull-dozer majority, they will pass the Bill and it will become an Act. I only want to appeal to him to appoint a committee to see how best these things are regulated, how best the revenue of the Government can be increased and how best, at lesser cost, greater convenience can be given to the customers. Thank you.

**SHRI BAPUSAHEB PARULEKAR** (Ratnagiri) : Mr. Chairman, Sir, I support the Bill. But before doing that, I wish to congratulate my esteemed colleague, Shri Mool Chand Daga, a member of the ruling party, who has very forthrightly placed his views in regard to the Bill, though in a lighter vein. I would request the hon. Minister to seriously consider the views expressed by him. I do not endorse all the views expressed by him.

The last submission which he made was with reference to the rules. It was supported by my another colleague, Shri Arakkal also. I respectfully submit that though I found from their speeches that they had meticulously gone through the Bill, they have missed probably clause 34 about the rule-making power. Unless

the Bill is passed, this particular board will not get the powers to make rules. We should not feel worried about this because in view of sub-section (4) and, in view of the Subordinate Legislation Committee's recommendation, the rules come before us and we will have an ample opportunity to discuss about the rules.

Apart from this, the other submissions made by Shri Daga are most welcome. With reference to his submission that this would keep the gates of corruption wide open to the Income-tax and other officers in the Income-tax Department I entirely agree with that. If we see the various provisions in this particular bill, especially, of clause 3 and sub-clause (2) of clause 3 and clause 6, you will find that the entire discretion is given without any guidelines as to how that discretion has to be exercised.

I feel that this particular discretion would be misused. I am very well aware that the only persons who would be happy are the officers from the Income-tax Department because they are waiting to reap this particular fruit, which is given in this particular bill. Apprehensions were felt that if the implementation of the provisions is given in the hands of the Income-tax Officers, then the purpose of this Bill will not be served and it will not also be possible to get the revenue. For example in the month of July, the news had been published in the *Hindustan Times* which mentioned that the income-tax arrears to the tune of Rs. 300 crores had been written off from those who were in arrears for less than a lakh for more than one year. The reason given by the Income-tax Officers was that the registered notices were served on the addresses that were wrong and hence they could not be served. This is a glaring example of how the income-tax officers work. We are going to give this discretion to the very officers of the department to recover this particular money. I therefore submit that unless and until we give some directions in the very Bill as to how this discretion should be exercised, it is not possible. To achieve the particular objective of the bill, namely, the recovery of this levy. I will not go into the details. I only endorse the submissions made by Shri Daga and my other esteemed colleague Shri Vijay Kumar Pandit.

Sub-clause 3 of Clause 4 mentions that the chargeable receipts of the previous year will be at the rate of 15% of the receipts. So, the charge would be on the receipts on the basis of the previous year. But, surprisingly, I find that this is the only Bill where there is no mention as to when this is to come into force. I do not know why this exception has been made in this particular Bill. In the



[Shri Bapusaheb Parulekar]

other Bills we find the date has been mentioned that this will be from a particular date. Here it is from the date when the President signs the Bill. I do not know why this particular bill is silent on this particular point. I do not know whether this discretion has to be given to the officers in this connection. I would like to make my point. Here about the definition of the room charges, a reference was made by Mr. Daga that these charges would not include food, drink and other services. We are the disciples of Gandhiji day in and day out we take the name of Gandhiji. I am aware that when I take the name of Gandhiji, some of my friends shout at me. When the Opposition takes the name of Gandhiji, they say that the Devil is quoting the scriptures. They feel that it is the monopoly of the ruling party to take the name of Gandhiji; I request my learned friends that if they are really the disciples of Mahatma Gandhi, let them tell their Finance Minister not to omit this from the taxation. For those who can afford to spend thousands of rupees in Posh Hotel and finish up the bottles of Royal liquor costing Rs. 950/- no taxation is there. Why? Why don't you tax this? *(Interruptions)* I shall speak to you about that afterwards in the Lobby. These are charges for food, drinks and other service charges. Sir, we people lead a simple living. A reference was also made by Mr. Shamanna. In India in the posh hotel cabaret dances are doing on. They are legalised. If you move round Connaught Place, you find a board 'pay Rs. 15/-. Com'm'. No charges are made. Does this benefit our culture? I am not aware of the hotels in Calcutta. As far as the country as a whole is concerned, we are charging for telephones and other things. Why are we not charging for the things in posh hotel? Sir, if we take into consideration Clause 5 again it is mentioned that the person who would be serving food would also be deemed to be a person carrying on the business of a hotel. This is an anomaly. The clauses should be considered thread-bare and the matter should be circulated for public opinion.

16.56 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

I do not know what is the total revenue that is expected out of this particular kind of Bill but I would respectfully submit that out of this total revenue some amount should be given to the States and this amount which is coming by way of hotel tax should be utilised for the purposes of constructing 'dharamshalas', Youth hostels and Janata hotels. Our boys come to the Capital from far off places and they do not get any place to stay. They stay at the railway station, etc.

Then, Sir, I would like to invite the attention of the hon'ble Finance Minister to the fact that there are many hotels in the country who ask the customer at the time of leaving the counter whether he wants to have the receipt or not. Now, how are you going to see that this kind of tax evasion is checked. This can be checked only if you make a penal provision with regard to that. Sir, I also have a fear that some of the hotel owners may recover the tax even when the lodging charges are less than Rs. 75/-. So, I suggest that every clause of the Bill should be discussed thread-bare and it can only be done if the Bill is referred to a Select Committee or the Bill is circulated for eliciting public opinion.

With these suggestions I submit that the amendment tabled by me may kindly be accepted.

SHRI K. A. RAJAN (Trichur): Mr. Chairman, Sir, I stand to support this Bill. Of course, it would have been still better if the tax percentage could have been raised. Why I am supporting this Bill is because it is a bill in the right direction. In one way it curbs the reckless expenditure and the ordinary people are not going to be affected by this tax burden. After all, who are the persons who stay in 4-star and 5-star hotels? It is those who belong to the elite, those who belong to the high-class who stay in such 4-star and 5-star hotels. So, this argument is not correct. I am sorry to say that this is a bogus argument. Sir, the balance-sheet of the ITDC shows that these 4-star and 5-star hotels have earned less foreign exchange than other types of accommodation for the foreign tourists. This is the position and I have got the figures in the balance-sheet here. So, that argument is not correct.

17 hrs.

So far as the big luxurious hotels are concerned, as it is well-known, these are all in the hands of the big industrialists. They have got collaboration with foreign multinationals. Government statistics show that they envisage up to 1983, the setting up of 77 hotels in the private sector and 9 plus 2, that is, 11 hotels in the public sector. 9 will be under ITDC and 2 will be under the Hotel Corporation of India.

Sir, so far as loan terms are concerned these loans are advanced to these private hotels. Loans to the hotel industry in the private sector are generally granted to limited companies and cooperative societies, incorporated and registered in India, after the project is approved by the Department of Tourism. Normally the contribution of 20% of the cost of the project is expected from the promoters, which is relaxed up to 15 per cent if the project is promoted by a new entrepreneur. The assistance to new hotel project carries an effective rate of interest of 10%



[Shri P. Namgyal]

money. I do not know what is the present position now, but a few months back there was a directive from the Reserve Bank that no one other than those who have been given permission to deal in foreign exchange can accept foreign money and travellers' cheques etc. In places like Ladakh many foreign tourists come and they would prefer to pay in foreign money. We have mostly got paying guest system in that area, but they are not allowed to accept money in foreign exchange in the absence of permission from the Reserve Bank. I feel that the Finance Minister should do something in this regard. Because of non-availability of this facility with smaller hoteliers, the tourists have to suffer. The banks usually open at 10.00 a.m. and close at 4.00 p.m. the tourist usually moves out early in the morning and returns late in the evening and he cannot make use of the bank for exchange purpose. In view of this, the tourists are facing lot of problems in remote areas. The Government, should, therefore, consider and extend this facility to small hoteliers also. With these few words, I support the Bill.

श्री रीतलाल प्रसाद वर्मा (कोडरमा) :

उपाध्यक्ष महोदय, यह होटल ग्रामदनी विधेयक वस्तुतः एक बहुत महत्वपूर्ण विधेयक है क्योंकि प्रति वर्ष 30-40 लाख के लगभग विदेशी भारत में पर्यटन के लिए आते हैं। साथ ही साथ देश के भी पूंजी वर्ग के बहुत सारे लोग आराम करने के लिए इन होटलों में जाते हैं। इसके द्वारा राष्ट्र की आय में काफी बढ़ोतरी हो सकती है लेकिन जिस तरह से इस विधेयक को दुरुह बनाया गया है, इस के सेक्शनस में जिस तरह के उपबन्ध किए गए हैं उनके चलते इसमें बहुत चोर दरवाजे बना दिए गए हैं जिनके द्वारा, मैं समझता हूं, सारे आय के स्रोत बह जायेंगे और आयकर अधिकारियों के लिए यह एक दूसरा स्वर्ग बन जायेगा। उनके लिए भ्रष्टाचार का यह एक और स्रोत बन रहा है।

जैसा मैंने इस को अध्ययन किया है, अगर सही अर्थ में देखा जाए, तो जैसा और बहुत से लोगों ने कहा कि यह भारतीय संस्कृति के अनुसार नहीं है। कई सदस्यों ने अपने कई तरह के विचार यहां पर रखे हैं और अगर सही अर्थ में देखा जाए तो इन तीन, चार या पांच स्टार होटलों में स्टार काले

व्यक्ति ही जाते हैं जिनका ध्येय ईट, ब्रिक ऐंड बी मेरी का सिद्धांत रहता है। इन होटलों में वे लोम सुरा, सुन्दरी और बोध्य वस्तुओं का उपभोग करने के लिए आते हैं। वहां पर उनके ड्रिक (पेय) की एक एक बोतल 6 सौ, 12 सौ तक की होती है। अगर उसको आप टैक्स में नहीं जोड़ते हैं तो यह टैक्स इवेकन नहीं तो और क्या है। इसी प्रकार इसमें और भी बहुत से अन्य प्रावधान हैं जिसमें स्पष्ट रूप से नहीं कहा गया है। इस तरह से बहुत से चोर दरवाजे दिखाई देते हैं। यदि 14 से 37 तक की धाराओं को देखा जाए, तो इन सब में केवल आयकर पदाधिकारियों . . . . .

MR. DEPUTY-SPEAKER : How do you know the approximate price, Rs. 600 or Rs. 700, you say ?

श्री रीतलाल प्रसाद वर्मा : इस तरह से सारा टाइम चला जाएगा। यदि आप 14 से 37 तक की धाराओं को देखेंगे तो इन सब में केवल आयकर लोगों के लिए प्रावधान किया गया है कि अपील होगी, दरखास्त देंगे एसा करेंगे तो वैसा हो जाएगा, तो इस तरह से केवल खर्चा ही खर्चा है, इससे कोई लाभ सरकार को नहीं होगा। आप देख ही रहे हैं, ये जो श्री स्टार होटल और ओबराय होटल जो करोड़ों रुपए लगा कर बने हैं, ये केवल इन्डस्ट्री के रूप में चलाए जा रहे हैं। इसमें कोई कल्चर की बात नहीं है, यह वैस्टर्न कल्चर है। एह कल्चर नहीं, हल्चर चलाया जा रहा है होटलों में। इसमें सरकार की संस्कृति की कोई बात नहीं है। आज हम देखते हैं कि सारे होटलों में बहुत सी जगहों पर यह छूट है, कंब्रे होते हैं, डांस होते हैं और न जाने क्या क्या होता है। इसको 75 रु० से घटाकर 50 रु० रखना चाहिए। 50 रु० रखने से राष्ट्र की आय बढ़ेगी और इसके द्वारा एक बात यह होगी कि जो बड़े-बड़े पूंजीपति लोग हैं, व छोटे-छोटे होटल बनाने शुरू करेंगे। जिन शहरों में और जिन पर्यटन केन्द्रों

में होटल नहीं है, वहां पर 40-40 कमरों के होटल बनायेंगे, तो इससे बहुत ज्यादा उद्योग बढ़ेगा। इसलिए इस पर इस दृष्टिकोण से विचार करना चाहिए।

सेक्शन-35 में जो लोकहित का प्रावधान किया गया है, लोकहित में तमाम होटलों को कर से मुक्त कर दिया जा सकता है, अगर ऐसी व्यवस्था होगी तो सारे अधिकारी मौज मारेंगे और लाखों रुपए के लाभ के किसी भी होटल को लोकहित में छोड़ देंगे। इस में और भी बहुत सी गलतियां हैं, जिनके सम्बंध में मैंने संशोधन दिए हैं और इसको जनमत जानने के लिए प्रचारित किया जाना चाहिए।

SHRI G.M. BANATWALLA (Pon-nani): Mr. Deputy Speaker, Sir, the Bill seeks to make tax on the gross receipts of a certain category of hotels. There can be no difference of opinion as regards taxation on the receipts from luxurious rooms of posh hotels, but in the form in which the Bill has come, I am sorry I am not in a position to support it.

Sir, a healthy attitude must be taken towards the hotel industry also. The hotel industry also plays an important role in our economy and that cannot be neglected.

Mr. Deputy Speaker, Sir, the investment in hotel and restaurant industry has continued to rise during all those years. Specially during the last four years, the over-all increase in the hotel and restaurant sectors has been to the extent of 10.42%. This gives us an average growth rate of 19.7%, Sir.

I must draw the attention of the Government and of this House through you, Sir, to certain beneficial aspects of the hotel industry in our economy. We cannot, for example, overlook the generation of employment by this hotel industry. An investment of Rs. 1 lakh in the hotel and restaurant sector guarantees employment for 8 persons in a hotel and 36 persons in a restaurant. The average investment and employment ratio is 1:92. It should be realised that the average growth rate of employment ranges between 10.4 per cent and 8 per cent per annum. Therefore, in the form in which the Bill has come before the House, and looking at the incidence of taxation, I submit that it will do a great injustice and will have an adverse effect on our economy.

We are following contradictory policies. On the one hand we find that the hotel and restaurant industry is expected to yield or generate employment opportunities for 2.4 lakh people by the end of 1985—we expect that there would be about 104 lakh jobs in the organised and unorganised sector on the other hand, we come forward with rigorous taxation. I am afraid we may not be able to realise our expectation. My another submission is that the taxation would affect adversely the tourist traffic and the importance of tourist traffic in our economy also cannot be neglected.

Let us look at the per capita expenditure on foreign tourists in India. In 1968-69 it was Rs. 1368 ; by 1972-73, it rose by 1722. Now, I believe it is Rs. 4419. This 15 per cent tax envisaged in the Bill, I submit, is also not a healthy sign for the ambitious tourism promotion plan that we have. On the one hand, we have a very ambitious tourism promotion plan which attracts an inflow of 3.4 million tourists into our country, which is our ambition and we have planned for that also ; on the other hand, we come forward with this rigorous taxation. According to one estimate, this would lead to 25 per cent to 30 per cent fall in the tourist traffic, if I am not wrong. Even the Ministry of Tourism was not very happy with this particular per centage of taxation.

MR. DEPUTY-SPEAKER : How did you come to know about it ?

SHRI G.M. BANATWALLA : It is an open secret. But then all this has been brushed aside and we find that the policies are riddled with contradictions. As the situation stands today, I, on my part, expected that appropriate incentives and support measures will be given to the hotel industry which are non-existent. Yes, you may go ahead and tax the rooms there in the case of luxurious hotels. But here what is the provision, Sir, some things are not what they seem. We are told that the Bill applies to cases where the room charges are Rs. 75 or more per day. But then Sir, let us not be carried away by the impression that the tax is only on room charges. If, the tax is merely on room charges, go ahead and tax the room charges, if such luxurious rooms are provided. But here the tax is on the gross receipts, the receipts from food and other things are also included. My humble submission is that the tax ought to have been restricted and limited only to receipts as levied by room charges where the room charges are more than that amount. But then the scope here is very wide.

[Shri G. M. Banatwalla]

A second point that arises here, Mr. Deputy Speaker, is that if a hotel provides some rooms at the rate of Rs. 75 or more, and some other rooms which are cheaper, then even those hotels will have to pay tax on the gross receipts from whichever rooms they get the receipts. Therefore those staying in rooms where less than Rs. 75 is paid, even they become liable to charges, if they are in a hotel where these several types of room facilities are offered.

Sir, there are various other provisions in the Bill and they should also be taken care of. There are various amendments also that are coming up. I appeal to the Government to be reasonable, reasonable in the scope of the tax, restricting it to room charges. There are also several other taxes, on food and other things and drinks that are being served. This is all double and triple taxation that goes on. We should also realise that we do not have a taxation policy that defeats the policies of the various other Ministries and have an adverse effect on our economy. Thank you, Sir.

SHRI R. VENKATARAMAN : Mr Deputy Speaker, Sir, I did not bargain for such an elaborate debate on what I considered to be a very short and simple Bill.

AN HON. MEMBER : You have learnt it.

SHRI R. VENKATARAMAN : One learns and learns. Actually, so far as the Principle of the Bill is concerned, it had been accepted, when the Budget was passed by this House. I mentioned in the Budget that I proposed to bring forward a tax on hotels charging over a particular amount and that this will yield also a particular revenue in the year for which I have taken credit. The House debated this and therefore to state that the principle of the Bill has now got to be widely circulated throughout the country for its examination and all that, would appear to be beside the mark because it has already been approved by a full-dress debate on Budget in which this was one of the items included. Only those Bills, on which public opinion is sought to be elicited because of the suddenness with which they are brought or the nature of the thing was not before the people, you will generally send for circulation. But where a matter has been debated and accepted in principle to say that it should again be sent for circulation to the public is not an acceptable proposition.

The second point raised was, it should go to a Select Committee. They pointed out that there were some discrepancies. There are no discrepancies. I am only sorry that they have not read the Bill

very closely. In any event this Bill was published 3 months ago and it was before the public. If they had any representations to make, they would have certainly made them. Certain representations were in fact made. Government has had the opportunity of looking into all these various representations. Therefore, to say it should go again to a Select Committee is purposeless.

Coming to the merits of the Bill, I am happy to say that most of the members of the House have supported the principle of the Bill, I wanted to levy a tax conspicuous consumption in this country. This I mentioned, would be done through the Hotel Receipts Tax Bill. On the issue that conspicuous consumption should be taxed, there can be no two opinions. In fact, it has been the demand of all progressive elements in this country that the conspicuous consumption which is being resorted to by people should be more heavily taxed than it is being done today. Therefore, I am not prepared to accept any criticism that this Bill does in any way offend the principles for which this party stands or the majority of the people in the country stand. Some people have now resorted to the argument advanced generally by interests who are affected by it that it will affect (a) tourism industry in this country, (b) the hotel industry in this country and (c) the employment in this country. I will answer all these points.

So far as tourism is concerned, I have not known any country in which tourism has been affected because the hotel rates are high. On the contrary, throughout the world, this hotel tax is being levied on all of us who go abroad, stay in hotels and pay this 15 % tax. This has not affected the tourist traffic in any country. People who come as tourists come for enjoyment. They are prepared to pay high rents for rooms and they are prepared to pay the tax thereon. To say that on account of 15 % tax on room rent receipts/tourism will be affected means, we are exaggerating a small thing. In my opinion the number of occupancy of hotels by tourists is a small proportion in relation to the number of occupancy by the affluent rich. Therefore, they want to show a tourism as a sort of excuse for escaping the payment of a tax, which is legitimately due from people who are living in luxury at the cost of others.

SHRI SOMNATH CHATTERJEE (Jadavpur) : The hon. member said there was objection from the Tourism Ministry.

SHRI R. VENKATARAMAN : I will come to that. I am really surprised

that a senior member like Mr Banatwalla should have said this. When we included this item in the budget and I mentioned it in the budget speech, it had been approved by the Cabinet. No budget can be presented without Cabinet approval and the Cabinet includes, I suppose, the Minister for tourism also. Before any Bill is presented to the House, it has to be approved by the Cabinet and the Minister of Tourism is a member of the Cabinet. Therefore, for Members of Parliament to say that the tourism Minister of objected and all that is to betray ignorance of the way in which the Cabinet system of Government functions. The position is that it has been approved by the Cabinet, which means that every member of the Cabinet has accepted this proposal.

The second argument is that it will affect the hotel industry. I do not see why it should affect the hotel industry, because it is passed on to the consumer. It is the consumer who is going to pay this 15 per cent and the hotel is only a collecting agent. Therefore, to say that the hotel industry will be affected is also not a legitimate argument.

The third argument is that it will affect employment, because the hotel industry gives a lot of employment. It is a very strange argument. If this argument that an industry which provides employment should not be taxed is stretched further, then I should not tax any of the multi-nationals, MRTP Companies or industrial establishments, because they are all providing much more employment. Is that an argument ?

The point really is you are taxing only the person who has the capacity to pay. In order to judge whether the tax should be levied or not, the simple test is whether the person on whom the impact of the tax falls has the capacity to pay it. This tax is on persons who are occupying rooms in a hotel by paying Rs. 75 or more per day. They have the capacity to pay it. Therefore, this is a valid tax. All considerations are not relevant.

Coming to the clauses, first of all, some of the Members objected to the rule making power. I am glad Shri Parulekar pointed it out. Clause 34 provides that the rules shall be framed by the authority, which shall be placed before the House and the House has got the authority to change it within one month. If so changed, the amended rules shall come into force otherwise, the rules as originally framed will come into force. So, there is no drawback or defect in this legislation on account of this provision with regard to rules.

Another point made by Shri Parulekar is that we have not mentioned when the

Act will come into force. As he knows very well, under the General Clauses Act it shall come into force as soon as it receives the assent of the President. It is only when you provide for a future date, or a different date, that you have to mention it in the Act. If it is not so specifically provided it means that the Act will come into force on the date on which it receives the assent of the President.

His third point was that a lot of discretion is vested in the Income tax officer in respect of assessment. I suppose it is inherent in every tax legislation that the discretion will be vested in the taxing officer. In respect of sales tax, the discretion is vested in the Commercial Tax officer, in respect of excise duty on the Excise Collector and in respect of income tax on the Income tax officer. If there are any mistakes or miscarriages, there is provision for appeal and all that to the judiciary. Nothing more has been done here.

Certain very jocular remarks were made by Shri Daga. If I indulge in the same spirit he will be offended, and it is not my habit to offend anybody.

SHRI BAPUSAHEB PARULEKAR : He is not present here: so, nobody will be offended.

SHRI R. VENKATARAMAN: As people who have lived in hotels we know what "other charges" mean. It is the laundry charges, shoe shine, valet charges and so on. If he has some other charges in his mind I am not responsible for his suspicion,

So, on the whole I thank the House for the good spirit with which they received this Bill and I request the House to accept the motion.

SHRI SATYASADHAN CHAKRABORTY : Regarding my suggestion for making the tax progressive what would you have to say ?

SHRI R. VENKATARAMAN : It is very difficult to make every taxation as progressive taxation, but there is an inbuilt progression in this tax because if the room is for Rs. 200/ it will carry 15 percent of that. If the room is only for Rs. 75/- it will be 15 per cent of that. Therefore there is an inbuilt progression in it. Thank you very much.

MR. DEPUTY SPEAKER : Now I shall put amendment No. 5 moved by Shri Mool Chand Daga to the vote of the House.

*Amendment No. 5 was put and negatived,*

MR. DEPUTY-SPEAKER : Now I shall put amendment No. 7 moved by Shri R.L.P. Verma to the vote of the House.

*Amendment No. 7 was put and negatived.*

SHRI BAPUSAHEB PARULEKAR : Sir, I seek leave of the House to withdraw my amendment No. 13.

*Amendment No. 13 was by leave, withdrawn.*

SHRI T.R. SHAMANNA : Sir, I seek leave of the House to withdraw my amendment No. 21.

*Amendment No. 21 was, by leave, withdrawn.*

MR. DEPUTY-SPEAKER : I shall now put the motion for consideration to the vote of the House.

The question is :

“That the Bill to impose a special tax on gross receipts of certain hotels, be taken into consideration.”

*The motion was adopted.*

MR. DEPUTY-SPEAKER : I shall now take up clause-by-clause consideration of the Bill.

There is no amendment to clause 2.

The question is :

“That clause 2 stand part of the Bill.”

*The motion was adopted.*

*Clause 2 was added to the Bill.*

**Clause 3—(Application of the Act)**

SHRI G.M. BANATWALLA : Sir, I beg to move :

Page 2, line 26,—

for “seventy-five rupees”  
substitute “one hundred rupees”(1)

SHRI R. VENKATARAMAN : Instead of that, I have my amendment No. 6.

I beg to move :

Page 2, line 26—

for “not less than seventy-five rupees”  
substitute “seventy-five rupees or more”  
(6)

MR. DEPUTY-SPEAKER : I shall now put amendment No. 1 to the vote of the House.

*Amendment No. 1 was put and negatived.*

MR. DEPUTY-SPEAKER : The question is :

Page 2, line 26,—

for “not less than seventy-five rupees”  
substitute “seventy-five rupees or more”  
(6)

*The motion was adopted.*

MR. DEPUTY-SPEAKER : The question is :

“That Clause 3, as amended, stand part of the Bill.”

*The motion was adopted.*

*Clause 3, as amended, was added to the Bill.*

MR. DEPUTY-SPEAKER : The question is :

“That Clause 4 stand part of the Bill.”

*The motion was adopted.*

*Clause 4 was added to the Bill.*

**Clause 5—(Charge of Tax)**

SHRI G.M. BANATWALLA (Ponnani) : I beg to move :

Page 3, line 26—

for “fifteen per cent.” substitute  
“ten per cent.” (2)

DR. VASANT KUMAR PANDIT (Rajgarh) : I beg to move :

Page 3, line 26—

for “fifteen per cent.” substitute  
“Seven and a half per cent.” (9)

Page 3,—

*omit lines 27 to 31 (10)*

SHRI G. M. BANATWALLA : The purpose of my amendment is to reduce the incidence of taxation from 15 to 10 per cent. I am sorry I do not agree with the hon. Finance Minister. He is always correct with his figures, but we must have a second look at this.

If we look at the ratio of foreigners to Indian guests in posh hotels—because that was the question that was taken up a little earlier—it is 73 to 27. The ratio may be less in the case of the other hotels where Indians may dominate. All these posh hotels are always almost full. The

question arises of the capacity of the guests to pay, but then it has been pointed out that as a result of 15 per cent taxation, our tourist traffic would be hit and would be reduced by 25 to 30 per cent according to an estimate. Therefore, I once again appeal to the hon. Finance Minister to reconsider it.

It is very easy to say that everybody was present in the Cabinet and agreed, but then we know there are mental reservations, that certain objections are raised, but in the final analysis people may submit to the eloquent advocacy of the Finance Minister. That may be a different thing, but then the fact is that there would be an adverse effect. Let us not shut our eyes to it.

DR. VASANT KUMAR PANDIT (Rajgarh) : We were given to understand by the Finance Minister that such a tax is levied in foreign countries. That is not a fact. The fact is that the tax is on the room charges not on all types of charges, the gross receipts, and that too is only 3 to 5 per cent in foreign countries. Let him point out to me any country where it is 15 per cent of the gross receipts. I think it may affect tourism.

Secondly, two and three star hotels also attract foreign tourists coming on package tourist programmes. There may be an adverse effect on them ultimately leading to consumer resistance. Therefore, I appeal to the Government to review the whole thing.

SHRI R. VENKATARAMAN : My answer to the points raised by Shri Banatwalla is that foreign tourists have the capacity to pay. Therefore, there is no harm in taxing them.

If you take the hotel occupation of rooms for which charges are Rs. 75/- or more which is taxed, I assert that the number of Indian occupation is higher than the number of foreign occupation. If you take only some special hotels, I do not want to mention the names, it may be in those particular hotels there may be some higher foreign occupation. But so far as the general hotels, Five Star, Four Star and Three Star hotels taken together are concerned Indian occupation is very much higher. I know how much these Managers are spending on hotel occupation.

SHRI G. M. BANATWALLA : He has misled the House. I do not misled the House.

MR. DEPUTY-SPEAKER : I put Amendment No. 2 to Clause 5 moved by Shri G.M. Banatwalla to the vote of the House.

*Amendment No. 2 was put and negatived.*

MR. DEPUTY-SPEAKER : I now put Amendment Nos. 9 and 10 to Clause 5 moved by Dr. Vasant Kumar Pandit to the vote of the House.

*Amendments Nos. 9 and 10 were put and negatived.*

MR. DEPUTY-SPEAKER : The question is :

“That Clause 5 stand part of the Bill.”

*The motion was adopted.*

*Clause 5 was added to the Bill.*

**Clause 6** (*Scope of chargeable receipts*)

MR. DEPUTY-SPEAKER : There is an amendment to Clause 6 by Shri G. M. Banatwalla. Are you moving ?

SHRI G. M. BANATWALLA : No, I am not moving.

DR. VASANT KUMAR PANDIT : I beg to move :

Page 4, lines 16 to 21,—

for “in connection with the provision of residential accommodation, food, drink and other services or any of them (including such charges from persons not provided with such accommodation) in the course of carrying on the business of a hotel to which this Act applies and shall also include every amount collected by the assessee by the way of tax under this Act, sales tax, entertainment tax and tax on luxuries”.

substitute “on account of room charges”. (11)

I had brought it to the notice of the hon. Finance Minister a hypothetical case—Indian business Executive coming and staying in a hotel of Rs. 75/- and more and his counterpart in Delhi hosting a dinner with drinks and even in the restaurant. They can evade this tax on receipts. Gross receipts will go to the Delhi Office as expenses. What is the answer ? How will you plug that loop-hole ?

SHRI R. VENKATARAMAN : If Government Officers stay in a posh hotel, let them pay. It is my answer.

MR. DEPUTY-SPEAKER : Now I put Amendment No. 11 to Clause 6 moved by Dr. Vasant Kumar Pandit to the vote of the House.



*Amendment No. 11 was put and negatived*

MR. DEPUTY-SPEAKER : The question is :

“That Clause 6 stand part of the Bill.”

*The motion was adopted.*

*Clause 6 was added to the Bill.*

MR. DEPUTY-SPEAKER : There is no amendment to Clauses 7 to 12.

The question is :

“That Clauses 7 to 12 stand part of the Bill”.

*The motion was adopted.*

*Clauses 7 to 12 were added to the Bill.*

MR. DEPUTY-SPEAKER : Clause 13. There is an amendment in the name of Shri Mool Chand Daga. He is not here.

The question is :

“That Clauses 13 to 37 stand part of the Bill.”

*The motion was adopted*

*Clauses 13 to 37 were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill*

SHRI R. VENKATARAMAN : I beg to move :

“That the Bill, as amended, be passed.”

MR. DEPUTY-SPEAKER : Motion moved :

“That the Bill, as amended, be passed.”

SHRI SOMNATH CHATTERJEE (Jadavpur) : Mr. Deputy-Speaker, Sir, I want to make only one suggestion. We have welcomed this Bill. As a matter of fact, we would not have objected to even a higher incidence of tax on the persons who can bear it.

I would like to make one suggestion to the hon. Finance Minister for his kind consideration. I believe, he will agree that so far as hotel or hostel accommodation is concerned, it is very inadequate in this country for the ordinary tourist, for the indigenous tourist. Please think of them also. Those who can bear

the burden, let them pay. You put higher charges on them. We do not mind. After all, the hoteliers will not pay and they will pass it on to the customers. I would recommend to the hon. Finance Minister one thing, whether a fund could be built up with this tax, like so many welfare funds—it will not be a welfare fund but it will be similar to that—so that specially in areas where there is a great dearth of ordinary hotel or hostel accommodation, the same could be provided. There are many tourist spots in this country where people cannot go because there is lack of accommodation..

AN. HON. MEMBER : Andamans also.

SHRI SOMNATH CHATTERJEE : Yes, Andamans is very much part of us. What I am suggesting is, youth hostels and working women's hostels. When they go, they have no place to stay. Let us not depend upon a section of the business community who want to wash away their sins by building *dharamshalas* and temples. That is their mental make-up. By building *dharamshalas* they think that they will somehow wash away some part of their sins in acquiring black money and all that. Let us not depend upon those people.

The Government can play a big role in this sector. I am sure, a considerable amount will be levied. If it is to be utilised for the purpose of the Consolidated Fund of India, they can have it. But they can utilise it more profitably. It will have an impact on the people therefore, my very earnest request to the hon. Minister is, kindly consider whether a fund can be built up with this tax and whether they can built up cheap, clean and reasonably-priced hotels or hostels or accommodations, dormitories, whatever they may be called. They may call them as Janta hotels. If they do not like the word “Janta”, they may call them “Venkataramar hotels” or “Indira hotels” or “A.P. Sharma hotels”, whatever it is I do not mind. The only thing is, let it be for the benefit of the people.

I find, three Ministers are nodding their heads in acceptance or in appreciation and, I hope, the nodding will somehow get translated into some action.

SHRI R. VENKATARAMAN : Mr. Deputy-Speaker, Sir, the point which the hon. Member has made is well taken care of. Actually a provision has been

made in the Sixth Plan for youth hostels, for working women's hostels and for people's hostels.

18.00 hrs.

Now, exactly what the allocation is going to be, I am unable to give that now. But, actually, provision has been made and probably, we will, discuss it when the plan document comes. Two point will be borne in mind and proper allocations will be there.

MR. DEPUTY-SPEAKER : The question is :

"That the Bill, as amended, be passed".

*The motion was adopted.*

18.01 hrs.

STATUTORY RESOLUTION RE DISAPPROVAL OF MONOPOLIES AND RESTRICTIVE TRADE PRACTICES (AMENDMENT) ORDINANCE, 1980

MR. DEPUTY-SPEAKER : Now, Statutory Resolution, Shri Chitta Basu.

SHRI RAMAVATAR SHASTRI (Patna) : Now it is 6 O'clock.

MR. DEPUTY-SPEAKER : Let him move the Statutory Resolution.

SHRI CHITTA BASU (Barasat) : I beg to move :

"This House disapproves of the Monopolies and Restrictive Trade

Practices (Amendment) Ordinance, 1980 (Ordinance No. 14 of 1980) promulgated by the President on the 13th October, 1980".

MR. DEPUTY-SPEAKER : Now, we can extend the time.

SEVERAL HON. MEMBERS : No, no.

MR. DEPUTY-SPEAKER : Two hours were allotted actually for the previous Bill. We have taken three hours for that. Why not for this Bill also ?

SHRI G.M. BANATWALLA (Ponani) : You were anxious that he should move his Resolution. He has done it. Now let him complete his speech.

SHRI CHITTA BASU : The time is over.

MR. DEPUTY-SPEAKER : Is it the pleasure of the House to adjourn now ?

SEVERAL HON. MEMBERS : Yes, Sir.

MR. DEPUTY-SPEAKER : Now, the House stands adjourned to reassemble at 11 A.M. tomorrow.

*The Lok Sabha adjourned till Eleven of the Clock on Friday, November 28, 1980/Agrahayana 7, 1902 (Saka)*