

# COMMITTEE ON PETITIONS

(SEVENTH LOK SABHA)

FOURTEENTH REPORT



*(Presented to Lok Sabha on 26 August, 1983)*

**LOK SABHA SECRETARIAT**  
**NEW DELHI**

*August, 1983 | Bhadra, 1905 (Saka)*

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Corrigenda to Fourteenth Report  
of Committee on Petitions(7LS).

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# COMPOSITION OF THE COMMITTEE ON PETITIONS

(1983-84)

## CHAIRMAN

Shri K. P. Tewari

## MEMBERS

2. Shri Godil Prasad Anuragi
3. Shri Banwari Lal
4. Shri Bhubaneswar Bhuyan
5. Shri Chaturbhuj
6. Shri Sudhir Kumar Giri
7. Shri G. Devaraya Naik
8. Shri Saminuddin
9. Shri Chandra Pal Shailani
10. Shri P. Shanmugam
11. Shri P.M. Subba
- \*12. Dr. Subramaniam Swamy
13. Shri Jagdish Tytler
14. Shri Balkrishna Wasnik

## SECRETARIAT

Shri H.G. Paranjpe—*Joint Secretary*

Shri S.D. Kaura—*Chief Legislative Committee Officer*

Shri S.S. Chawla—*Senior Legislative Committee Officer*

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\*Nomenated with effect from 23 June 1983 *vice* Shri Motibhai R. Chaudhary resigned.

# FOURTEENTH REPORT OF THE COMMITTEE ON PETITIONS (SEVENTH LOK SABHA)

## I

### INTRODUCTION

1.1 I, the Chairman of the Committee on Petitions, having been authorised by the Committee to present the Report on their behalf, present this Fourteenth Report of the Committee to the House on the following matters :

- (i) Petition No. 25 regarding the Delhi Rent Control (Amendment) Bill, 1980 so as to make provisions also for increase in rent in accordance with rise in price index, fixation of standard rent at a rate more than Banks' lending rate of interest, termination of tenancy for non-payment of rent for three months and scrapping of Slum Clearance Act.
- (ii) Action taken by Government on the recommendation of the Committee on Petitions contained in their Fifth Report (Sixth Lok Sabha) on the representation *re* conversion of narrow-gauge railway line of Jabalpur-Gondia into broad-gauge line.
- (iii) Action taken by Government on the recommendations of the Committee on Petitions contained in their Fifth Report (Seventh Lok Sabha) on Petition No. 1 regarding hardships of Bombay Railway suburban commuters.
- (iv) Action taken by Government on the recommendations of the Committee on Petitions contained in their Eighth Report (Seventh Lok Sabha) on Petition No. 14 regarding restoration of Sangli-Miraj and Nandre-Madhav Nagar-New Sangli rail link.
- (v) Action taken by Government on the recommendations of the Committee on Petitions contained in their Ninth Report (Seventh Lok Sabha) on the representation regarding grievances and demands of deported workers of NBCC Ghat Project in Libya.
- (vi) Action taken by Government on the recommendations of the Committee on Petitions contained in their Tenth Report }

(Seventh Lok Sabha) on Petition No. 3 regarding establishment of Ratnagiri Aluminium Project in Maharashtra.

(vii) Action taken by Government on the recommendations of the Committee on Petitions contained in their Tenth Report (Seventh Lok Sabha) on Petition No. 6 regarding ban on export of frogs' flesh.

(viii) Action taken by Government on the recommendations of the Committee on Petitions contained in their Eleventh Report (Seventh Lok Sabha) on the representation regarding augmentation of Railway facilities in Indore.

1.2 The Committee considered the above matters at their sittings held on 31 October, 1981 and 3 May, 11 July and 9 August, 1983.

1.3 The Committee considered their draft Report at their sitting held on 24 August, 1983 and adopted it.

1.4 The observations/ recommendations of the Committee on the above matters have been included in this Report.

NEW DELHI;

24 August, 1983

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Bhadra 2, 1905 (Saka).

K. P. TEWARI,

Chairman,  
Committee on Petitions.

**PETITION NO. 25 REGARDING THE DELHI RENT CONTROL (AMENDMENT) BILL, 1980 SO AS TO MAKE PROVISIONS ALSO FOR INCREASE IN RENT IN ACCORDANCE WITH RISE IN PRICE INDEX, FIXATION OF STANDARD RENT AT A RATE MORE THAN BANKS' LENDING RATE OF INTEREST, TERMINATION OF TENANCY FOR NON-PAYMENT OF RENT FOR THREE MONTHS AND SCRAPPING OF SLUM CLEARANCE ACT.**

2.1 Petition No. 25 signed by Shri R.C. Gupta, Senior Vice-President, Delhi Pradesh Homeowners Association, Delhi, regarding the Delhi Rent Control (Amendment) Bill, 1980 so as to make provisions also for increase in rent in accordance with rise in price index, fixation of standard rent at a rate more than Banks' leading rate of interest, termination of tenancy for non-payment of rent for three months and scrapping of Slum Clearance Act, was presented to Lok Sabha on 20 April, 1983, by Shri K. Lakkappa, M.P.

*A. Petitioner's Grievances and Prayer*

2.2 In his petition (See Appendix), the petitioner has stated as follows :

"That since Independence in 1947, there has been freeze on rents, while prices of all commodities have been rising 20 to 30% every year. House-owners receiving 35 year old rent with no other income, have become paupers and their houses in the absence of repair, have been decaying; while their tenants have built their own houses with Savings in rent, are letting them on rent but sticking to their old houses with nominal rent.

The yearly standard rent is still 7.5% or in some cases 8-1/3% of the cost of land and construction, which is even less than half of banks' present lending rate of interest.

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Even the frozen rent, though legally payable by a definite date, is not paid for years in the absence of any clause in the Rent Act for penalty on non-payment on due date. To realise rent, the house owner has to give a registered notice through a lawyer paying Rs. 100/- to Rs. 200/- and to get it delivered after months or a year and then go to Court for years."

2.3 The petitioner has prayed as follows :

"(1) Rents should be increased in accordance with percentage change in General Price Index, taking April 1, 1951.....

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After March 31, 1981, the standard rent, as a principle, should be a little more than the Banks' lending rate of interest now 18%, on cost of land and construction, with three yearly increase as above.

Every tenancy should be a lease for a period as stated in the agreement or in its absence for a period of three years and in the case of one houseowner, one year.

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(2) Every tenant must pay rent and other charges by the date mentioned in the contract or in its absence by the last day of the month for which payable. On non-payment by the last date of the month, fine of 1% of monthly rent for every day of default should be payable. On non-payment for 90 days, the tenancy should be taken as terminated and eviction should follow immediately on Rent Controller's order with the help of the police.

(3) A houseowner who owns in Delhi a single residential or residential-cum-commercial house in his name or in the name of his wife, son, parent should be exempt from all the provisions of the Rent Act and should be got vacated on his request by the Rent Controller under sections 14A and 25A duly amended, normally within six months of the date of request.

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(5) Every tenant must be bound to keep the premises in his occupation in good repairs.

(6) Slum Clearance Act should be scrapped with immediate effect.”

2.4 The Committee considered the petition at their sitting held on 3 May, 1983 and directed that the petition be circulated\* *in extenso* to the members of Lok Sabha under rule 307 (1) of the Rules of Procedure and Conduct of Business in Lok Sabha.

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\*The Petition was Circulated *in extenso* to all members of Lok Sabha on 10 May, 1983.

**ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATION OF THE COMMITTEE ON PETITIONS CONTAINED IN THEIR FIFTH REPORT (SIXTH LOK SABHA) ON THE REPRESENTATION REGARDING CONVERSION OF NARROW-GAUGE RAILWAY LINE OF JABALPUR-GONDIA INTO BROAD-GAUGE LINE**

3.1 In their Fifth Report (Sixth Lok Sabha), the Committee on Petitions considered the matter regarding conversion of narrow-gauge railway lines of Jabalpur-Gondia, Gondia-Chandrapur, Nainpur-Mandla Fort and Nainpur-Chhindwara-Parasia-Nagpur into broad-gauge lines and recommended as follows :

“The Committee note the position stated by the Ministry of Railways and recommend that the preliminary Engineering-cum-Traffic Survey for the conversion of the Jabalpur-Gondia narrow-gauge line into broad-gauge may be expedited by the Ministry of Railways, and the proposal for the conversion of that railway line may be approved by them as early as possible.”  
[Para 6.16, page 28, Fifth Report (6LS)]

3.2 The Ministry of Railways (Railway Board) with whom the implementation of the above recommendation of the Committee was taken up, stated in their action taken reply dated 6 January, 1981, as follows :

“Engineering-cum-Traffic Survey carried out in 1978-79 in connection with the conversion of Gondia-Jabalpur narrow-gauge line into broad-gauge including the narrow-gauge line from Balaghat to Katangi has revealed the following features :

- |   |                  |
|---|------------------|
| (i) Total length of NG conversion with Katangi branch and Bharveli Siding | 278 Kms.         |
| (ii) Cost of the Project including Balaghat-Katangi branch                | Rs. 60.30 crores |

(iii) Land required within Maharashtra State	10.5 HA
(iv) Land required within Madhya Pradesh State	1055 HA
(v) Principal items of goods traffic	Copper concentrate, Manganese Ore, Paper, foodgrains, timber, fire wood & bamboo cuts.
(vi) Return on capital investment by D.C.F. technique	3.25%

The survey report has been examined in this office in all its aspects. The report has brought out that the area has not developed in spite of being rich in mineral resources not because of transportation bottlenecks, but on account of lack of entrepreneurial efforts in the area, and the conversion by itself may not trigger development of this backward region. The incremental goods traffic in the region is projected to mere 0.469 million tonnes in 1985-86 and 0.667 million tonnes in 1990-91. Bulk of the incremental traffic is expected to materialise in and around Balaghat located at a distance of 41 kms. from Gondia, seeking dispersal in down direction, except that of copper concentrate which is likely to be worked to Khetri Complex in Rajasthan. There may, therefore, emerge a need to connect Balaghat to BG system at Gondia but it may not occur prior to 1985-86. With meagre incremental traffic likely to offer on Balaghat-Jabalpur section, there may not be need to convert this section even upto the turn of the century. As regards the need to provide an alternative north-south link, it has been stated that this traffic cannot be diverted via Jabalpur-Gondia link and the prospects of sufficient cross traffic offering for movement over this section to justify its conversion, are remote. The survey report has also investigated on a number of alternatives and have come to the conclusion that even under the best alternative the internal rate of return comes to 3.25% on a total investment of Rs. 62.42 crores on the assumption that land as well as wooden sleepers for initial construction would be provided free by the State Government and, if this does not materialise, as seems most likely, the return would be almost zero.

The present extent of about 3.5 lakhs tonnes of traffic is already moving on the present system inspite of difficulties involved in transshipment, etc. It does not seem improbable that the new traffic would materialise on the existing system itself, once it is made fit to carry the

traffic that is offered. This might also result in reduced working expenses of the existing N.G. line and may lower the present operating ratio of about 350. If this be the case, the analysis based on net earnings from additional traffic would not be valid and it will be necessary to take only the savings in operating expenses under the two alternatives, for the total volume of traffic anticipated.

In view of the position explained above, and the project not being a viable one, it has been decided that the proposal for the conversion of Gondia-Jabalpur narrow-gauge line into BG including a narrow-gauge line from Balaghat to Katangi may be dropped."

3.3 The Committee, at their sitting held on 31 October, 1981, perused the reply furnished by the Ministry of Railways (Railway Board) and desired that it might be ascertained from the Ministry of Railways whether land as well as wooden sleepers for initial construction would be provided free by the State Government. The Committee also desired the Railway Ministry to reconsider the whole matter in view of incremental traffic in the area.

3.4 The Ministry of Railways (Railway Board) with whom the matter was taken up again, in their communication dated 14 March, 1983, have stated :

".....An examination of the project report has revealed that no such commitment has been given by the State Government. The survey team, therefore, did not give credit of any possible assistance by the State Government to this project. Moreover, Planning Commission does not approve of State Government's financial participation in a Centrally sponsored schemes as it militates against Sectoral Plan discipline.

As regards the incremental traffic, the project report has taken into account the anticipated traffic that might materialise on the project route. After taking into account the estimates of the project cost and the revenue, it has been assessed that the return on the project would not exceed 3.25%. The project is, therefore, not economically viable.

...at present there are 20 gauge conversion projects in progress. They require a sum of more than Rs. 700 crores for completion. The outlay in 1982-83 for gauge conversion projects is Rs. 54

crores, and the proposed outlay for 1983-84 is Rs. 50 crores only. At the current level of outlay, there are no prospects of sanctioning any new gauge conversion projects.”

3.5 The Committee note the position stated by the Ministry of Railways (Railway Board) in their reply that the project in question is not economically viable and that the funds are not sufficient even for completion of on-going projects. The Ministry have further stated that at the current level of outlay, there are no prospects of sanctioning any new gauge conversion projects. The Committee, however, trust that the Government will give due consideration to this project as and when new proposals are sanctioned.

## IV

### ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS OF THE COMMITTEE ON PETITIONS CONTAINED IN THEIR FIFTH REPORT (SEVENTH LOK SABHA) ON PETITION NO. 1 REGARDING HARDSHIPS OF BOMBAY RAILWAY SUBURBAN COMMUTERS

4.1 In their Fifth Report (Seventh Lok Sabha) presented to Lok Sabha on 18 September, 1981, the Committee on Petitions considered Petition No. 1 regarding hardships of Bombay Railway suburban commuters and made certain observations/recommendations.

4.2 The Ministry of Railways (Railway Board) were requested to implement the recommendations of the Committee. The recommendations of the Committee and action taken replies dated 27 January, 1983 thereon furnished by Government are given below seriatim :—

#### *Recommendation in para 2.59*

The Committee find that there has been phenomenal increase in industrial and economic activities in and around Bombay during the last three decades. A large number of industrial estates have been set up in Bombay and its suburbs by the Maharashtra Government, besides, a number of industrial units set up by private and cooperative sectors. These industrial units, business houses, trading centres and Central and State Government Offices being located in different areas right from the southern tip of the island to the northern-most suburban regions of Bombay have caused tremendous increase in the movement of both goods and passenger traffic, in particular on account of the location of various business houses and Government Offices at Southern end of the island. There is heavy movement of commuters into and out of Bombay everyday. Again, the population of 3.25 million of Greater Bombay in 1951 covering an area of about 440 km. has increased to 8 million at present. The entire pressure of commuters traffic falls on the surface means of transport, particularly the Railways.

*Reply of the Government*

The commuter traffic in Greater Bombay on Railways has increased from 275 million in 1951 to 1412 million in 1981 representing an average growth rate of 14% per annum.

*Recommendation in para 2.60*

The Committee also find that approximately 2.2 million commuters travel by Western Railway and 2.3 million by Central Railway daily. During the preceding decade, the commuters traffic had been increasing at the rate of 9.6 per cent per annum. In the absence of matching capacity having been created for carrying the commuters considerable gap between the demand and capacity has resulted. Consequently, there is very heavy over-crowding on suburban trains, particularly during peak hours. The EMU rakes have a capacity of seating about 900, but more than 3,500 commuters travel by these rakes during peak hours.

*Reply of the Government*

Approximately, 2.2 million commuters are handled by Western Railway and 2.3 million by Central Railway daily. During the preceding decade, the growth of commuter traffic had been of the order of 7% per annum. The seating capacity of an EMU rake of 9 coaches composition is 900 and the dense crush load is about 3 times the seating capacity i.e. 2700 passengers. However, during the peak hours, more than 3500 commuters travel in the EMU rakes causing heavy over crowding.

*Recommendation in para 2.61*

From the information furnished by the Ministry of Railways (Railway Board), the Committee find that in case of Central Railway additional capacity is proposed to be generated by gradually reducing the prevailing headway (time-interval between successive trains) of 6 minutes on the main line and 6.4 minutes on the Harbour Branch line to 5 minutes in the first phase, 4 minutes in the second phase and 3 minutes in the third phase. In case of Western Railway, it is proposed to bring down prevailing headway to 4 minutes in the first phase and 3 minutes in the second phase. The works pertaining to increase of frequency of trains to 5 minutes on the Central Railway are already in hand. Introduction of 3 minutes service in Western Railway and 4 minutes service and later 3 minutes service on the Central Railway would



have to come after Corridor VI becomes available, as the same would help in syphoning off the traffic during the period of execution of optimisation works.

*Reply of the Government*

The ground facility works for reducing the headway on Central Railway from existing 6 minutes on the main line and 6.4 minutes on the Harbour Branch to 5 minutes are almost completed now. Western Railway is already ready for introduction of services according to the reduced headway of 4 minutes.

On account of constraints of funds, there is no possibility of making Corridor VI available in near future. Only a minor scheme forming part of Corridor VI of constructing a flyover across Bandra to connect Harbour Branch line to the slow lines of Western Railway is in progress. After its completion, the Harbour Branch services terminating at Bandra could be extended up to Andheri. Some of the works relating to Phase II optimisation on Central Railway for reducing the headway to 4 minutes had been initiated.

*Recommendation in para 2.62*

The Committee feel that the proposed work pertaining to increase of frequency of suburban train in phases should be expedited and the progress made in this regard should be reflected in the Annual Report of the Ministry.

*Reply of the Government*

The phase wise execution of optimisation schemes would depend upon the availability of funds for suburban services. As far as the progress of the schemes for inclusion in the Annual Report of the Ministry is concerned, the recommendation is noted.

*Recommendation in para 2.63*

The Committee find that the proposal for introduction of 12-car rakes on suburban trains was examined by the Railway Board in the past but the idea was dropped because of large scale investments. Keeping in view of the heavy overcrowding on rakes, the Committee would like the Board to re-examine the issue and take necessary steps to reduce, if not altogether remove, over-crowding in suburban trains.

*Reply of the Government*

On account of constraints on production of coaches by M/s. Jessops it is not possible to improve the headway in spite of ground works for first phase having been completed by and large. It is, therefore, not possible to consider introduction of 12 car rakes on suburban trains in near future. However, the feasibility of accommodating 10/12 car rakes in the various works pertaining to optimisation schemes is under consideration of the Railways.

*Recommendation in para 2.64*

The Committee have been informed by the Ministry of Railways (Railway Board) that there has been 6.35% increase in the number of trains for commuters from stations beyond Thane during the last 9 years. The requirement of distant commuters from stations beyond Thane had been looked after quite satisfactorily within the limited resources. However, the petitioners have informed the Committee that at about 16.00 hours it is impossible to get into a train at Thane. The Committee trust that in order to cater to this fast growing commuters traffic, the suggestion for having limited halts for trains going beyond Thane would be taken into consideration by the Railway authorities in their future planning.

*Reply of the Government*

The number of trains for commuters from stations beyond Thane was 131 in 1971 and this number has now been increased to 216. Fast trains for stations going beyond Thane have limited halts and it is the slow trains running on local lines which are stopping at all stations. The requirements of distant commuters going beyond Thane have been looked after commensurate with the limited resources available.

*Recommendation in para 2.65*

The Committee find that the implementation of the suggestion regarding starting of few suburban trains going to Karjat/Kasara from Dadar, is not possible due to absence of adequate terminal facilities. However, the question of providing such terminal facilities for some trains at Dadar had been under consideration of the Government for sometime. The Committee hope that by now the Ministry of Railways would have come to some definite conclusion on this question. The Committee would like to be informed about the decision taken in this regard.

*Reply of the Government*

It is not possible to undertake re-modelling of Dadar Jn. station at present on account of constraints of funds.

*Recommendation in para 2.66*

So far as electrification of Diva-Panvel and Karjat-Khopoli sections is concerned, the Ministry of Railways intimated the Committee that a proper survey for making a realistic assessment of the need and justification of electrification consistent with the growth of traffic was being contemplated. The Committee would like the concerned Railways to undertake the survey at the earliest and reflect the conclusion arrived at in the Annual Report of the Railway Ministry.

*Reply of the Government*

Electrification of Railways is a capital intensive work and has to be given priority on high density sections where it results in maximum saving. It is noted that the traffic density on the Karjat-Khopoli section is only 1.5 million GT Km per annum in 1981-82. This is low as compared to the traffic density on the sections which are being electrified on Indian Railways at present. In view of this, this scheme is not included in the Ten Year Programme of electrification for the period upto 1989-90.

The need for electrification of Diva-Panvel section of the Central Railway would be considered after the traffic develops further following commissioning of projects like the Fertilizers Plant at Thal Vaishet and Nhava Sheva Port, etc.

*Recommendation in Para 2.67*

In regard to speeding up the work on proposed Thane-Trombay goods line, the Committee find that the difficulty was being experienced to remove hutments dwellers and squatters etc. on the Government land required for construction of Railway lines. The Committee recommend that the Railway authorities must take up vigorously the matter with the State Government of Maharashtra to solve this problem at the earliest.

*Reply of the Government*

The matter is being pursued with the State Government. The Minister for Railways have also addressed a letter to the Chief Minister of Maharashtra for expediting the land acquisition proceedings. Notification under Section 6 for acquiring land at Ghatkopar, Chembur and

Vikhroli have been published, but the State Government have not yet given a specific date for handing over the possession of the land.

*Recommendation in Para 2.68*

The Committee find that the Central Railway has planned a new large size goods terminal between Bhandup and Mulund. The master plan for this goods shed provides for expansion of the facilities in phases so as to keep pace with the development of traffic. Phase I of the project has been completed and adequate goods shed facilities are already available at the site for handling the present level of traffic. However, the approach through the level crossing gate at Mulund station is hampering development of traffic at the goods shed. A road-over-bridge is already under construction in replacement of this level crossing gate and would be completed shortly and by that time level of goods traffic handled at this goods shed is expected to increase substantially. According to the Ministry of Railways, sanction for further phases of the work will be considered as the goods traffic increases. A survey for rationalisation of the goods handling facilities in Bombay area is already in hand and the report of the survey team is expected to be finalised shortly.

The work in regard to the goods shed at Vithalwadi has been budgeted.

*Reply of the Government*

Phase I of the major goods depot at New Mulund has been completed. The traffic at the new goods shed has increased substantially and proposals for further expansion of this goods shed are also under examination. The road-over-bridge has been commissioned and the earlier bottleneck of the approach through the level crossing gate at Mulund Station has since been eliminated.

The proposal for rationalisation of goods sheds in Bombay area and for a Container Terminal at Bhandup is under examination.

The goods shed at Vithalwadi mentioned in this para perhaps refers to the proposed new goods shed at Kalyan on the east side of the yard. The financial reappraisal of the project is being made. Further action will be taken on receipt of the report of this reappraisal.

*Recommendation in para 2.69*

The Committee hope that the aforesaid survey for rationalisation of the goods handling facilities in Bombay area would have been completed by now. The Committee desire this to be reflected in the Annual Report of the Ministry of Railways.

*Reply of the Government*

Action has already been initiated on the lines of recommendations made in the rationalisation of goods shed report as indicated below :

- (i) The Goods shed at Bhandup has been closed down with effect from 15-2-1981.
- (ii) The goods shed at Ghatkopar has been closed for all traffic except coal with effect from 20-12-81. It would be closed for coal traffic also as soon as adequate facilities are available for handling this traffic at new Mulund Goods shed.
- (iii) The goods shed at Dombivli has also been closed with effect from 1-12-1981.

With the proposed rationalisation, Bombay-Kalyan area would be served by major goods sheds at Wadi Bundar, Byculla, Sion, New Mulund, Thane and Kalyan.

*Recommendation in para 2.70*

In regard to maintenance and procurement of components, the Committee learn from the Ministry of Railways that the production of traction equipments, wheels and axles in the country is in short supply and as such the country is dependent on imports. Since the rail transport is the major and important means of surface transport in the country the commercial and industrial activities mainly depend on efficient functioning of the Railways. It is, therefore, of utmost importance that self-sufficiency, at least, in traction equipments and wheels and axles used by Railways, is achieved. The Committee would like the Planning Commission and the Railway Board to draw up a comprehensive scheme to achieve this objective. Otherwise, our transport system is bound to suffer grievously in future. The Committee would like that action taken in this direction both by the Planning Commission and the Ministry of Railways be reflected in their Annual Reports. The Committee also note that the Railways have placed an order for 83 traction motors on Bharat Heavy Electricals Limited to be imported from Japan which are expected to be received some time in 1981 which will give much relief to the commuters. The Committee would like to be informed about procurement of traction motor from Japan through Bharat Heavy Electricals Limited.

*Reply of the Government*

It is a fact that BHEL who are the sole suppliers of traction equipment for AC & DC EMUs, have not been able to meet full requirements of traction equipments in the past, due to which importation of traction equipments became necessary. However, during 6th Plan period, it is not the inadequacy of manufacturing capacity of traction equipments by BHEL which is coming in the way of increasing the production of DC EMUs for Bombay area. The two factors which are responsible for shortage of DC EMUs stock, are :

- (a) Inability of M/s Jessops and Co., Calcutta/increased rate of production of D.C. EMU coaches.
- (b) Inadequate provision of funds by Planning Commission for manufacture of AC & DC & EMU during 6th Plan.

BHEL could be advised to increase the production of EMU traction equipments only after provision of funds for EMU coaches is increased to the desired level by the Planning Commission.

*Recommendation in Para 2.71*

Regarding the additional maintenance facilities proposed to be created, Committee understand that the second EMU car shed at Kalwa has been sanctioned and is being executed on priority. Committee would like to be informed about the progress that has already been made in this regard as well as the time schedule that has been drawn for completion of the project with a clear indication, to the effect that the time schedule will be strictly adhered to.

*Reply of the Government*

Consequent on the increase in EMU stock holdings and the limited capacity of the Kurla Carshed, the provision of facilities at Kalwa for EMU maintenance is being executed as sanctioned works in three phases which are as under :

- Phase IA—Sanction in 1974-75 at an estimated cost of Rs. 291.96 lakhs.
- Phase IB—Sanction in 1976-77 at an estimated cost of Rs. 230.07 lakhs.
- Phase IC—Sanctioned in 1980-81 at an estimated cost of Rs. 125.30 lakhs.

The progress of these works and scheduled time for completion of these works are as under :

**Phase IA**—Carshed has been made operational from 25-1-1981.

**Phase IB**—Balance works which include vacation of unauthorised occupation of land and other minor works are expected to be completed by 31-12-1982.

**Phase IC**—It is expected that the 25% work will be completed during 1982-83. The balance work is expected to be completed by 1986-87.

*Recommendation in Para 2.72*

The Committee find that Andheri-Bandra section of the Western Railway constituted the most crowded section of the entire Bombay Suburban system. The daily average figure of the two way traffic line volume was more than 15 lakhs commuters. This gave 59 trains per peak hour whereas the normal running was 24 trains per hour. In order to reduce the great pressure of traffic on this section of the Railway a scheme of 25 crores rupees was formulated to provide an additional pair of lines between Andheri and Bandra, a rail flyover at Raoli Junction and other ancillary facilities. The committee also find that the flyover connecting Central and Western system has been built. The trial run of through trains from Andheri to VT and vice versa has been completed.

*Recommendation in Para 2.73*

Since the Bandra-Andheri section constitute the heaviest commuter traffic density section on the Indian Railways, the Committee feel that successful completion of the scheme to provide for an additional pair of line between Andheri and Bandra along with a rail flyover at Raoli Junction and other ancillary facilities would certainly go a long way in mitigating the difficulties of Bombay Railway suburban commuters. The Committee would like to emphasise that the Planning Commission and the Railway Board should find ways and means to allocate funds for this scheme so that the sufferings of the Bombay Railway suburban commuters are mitigated to a great extent.

*Reply of the Government*

The Survey Report on Bandra-Andheri rail link costing Rs. 47 crores has already been referred to the Planning Commission for their clearance.

The project costing 10.66 crores for provision of a flyover at Bandra was sanctioned by the Government in March, 1977. This is likely to be completed by the June, 1983 and will enable the Railways to extend the Bandra terminating services of Harbour Branch to Andheri to provide the commuters direct communication between northern suburbs of Western Railway and Bombay VT area.

*Recommendation in Para 2.74*

The Committee note that the National Transport Policy Committee (commonly referred to as Pandey Committee) has recommended for giving highest priority to the scheme for constructing an East-West Corridor from Bandra to Panvel linking Greater Bombay with New Bombay so as to provide a fast and economic mass transportation system. The Committee understands that surveys have already been carried out for these schemes and estimates prepared and the major problem is stated to be the funds for implementing these schemes. In view of the importance of the East-West Corridor for the development of New Bombay thereby helping in acceleration of dispersal of industrial and business centres from South Bombay to other areas, the Committee recommend that the Railway Board and the Planning Commission should put their heads together and find out the necessary funds to implement these schemes.

*Reply of the Government*

The National Transport Policy Committee in their report have recommended the scheme for construction of an East-West Corridor from Bandra to Panvel to link new Bombay to Greater Bombay so as to enable the growth of New Bombay with shifting of some of the economic/commercial activities from Greater Bombay to New Bombay. The techno-economic feasibility reports on extension of railways line from Mankhurd to Belapur costing Rs. 76 crores and from Belapur to Panvel costing Rs. 43 crores as parts of the East-West Corridor have already been received in the Ministry of Railways and are under examination. The need for immediate extension of railway line from Mankhurd to Belapur has been accepted in principle and recommended to the Planning Commission. However, on account of constraints of funds, it is not possible to undertake the schemes in the current Plan. The Survey Report on Bandra-Andheri Rail Link and the Traffic-cum-engineering Survey Report on Bandra-Kurla rail link indicate that the projects would cost Rs. 47 crores and Rs. 51 crores respectively. While the survey report of the Bandra-Andheri Rail link has been examined and recommended by the Ministry of Railways to the Planning Commission, the



report on Bandra-Kurla rail link is under examination and will be taken up subject to the clearance of the Planning Commission and availability of funds. Department of Environment have also been requested to clear the Bandra-Andheri rail link project from the environmental angle.

*Recommendation in Para 2.75*

As regards various other suggestions made by the petitioners like providing additional Booking-Windows etc. particularly those relating to security arrangements for the lady commuters, such as posting of policemen in uniform in ladies compartments, providing alarm bells at convenient points and partitions of iron mesh between ladies and gents compartments, the Chairman, Railway Board had assured the Committee that he would look into these matters. The Committee would like Railway administration to report to the Committee as to the concrete measures taken in this regard.

*Reply of the Government*

The adequacy of booking facilities at stations including those on suburban sections is reviewed periodically and additional booking counters provided based on the average number of tickets issued at individual counters/stations as per yardstick laid down for the guidance of Railway administration. In addition, self-printing ticket issuing machines have been installed specially on suburban sections to quicken the process of issuing tickets. Mobile booking clerks are also deployed during the period of bunching off of trains and they are given tickets of fixed denominations to distribute amongst the passengers in the queues in order to reduce passengers waiting time at the booking counters. So far as Booking counters for ladies are concerned, it is mentioned that separate counters for ladies are provided at stations where the lady passengers are substantial, justifying the provision of separate counters. At stations where the separate counters are not provided due to lack of adequate traffic, separate queues are formed for ladies to avoid undue waiting time for them.

About the posting of policemen in uniform in ladies compartments, the necessary steps taken by the Railways are as given below :

*Central Railway*

(1) Regarding provision of policemen in uniform in ladies compartment, DIG (Rlys.) Bombay has informed that escorting of local

trains will be undertaken as soon as the additional railway police personnel under training become available.

(2) Police constables on duty have instructions to remain near the ladies compartments so that they can render help to lady commuters in case of difficulty.

(3) There are 7 women constables in suburban sections and their deployment is made during peak hours in front of ladies compartment to keep an eye on woman criminals committing offences such as snatching of Mangal Sutras, golden chains, ear rings etc. There is proposal to recruit more women constables for travelling in ladies compartments of suburban trains.

(4) Frequent raids are being organised by GRP, RPF and commercial staff to arrest the gents travelling in ladies compartments which is the main cause of complaint from lady commuters.

#### *Western Railway*

(1) GRP constables are posted for duties on platforms just opposite ladies compartments. Similarly GRP lady squad is deputed to detect cases on the women passengers.

(2) Adjacent to the ladies compartments plain clothes GRP are posted on the sides to keep a watch on and apprehend the criminals.

(3) Regular raids are conducted by RPF to apprehend person found travelling unauthorisedly in ladies compartments of Bombay suburban local trains.

The following protective measures have been taken in regard to ladies compartments in EMU coaches on Central and Western Railways :

#### *Central Railway*

(1) Wire-mesh which had been provided initially on 1st class coaches of 4 rakes is being extended to remaining rakes.

(2) Communication doors between ladies and general compartments have been modified on all rakes.

(3) Provision of longer alarm chains with buzzers which was made initially on 4 rakes is being extended to all other rakes.

*Western Railway*

(1) Provision of full length expanded metal guard for the protection between the two 1st class ladies compartments and also between the 1st class ladies and general compartments has been provided on all rakes.

(2) Alarm chain handles have been lowered so as to be within easy reach of the ladies while sitting.

(3) Provision of buzzers in the adjacent general compartment and flasher lamp at both the extended sides of the ladies 1st class compartment has been made.

*Recommendation in Para 2.76*

During the course of evidence, it was emphasised by the petitioners that there was a need for increased improvement in managerial efficiency of the suburban railways. The suburban passengers and goods traffic in Bombay had increased to such an extent that there was a need for a separate Railway Division of the two suburban sections of Western and Central Railways. It was further stated that suburban sections commuters problems were quite different from other traffic and therefore, in order to coordinate the functioning and pooling of resources like EMU stock spares, utilisation of rakes, car sheds facilities etc. of both the railways, a separate Railway Division might be set up. The Committee would like the Ministry of Railways to examine this aspect of the matter, without being conventional, in the interest of efficient functioning of the suburban Railways and inform the Committee about their conclusions in this regard.

*Reply of the Government*

The two zonal railway administrations serving the metropolitan city of Bombay are catering to the independent streams of traffic viz. Western Railway to the traffic moving to and from Gujarat and northern parts of the country and Central Railway catering to the traffic to and from Central, Eastern and Southern parts of the country. Requirements of suburban traffic within the metropolitan area are also looked after by both the Railways with their 2 divisions located at Bombay itself on their respective streams satisfactorily and no problems have been encountered warranting creation of a separate division to deal with suburban services in Bombay area. Formation of a new division also involves considerable expenditure and inconvenience to staff who have to be transferred

'en-mass' to man the new divisional head quarters. On this reckoning, there does not appear to be any apparent need or advantage of forming a separate division for Bombay suburban railway service at present.

However, in difference to the various demands from State Governments, Members of Parliament and different sections of public for setting up of additional divisional/zonal headquarters at different places in the country, a Railway Reforms Committee has already been constituted by the Government which is, inter alia, considering the creation/adjustment of Railway Divisions/Zones, including the Bombay Railway Suburban Division. Further action will be taken on receipt of recommendations of the Committee.

**4.3 The Committee note from the position stated by the Ministry of Railways (Railway Board) in their action taken replies on the recommendations that execution of optimisation schemes, remodelling of Dadar Junction and construction of additional railway Corridor VI have not been possible due to financial constraints and non-provision of funds by the Planning Commission. The Ministry have also pointed out that production of EMU traction equipment can be increased only after provision of funds for EMU coaches is increased to the desired level by the Planning Commission.**

**4.4 The Committee feel that rail transport is the major and cheap transport in Bombay area. The commercial and industrial activities mainly depend upon adequate Railway facilities for the daily commuters. The Committee, therefore emphasise that the Government should find ways and means for allocation of funds to the various Schemes meant for increasing railway facilities for Bombay Railway suburban commuters so that their sufferings may be mitigated to a great extent.**

**ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS OF THE COMMITTEE ON PETITIONS CONTAINED IN THEIR EIGHTH REPORT (SEVENTH LOK SABHA) ON PETITION NO. 14 REGARDING RESTORATION OF SANGLI-MIRAJ AND NANDRE-MADHAVNAGAR-NEW SANGLI RAIL LINK.**

5.1 In their Eighth Report (Seventh Lok Sabha), presented to Lok Sabha on 16 March, 1982, the Committee on Petitions considered Petition No. 14 regarding restoration of Sangli-Miraj and Nandre-Madhavnagar-New Sangli rail link and made the following observations/recommendation :

“The Committee note from the factual comments furnished by the Ministry of Railways (Railway Board) stating *inter alia* that the proposals for restoration of lines of Sangli-Miraj and Nandre-Madhavnagar-New Sangli were considered in 1978-79 and the works were included as new works in the Budget for 1980-81. The clearance of the Planning Commission was not considered necessary at that time as the cost of the work was less than Rs. 1 crore. However, as it was noticed that the cost of each work had gone up to more than Rs. 1 crore, while preparing the detailed estimates the question of obtaining the Planning Commission's clearance was under examination by the Railway Board.

The Committee further note that the question of taking back the Railway land for these projects from the Maharashtra Government at the same cost at which it was relinquished when the lines were dismantled is under correspondence with the Chief Minister of the State.

The Committee feel that delay in execution of the projects would result in further escalation of cost of the projects. The Committee recommend that the Ministry of Railways (Railway Board) should give due priority to these projects and if necessary, take up matter at higher level with the Planning Commis-

sion for availability of funds required for completion of the projects. The State Government of Maharashtra should also persuaded to be return the land at relinquished cost without any delay.”

[Para 2.4, p. 6, Eighth Report (Seventh Lok Sabha)]

5.2 The above recommendation was taken up for implementation with the Ministry of Railways (Railway Board). In their reply dated 10 November, 1982, the Ministry of Railways (Railway Board) have stated as follows :—

“As the Committee on Petitions is already aware, while preparing the detailed estimates, it was noticed that the cost of each of the works, viz. (i) Bringing Old Madhavnagar station on the main line by providing a chord line between Nandre and New Sangli on Pune-Miraj section and (ii) Restoration of Miraj-Sangli rail link, had gone up to more than Rs. 1 crore, and therefore, the question of obtaining the Planning Commission’s clearance was under consideration of the Ministry of Railways. In this context it was decided that in view of the substantial increase in the cost of the project, it should be financially re-appraised before a reference was made to the Planning Commission. Accordingly, the South Central Railway was asked to make a fresh financial appraisal of the project and submit their report. On receipt of the Committee’s recommendation in March, 1982, the South Central Railway was asked to expedite their report. The re-appraisal report has since been received in May, 1982. Various economic aspects and technical problems involved in the Scheme are now under re-examination of the Ministry of Railways. After re-examination is over, further action, as necessary will be taken in the matter, in consultation with the Planning Commission, if considered necessary.

Regarding receipt back of land from the State Government at the relinquished cost, the matter is still under correspondence with the Government of Maharashtra. The Minister for Railways addressed a letter to the Chief Minister of Maharashtra on 28.4.1982 to have the matter expedited. At present, the various issues relating to receipt back of land from the Maharashtra Government at the relinquished cost and acquirement of fresh land required for laying of the proposed lines, etc. are being

sorted out by the South Central Railway Administration with the Government of Maharashtra, and for this purpose, the Railway officials are maintaining close liaison with the State Government officials.

In this connection, it may be stated that since the number of on-going sanctioned projects is fairly large and sufficient funds are not available to progress each one of them, within the resources available, the Ministry of Railways in consultation with the Planning Commission, has identified a few Gauge Conversion Schemes which are to be progressed on priority, in order that maximum benefit of the investments can be derived instead of spreading the funds thinly on a large number of projects, without getting any immediate benefits. The project in question does not fall in the category of project-oriented lines. Yet, action is on hand to finalise matter in regard to this project, as expeditiously as possible."

**5.3 The Committee note the position stated by the Ministry of Railways (Railway Board) in their action taken reply on the recommendation in the matter. The Committee trust that further necessary action will be taken expeditiously by the Government after examination of various economic aspects and technical problems involved in the project.**

**ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS OF THE COMMITTEE ON PETITIONS CONTAINED IN THEIR NINTH REPORT (SEVENTH LOK SABHA) ON THE REPRESENTATION REGARDING GRIEVANCES AND DEMANDS OF DEPORTED WORKERS OF NBCC GHAT PROJECT IN LIBYA.**

6.1 In their Ninth Report (Seventh Lok Sabha), presented to Lok Sabha on 3 August, 1982, the Committee on Petitions considered a representation regarding grievances and demands of deported workers of NBCC Ghat Project in Libya and made certain recommendations.

6.2 The Ministry of Works and Housing were requested to implement the recommendations of the Committee. The recommendations of the Committee and the action taken replies dated 5 March, 1983 thereon furnished by the Government, are given below seriatim :

*Recommendations in Paragraph 4.18 and 4.19 of the Ninth Report  
(Seventh Lok Sabha)*

4.18 The Committee note from the evidence given by the representative of the Ministry of Works and Housing before them that when a worker was selected by NBCC to be sent outside India he had to enter into an Employment Agreement with the Management of the Corporation at Delhi. When the worker reached that country he had got a work permit and the temporary visa, he was required to sign another agreement based on the laws of that country. Genesis of trouble lay in the disparity in the terms and conditions of employment in the two agreements which the worker had to execute. According to the terms of the Employment Agreement signed in India, the worker was entitled to 30 days' leave and gratuity equivalent to 15 days pay on the basis of the last pay drawn in India. In terms of agreement based on the Libyan law, a worker was entitled to 16 days leave and gratuity equivalent to 15 days' pay on the basis of last pay drawn in Libya which was much higher as compared to gratuity available as per terms of Employment Agreement. That disparity was the main cause of trouble.



4.19 Clause 8 of the Employment Agreement signed in India provided that "the employee will abide by all the laws, rules and regulations of the Government or other local authorities in Libya or the party for whose work the employee is being sent to Libya". According to the representative of the Ministry of Works and Housing, the terms and conditions of the Employment Agreement could be changed in view of the provisions contained in clause 8 on the basis of law of that country. However, the representative of the Ministry of Works and Housing also informed the Committee that the Management of the NBCC was thinking of only one Agreement in India which would be co-terminous with the Agreement based on the laws of the country to which worker was sent.

The Committee are of the opinion that there is no clause in the Employment Agreement which envisages any change in terms and conditions of Employment Agreement or which empowers the Government to change the terms and conditions stipulated in the Employment Agreement. The Committee recommend that in future the Management of the Corporation should execute one Agreement with the workers suitably incorporating terms and conditions based on the laws of the country to which the workers are likely to be sent so as to eliminate any cause of misunderstanding and trouble.

*Action taken/proposed to be taken by N.B.C.C. Ltd.*

The Corporation has since implemented the recommendations of the Committee contained in para 4.19 of the Report. The workers on new projects in Libya are now being deputed on one type of Agreement based on the laws of the land.

*Recommendation in Paragraph 4.20 of the Ninth Report (Seventh Lok Sabha).*

4.20 The Ministry of Works and Housing in their factual comments dated 21 May, 1981, have stated that on the night of 3 August, 1980, about 200 workers 'gheraoed' the Senior Project Manager and the staff demanding withdrawal of Memos issued to them. That incident created a serious threat to law and order and the local police had to intervene to rescue the staff. Whereas the petitioner in his representation has stated that on 3 August, 1980, the Senior Project Manager called a workers' meeting for discussion. But when workers assembled for the said meeting, they had been 'gheraoed' by the Libyan Police. In reply to a specific question whether any independent enquiry was conducted by the Government, the Chairman-cum-Managing Director of

the NBCC informed the Committee that there was no regular enquiry. But it was just an enquiry into the facts of incident reported by their Project Director to the Head Office. The Chairman-cum-Managing Director of NBCC have also informed the Committee during evidence that the workers who arrived at Bombay Airport were in no mood to give any information to the NBCC officers who received the workers. The Committee find that no formal independent enquiry was conducted into the unfortunate incident culminating in deportation of workers. The Committee regret this lapse on the part of the Government.

The Committee recommended that an enquiry may be made into the conduct of the Officer-in-Charge of the Project who were responsible for the situation.

*Action taken/proposed to be taken by N.B.C.C. Ltd.*

The Corporation has reported that the report submitted by the Senior Project Manager, Shri P.K. Pandita, was duly endorsed by the then Project Director, Libya. As the then Senior Project Manager and most of the other officers and workers) who were involved in the strike are not now in the service of the Corporation, no purposeful inquiry is possible at this late stage in as much as proper evidence will not be forthcoming on account of the non-availability of the persons concerned.

[There is no recommendation in paragraph 4.21 of the Ninth Report]

*Recommendation in paragraph 4.22 of the ninth report (Seventh Lok Sabha)*

4.22 From the statement showing the amounts payable/recoverable from the deported workers furnished by the Ministry of Works and Housing, the Committee note that there are substantial balance amounts due to the workers. However, after adjusting the air-fare, outfit allowance, incidental expenses and advance paid to them at Bombay Airport, amounts are recoverable from the deported workers. In their factual note to the Committee, the Ministry of Works and Housing have stated that according to expert legal opinion obtained by NBCC, the workers had committed breach of contract and are liable for damages/claims for the period during which the workers resorted to go slow tactics under the relevant Clauses of Agreement which they had entered into with the Corporation. During evidence, the representative of the

Ministry of Works and Housing informed the Committee that under Clause 8 of the Employment Agreement, workers were to abide by the laws of the country to which they were sent. However, the workers went on strike and indulged in gherao which were unlawful in Libya. As they had committed a breach of contract under clause 8 of the Employment Agreement by violating the Libyan Law, they were liable to make good to the Corporation the damages caused by action of default for the period during which the workers resorted to go-slow tactics.

The Committee feel that as the whole trouble started as a result of change in the terms and conditions made in the Employment Agreement by the NBCC Management for which there is no specific provisions in the Agreement, the NBCC authorities are also responsible to certain extent for the situation. Further, in the absence of any formal independent enquiry into the unfortunate incident, the workers cannot be held fully responsible for violation of any Libyan Law under clause 8 of the Employment Agreement.

After considering all aspects of the matter, the Committee are of the view that there is no justification on the part of the NBCC to forfeit the legitimate claims of the deported workers for alleged violation of Clause 8 of the Employment Agreement. The Committee consider that proper course for NBCC in such a situation would have been to invoke the provisions of clause 14 of the Employment Agreement, which empowers the management to terminate the contract at any time without assigning any reason. However, in the event of such a termination, the employee is entitled to return fare from Libya to India and other benefits admissible to him by virtue of this contract on proportionate basis. The Committee, therefore, recommend that instead of adopting a rigid attitude, NBCC should pay all legitimate dues to the workers as per clause 14 of the Employment Agreement.

*Action taken/proposed to be taken by N.B.C.C. Ltd.*

The deported workers have already been informed of their dues and have been requested to send a pre-receipt for the dues payable to them as per clause 14 of the Employment Agreement. Their dues will be settled as and when they submit their pre-receipts. In fact a few workers have already been paid their dues.

*Recommendation in Paragraph 4.23 of the Ninth Report (Seventh Lok Sabha)*

4.23 The Committee further recommend that the Ministry of Works and Housing may write to the deported workers and render them

every assistance for exchange of Libyan Dinars in their possession. The Committee would like to be apprised of action taken by Government in this regard.

*Action taken/proposed to be taken by N.B.C.C. Ltd.*

The deported workers have been asked to intimate to the NBCC Ltd. about the amount of Libyan Dinars in their possession so that necessary assistance could be rendered to them for the exchange of the same. On receipt of the information, the Ministry of Works and Housing will take necessary action in the matter in consultation with the Ministry of Finance (Department of Economic Affairs) and the Reserve Bank of India.

**6.3 The Committee note with satisfaction the implementation of their recommendations by Government that the deported workers of National Building Construction Corporation Ghat Project in Libya have already been informed of their dues and they have been requested by the Government to send pre-receipts for the dues payable to them as per Clause 14 of the Employment Agreement and that their dues will be settled as and when they submit pre-receipts therefor.**

**The Committee hope that deported workers would have been paid their dues by now.**

## VII

### **ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS OF THE COMMITTEE ON PETITIONS CONTAINED IN THEIR TENTH REPORT (SEVENTH LOK SABHA) ON PETITION NO. 3 REGARDING ESTABLISHMENT OF RATNAGIRI ALUMINIUM PROJECT IN MAHARASHTRA**

7.1 In their Tenth Report (Seventh Lok Sabha) presented to Lok Sabha on 22 October, 1982, the Committee considered Petition No. 3 regarding establishment of Ratnagiri Aluminium Project in Maharashtra and recommended as follows :

“2.20 The Committee note from the factual comments furnished by the Ministry of Steel and Mines (Department of Mines) stating that the detailed project report for Aluminium Plant at Ratnagiri prepared by M/s. Chemokomplex in consultation with the National Industrial Development Corporation, was scrutinised by the concerned Agencies/Departments of the Government of India. Finally, the Government sanctioned the Ratnagiri Aluminium Project in April, 1974 at a total cost of Rs. 78.25 crores.

A provision of Rs. 50 crores was made during the Fifth Year Plan for this project (as against the project cost of Rs. 78.25 crores) which was subsequently reduced to Rs. 15.50 crores in the final Fifth Five Year Plan. Subsequently on account of financial constraints it was not possible for the Government to allocate the funds that would have to be steadily assured over the construction period of 5-6 years, once the construction was taken up. In this connection, the then Minister of Finance had also informed the Chief Minister of Maharashtra in his letter dated the 18 March, 1975 that in the light of constraints in resources, it was not possible for Government to undertake substantial new investment on any other project even in priority sectors in 1975-76.

2.21 The Ministry of Steel and Mines (Department of Mines) have further stated that in 1976 Bharat Aluminium Company Limi-

ted were asked to update the capital cost estimates. The capital cost estimates were updated by the Company based on 1976 prices at Rs. 118.80 crores. During evidence, the representatives of the Ministry informed the Committee that now the project of the same size and technology would cost Rs. 190 crores.

2.22 In their evidence before the Committee on 2 April, 1981, the Secretary of the Department of Mines have stated that the project contemplated in 1974 was not economically viable. The technology in the world has reached a stage where size considerations have become very important. Ratnagiri Project was intended to produce only one lakh tonnes of alumina and 50,000 tonnes of metal. Ratnagiri Aluminium Project would become economically viable, if it was made a bigger size project. For one lakh tonnes of alumina, the bauxite reserves were there. For bigger size project, they must have proven reserves of ore more than originally estimated. So they have asked the Geological Survey of India and the Mineral Exploration Corporation to get the reserves calculated. They are also thinking of a size of at least 3 lakh tonnes, if not of 6 lakh tonnes.

2.23 In reply to Unstarred Question answered in Lok Sabha on 24.2.1982, the Minister of State in the Ministry of Steel and Mines has stated as follows :

'The Ratnagiri Aluminium Project, which was sanctioned in 1974, could not be taken up for implementation on account of financial constraints. This project was amongst those reviewed at the time of formulation of the Sixth Five Year Plan. The review showed that the project would not be economic, unless plant size was scaled up and a more modern, energy-saving technology was adopted. It has, therefore, been decided to conduct further exploration in the area to establish additional reserves of bauxite required for a larger sized plant. After the re-assessment, the need for a fresh examination of the feasibility of the project, will be considered.'

2.24 The Committee further note from the written note dated 22 June, 1982 of the Ministry of Steel and Mines (Department of Mines) stating that 'a review of the Ratnagiri Aluminium Project made during the course of formulation of the Sixth Five

Year Plan revealed that the Project would not be economical unless plant size was scaled up and a more modern energy saving technology was adopted. This has necessitated further exploration in the area to establish additional reserves of bauxite required for a large sized plant. Mineral Exploration Corporation of India (A Government of India Undertaking), has, accordingly, been commissioned for reassessment of the bauxite deposits in Dhargarwadi Group and Budhagarh Group of the Kolhapur area. Feasibility of the Project will be considered after reassessment of reserves, which is likely to be completed some time in 1985.'

- 2.25 The Committee appreciate the concern of the Government to ensure economic viability of the projects requiring huge investments. However, the Committee feel that the Ratnagiri area where the Aluminium Project has been demanded by the petitioners is a backward area and as such Government of India should not ignore altogether the needs of economic development of the area. The Committee note that Maharashtra Government had already taken advance action in connection with the project and purchased materials and equipment for the supply of power to the proposed plant at Ratnagiri. They also note that the Central Government had spent Rs. 1.87 crores on acquisition of land and for the preparation of blue prints. The Committee, therefore, recommend that Government should take immediate steps to reassess the bauxite reserves and even if it is not possible to establish as big a plant as on the East Coast, they should have a medium-sized plant so that the economic backwardness of the people of the area is ameliorated."

[Tenth Report (Seventh Lok Sabha), Paras 2.20 to 2.25, pages 13-15.]

- 7.2 The Ministry of Steel and Mines (Department of Mines) with whom the recommendation was taken up for implementation, have in their action taken reply dated 23 December, 1982, stated as follows :

"The matter has been examined in detail by Government in consultation with the Company and the salient features of the analysis are set out below :

- (i) In today's context, the optimum capacity of an alumina plant would be of the order of 8 lakhs tpa. A medium capacity alumina plant would have to have a capacity of 3-4 lakh tpa. Even this medium capacity plant would have a specific investment about 20-30% higher than that for an optimum sized plant of 8 lakhs tpa.
- (ii) The original Ratnagiri Aluminium Project was conceived on the basis of Dhangarwadi and Udgiri bauxite deposits in district Kolhapur of Maharashtra. The Geological Survey of India has estimated a total in situ reserve of about 21 million tonnes. However, judging from the past experience in the Amarkantak/Phutkapahar deposits, the recoverable reserve is expected to be only about 50% of that figure. In this context, the proved Dhangarwadi and Udgiri deposits would not be adequate for a medium sized plant of 3-4 lakh tpa,
- (iii) To establish the existence of additional useable reserves, the Government has commissioned the Mineral Exploration Corporation on 24.2.1982 to carry out detailed investigations in the area. The detailed investigation are scheduled to take 26 months. Only with the completion of these investigations would it be possible to come to a conclusion whether the primary requirement of adequate ore reserves, is fulfilled.
- (iv) An alumina plant of 3-4 lakh tpa capacity would have to be linked with a smelter of 1.5-2 lakh tpa capacity. The requirement of power for such a smelter would be of the order of 350 MW. Maharashtra is deficit in power at present and is likely to continue to be so in the near future. Any proposal to set up an alumina/aluminium complex based on the Ratnagiri reserves, would require the setting up of a captive power plant. The investment on this captive power plant would also dampen the economic viability of the project.
- (v) At present, there is an acute recession in the world aluminium market and prices are greatly depressed. Intelligence market forecasts do not expect an improvement for some time to come. There would be little possibility of setting up an Alumina/Aluminium Plant to cater to the export market exclusively.



As mentioned in point (iii) above, the bauxite reserves in Kolhapur District are being reinvestigated by the Mineral Exploration Corporation (MEC). After that is completed and taking into account the global and Indian circumstances relating to the production of Alumina/Aluminium at that point of time the possibility of proceeding with the Ratnagiri project can be considered."

7.3. The Committee note the position stated by the Ministry of Steel and Mines (Department of Mines) in their action taken reply on the recommendations in the matter. The Committee trust that due consideration would be given to the Ratnagiri Aluminium Project by the Government on completion of investigation of bauxite reserves in Kolhapur District.

**ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS OF THE COMMITTEE ON PETITIONS CONTAINED IN THEIR TENTH REPORT (SEVENTH LOK SABHA) ON PETITION NO. 6 REGARDING BAN ON EXPORT OF FROGS' FLESH**

8.1 In their Tenth Report (Seventh Lok Sabha) presented to Lok Sabha on 20 October, 1982, the Committee considered Petition No. 6 regarding ban on export of frogs' flesh and made certain recommendations.

8.2 The Ministry of Commerce were requested to implement the recommendations of the Committee. The recommendations of the Committee and the action taken reply dated 5 March, 1983 thereon furnished by the Government are given below seriatim :—

*“Recommendations in Paras 4.9 and 4.10 of the Tenth Report :*

4.9 The Committee have noted the views of various Institutions furnished by the Ministry of Agriculture (Department of Agriculture and Cooperation) about the role played by the frogs in keeping paddy stem-borer pest under control. The findings of the ICAR are that frogs feed on a number of pests which damaged paddy crop. The degree to which frogs play a role in checking the incidence of rice stem-borer and brown plant hopper has not yet been quantified. Nevertheless, it has to be admitted that frogs do play a role in checking the incidence of brown plant hopper. The ICAR have further submitted that frog legs should not be exported indiscriminately from the country and only export of frog flesh by registered frog farmers should be promoted. Any export of frogs' flesh taken from the wild may be totally banned.

4.10 The Committee further note that the Ministry of Agriculture have recommended to the Ministry of Commerce which is nodal Ministry for finalising the Export Policy that during 1982-83 export of frog legs should be curtailed quantity-wise by 25 per cent of the exports made in 1981-82. The Committee feel that in the light of the experience of the new export policy in the matter if there is no marked improvement in the destruction of paddy cultivation by pest, the export of frogs

flesh should be further reduced to 50 per cent of the quantity exported at present.

#### *Action taken by Government*

Technical opinion in regard to the impact of export of frog legs on paddy pest control is not conclusive. The Zoological Survey of India would say : 'whether the increase of paddy stemborers/mosquitoes has any direct bearing on killing of frogs or not is still to be worked out'. According to the crops division of Ministry of Agriculture 'Frogs have a very little role to play in keeping the population of various pests under control..... More research work on the subject is needed'. According to the Indian Council of Agriculture Research (ICAR) 'The degree to which frog play a role in checking the incidence of rice stemborer and brown plant hopper is not quantified'.

The Konkon Krishi Vidyapeeth, Ratnagiri has only found that 'existence of frogs in rice fields is necessary for minimising pest infestation'.

There is a total ban on catching of frogs during the breeding season *viz.*, 15th June to 15th August, each year. There is a total ban on export of small frog-legs (over 80 numbers per kg.) Only 2 species out of over 100 species available in nature are permitted to be caught for export *viz.*, *Rana Tigrina* and *Rana Hexadactyla*.

In any case, consequent on the introduction of licensing system for trapping of frogs in the context of frog leg exports, during the year 1982-exports of frog legs fell down to 2271 tonnes as against 4368 tonnes exported during 1981—a fall of 2097 tonnes. Fall in exports during 1982 consequent on the implementation of advice of the Ministry of Agriculture for strict enforcement of licensing procedures has been to the extent of 47.99 per cent.

In the circumstances, a further review of the situation may be made towards the end of the year 1983.

#### *Recommendation in para 4.11 of the Tenth Report*

The Committee also desire the Ministry of Commerce to examine the suggestion made by the Indian Council of Agriculture Research that export of frogs' flesh by registered frog farmers only should be promoted and any export of frogs' flesh taken from the wild be totally banned.

*Action taken by Government*

Frog farming will have to be established on a commercial basis and then only can it be extended to the farmers. The Task Force on Marine Products has already consulted the Central Inland Fisheries Research Institute which has done some work on the subject and has made the following recommendations :—

*Centre for Production of Frog**Seeds and Frog Breeding :*

A research centre has already been set up by the Central Inland Fisheries Research Institute at Kalyani for production of frog seeds. It would be worthwhile to set up similar centres in other States. Since Maharashtra, West Bengal and Kerala are the major areas for collection of frogs and processing and exports of froglegs, it is desirable that the ICAR sets up three breeding centres at a suitable location in each of these States. As the Kalyani centre is already there in West Bengal, the need for setting up these centres for the present would arise only in Maharashtra and Kerala.

*Extension in Frog Breeding :*

As frog breeding technology developed by the Central Inland Fisheries Research Institute has considerable significance from the point of view of establishing commercial frog culture farms ultimately, qualified officials of Marine Products Export Development Authority may be got trained in frog breeding. Such trained officials can disseminate the know-how gained by them amongst the interested exporters and farmers. At the appropriate stage, Marine Products Export Development Authority can also implement development programmes for frog farming in farmers' lands after the technology for commercial farming is perfected and a stage is reached for transfer of such technology to farmers."

**8.3 The Committee note the action taken by Government on their recommendations contained in the Tenth Report (Seventh Lok Sabha) on the petition regarding ban on export of frogs' flesh,**

## IX

### **ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS OF THE COMMITTEE ON PETITIONS CONTAINED IN THEIR ELEVENTH REPORT (SEVENTH LOK SABHA) ON THE REPRESENTATION REGARDING AUGMENTATION OF RAILWAY FACILITIES IN INDORE.**

9.1 In their Eleventh Report (Seventh Lok Sabha) presented to Lok Sabha on 5 November, 1982, the Committee on Petitions considered a representation regarding augmentation of Railway facilities in Indore and made the following observations/recommendations :

“2.28. The Committee note that in the post-independence era, Indore has developed into a large industrial centre of Madhya Pradesh, which extends up to Dewas on the one side and Mhow and Dhar on the other side. It is a District and Commissioner's Headquarter, seat of the University and the hub of activity for social and cultural events.

With the phenomenal growth in the industrial activity in this area, the population of Indore as well as townships, like Mhow and Dewas, have also witnessed a spurt.

The population of these urban centres has increased by about 50% during the last one decade. A large number of industries have also been set up in Indore. However, there is no direct fast train between Indore and Bombay on the one hand and Indore and Delhi on the other hand.

2.29 The contention of the Ministry of Railways (Railway Board) is that introduction of an additional/direct fast train between Indore and Bombay and between Indore and Delhi is not operationally feasible at present for want of spare line capacity on saturated sections enroute and due to the lack of requisite terminal facilities for handling additional trains at these stations. Besides, coaching stock is also not available for introduction of new trains.

The Committee, however, note from the position explained by the Chairman, Railway Board during his evidence that the cons-

straints are not necessarily at Indore alone where they are comparatively minor. The terminals at Bombay and Delhi are much saturated where scope for expansion is limited.

The Committee further find that despite the lack of terminal facilities at Bombay, the Railway Department has introduced Week-end Express and also announced the extension of Rajdhani Express to four days for which the terminal facility has been provided at the Bombay Central Station.

2.30 The Committee also note that many new trains e.g. Sarvodya Express, Garib-Nawaz Express, Navjeevan Express, which utilise the Western Railway track have been introduced recently by giving priority to other areas for which the rakes have been made available by the Railway Administration.

2.31 The Committee find that from 1 October, 1982, the Railways have augmented additional capacity in each direction towards Delhi as well as Bombay by attaching four more through coaches to 87DN/88UP Nagda-Indore Passengers and 19 DN/20UP Bombay-Dehradun Express.

2.32 Since the introduction of additional coaches from 1 October, 1982, the Committee find that there is increase in passenger traffic ranging between 60 per cent and 90 per cent in First Class and occupation up to 95 per cent in Second Class on Indore-Delhi section.

2.33 The Committee feel that the operational constraints mentioned in their written note and also explained by the Chairman; Railway Board during the evidence, would not be peculiar to such a direct train and these constraints have to be faced by all trains between Bombay and Delhi. The Committee are of the opinion that the terminal facilities at Indore, Delhi and Bombay can be augmented by changing destinations of trains i.e., Dadar instead of Bombay and Nizamuddin instead of New Delhi.

2.34 The petitioners have given figures of population, Sales-tax revenue and the passengers traffic moved by road transport, From the figures given to the Committee, it is clear that some of the cities in Gujarat and Madhya Pradesh with less Sales-tax revenue yield and less population have the facility of direct train link between those cities and Bombay/Delhi. Moreover, the Railways have not conducted any traffic survey of Indore region so far. The Committee feel that there is enough justification

for a full fast train from Indore to Delhi and Indore to Bombay.

During evidence before the Committee, the Chairman, Railway Board, agreed that there was increase in the traffic and there was room either for the introduction of a train or for attaching more coaches to the various trains which were going from Indore to Bombay or coming from Indore to Delhi.

The Committee, therefore, recommend that a fast direct train between Indore and Delhi and between Indore and Bombay should be immediately started.

2.35 According to the position stated by the Chairman, Railway Board, the Committee find that between Indore and Mhow, the Railway Administration are running twelve Up and twelve Down shuttle and long distance passenger trains. The occupation of these trains at peak hours is 120 per cent and in the morning and evening it is 80 per cent. Despite the fact that the Railway Administration are now able to increase the load of the trains to meet the demand to some extent, there is still heavy traffic on this section, particularly during the peak hours. The Committee, therefore, feel that there is a need for the creation of more passenger capacity on the Indore-Mhow Section."

[Paras 2.28 to 2.35, Eleventh Report (Seventh Lok Sabha)].

9.2 The above recommendations were taken up for implementation with the Ministry of Railways (Railway Board). In their O.M. dated 10 November, 1982, the Ministry of Railways have stated as follows :—

"At present It is not operationally feasible to introduce an additional direct train from Indore to Delhi and Indore to Bombay due to the following reasons :—

- (1) The line capacity on Bombay-Delhi Trunk Route is already saturated on a number of sections, including the single-line sections on Kota Division. On Ratlam Division itself, the Nagda-Ujjain section is a serious bottle-neck, the utilisation of capacity being over 90%.
- (2) There is an acute paucity of BG coaching stock and consequently, the requisite number of coaches are not available for introduction of a new train.

- (3) The terminal facilities at Indore as well as at Bombay and Delhi do not permit introduction of another train.

However, Railway Board have recently sanctioned an Engineering-cum-Traffic Survey for new BG link from Dahod to Mhow via Indore. In case it is finally decided to provide this link, it will ease the line capacity problem on Dahod-Ratlam, Ratlam-Nagda and Nagda-Ujjain sections.

At present six service coaches are available between Indore-Delhi and Indore-Bombay. Of these coaches four have been introduced from 1.10.1982. These four coaches have provided 10 first class berths, 75 second class sleepers and 200 second class seats. These four coaches together with two other coaches which were already running providing accommodation for 10 first class berths, 75 second class sleepers and 40 second class seats and also quotas available by 3Dn/4Up Frontier Mail, 23/24 Janata Exprss, 25/26 Paschim Express and other trains should adequately cater for the traffic for and from Indore. The total accommodation available from Indore. The total accommodation available from Indore to Bombay and Delhi is over 500 berths/seats. Of these 275 berths/ seats have been provided from 1.10.1982.

All the Bombay-Delhi trains are running with full loads and fully patronised with waiting list. It is not operationally feasible to attach these six coaches to any other train. In fact, even in case of 19/20 Dehradun Express these four additional coaches have been given by diverting Bombay-Delhi/Dehradun coaches.

The through traffic from Indore is being cleared by providing additional through coaches and quotas. It is not always possible to introduce originating trains from every town. For instance, Bhopal, Allahabad, Kanpur etc. do not have originating trains to Delhi. In the context of shortage of resources, it is necessary that introduction of additional passenger carrying trains is controlled by the Ministry.

In order to create more passenger carrying capacity on Indore-Mhow section Western Railway administration has been instructed to increase the load of the trains on this section. This will appreciably reduce overcrowding on this section."

**9.3 The Committee note the position stated by the Ministry of Railways (Railway Board) in their action taken reply on the recommendations of the Committee contained in their Eleventh Report (Seventh Lok Sabha) regarding augmentation of railway facilities in Indore,**



9.4 In this connection, the Committee also note that while replying to Unstarred Question No. 3133 in Lok Sabha on 11 August, 1983, the Minister of Railways (Shri A.B.A. Ghani Khan Choudhury) has stated that "proposal to introduce a train between Indore, Bhopal and New Delhi is under examination. There is no proposal to introduce a train between Indore and Bombay". The Committee hope that a fast direct train between Indore and Delhi would be started soon.

NEW DELHI;

*Dated 24 August, 1983.*

K.P. TEWARI

*Chairman,*

*Committee on Petitions.*

## APPENDIX

(See para 2.2 of the Report)

[Petition No. 25 regarding the Delhi Rent Control (Amendment) Bill, 1980 so as to make provisions also for increase in rent in accordance with rise in price index, fixation of standard rent at a rate more than Banks' lending rate of interest, termination of tenancy for non-payment of rent for three months and scrapping of Slum Clearance Act].

### LOK SABHA

*Petition No. 25*

[Presented to Lok Sabha on 20 April, 1983]

[Considered by the Committee on Petitions Lok Sabha at their sitting held on 3 May, 1983 and circulated in pursuance of the Committee's direction under rule 307(1) of the Rules of Procedure and Conduct of Business in Lok Sabha].

To

LOK SABHA  
NEW DELHI.

The humble petition of house-owners of Delhi and New Delhi,  
SHEWETH

1. That since Independence in 1947, there has been freeze on rents, while prices of all commodities have been rising 20 to 30% every year. House-owners receiving 35 years old rent with no other income, have become paupers and their houses in the absence of repair, have been decaying; while their tenants have built their own houses with savings in rent, are letting them on rent but sticking to their old houses with nominal rent.

The yearly standard rent is still 7.5 or in some cases 8-1/3% of the cost of land and construction, which is even less than half of banks' present lending rate of interest, which after deduction of house tax, repairs, etc., comes to less than 5% and in some cases to zero.

2. Even the frozen rent, though legally payable by a definite date, is not paid for years in the absence of any clause in the Rent Act for

penalty on non-payment on due date. To realise rent, the house-owner has to give a registered notice through a lawyer paying Rs. 100/- to Rs. 200/- and to get it delivered after months or a year and then go to Court for years. Municipal Corporation, D.E.S.U., schools, etc., all impose fine and even cut off supply without any need for registered notice; otherwise nobody will pay in time and the work may come to a dead stop.

The condition of a houseowner who is a widow, old, retired, unemployed, orphan, wholly dependent on income from monthly rent, is most miserable in the absence of any loan facility from court or Government for litigation period which has no limit.

3. A houseowner lets out some portion for some period to pay off loans or to make up deficiency in income. In the midst of several tenants who combine and become hostile, bent upon neither paying the rent nor leaving the premises, the lonely houseowner is harassed in hundred of ways, where no court nor police can help. It is easier to get divorce from wife than get his own premises from tenant. Many houseowners had to sell their house for whatever little price they could get. Many houseowners have been insulted, beaten, molested, murdered.

4. A houseowner who has no income or nominal income just to meet barest needs; who only lives in house as tenants live in house, cannot pay house tax, wealth tax, estate duty, except by selling the house. Who should pay the house tax the houseowner who get Rs. 15/- or the tenant who gets Rs. 112 as house rent allowance per month and which is increasing every year? Why should the tenant be not made to pay to the houseowner at least this amount? If he wants to take premises beyond his status, he may have to pay more than allowance.

5. The houseowners of the localities earmarked as slum area comprising about 2/3 of Old Delhi, cannot file a suit unless they are permitted to do so under the Slum Clearance Act.

And accordingly your petitioners pray that :

(1) Rents should be increased in accordance with percentage change in General Price Index, taking April 1, 1951 or thereafter first letting out financial year ending month as base month upto March 31, 1981, and thereafter, after every three years.

After March 31, 1981, the standard rent, as a principle, should be a little more than the Banks' lending rate of interest now 18% on cost of land and construction, with three yearly increase as above.

Every tenancy should be a lease for a period as stated in the agreement or in its absence for a period of three years and in the case of one houseowner, one year.

Contract or agreement must be respected.

In the event of death of the tenant, one of the heirs in succession of spouse, parents, unmarried sons and daughters should be allowed to continue to live in the premises for a period of one year from the date of death.

(2) Every tenant must pay rent and other charges by the date mentioned in the contract or in its absence by the last day of the month for which payable. On non-payment by the last date of the month, fine of 1% of monthly rent for every day of default should be payable. On non-payment for 90 days, the tenancy should be taken as terminated and eviction should follow immediately on Rent Controllers order with the help of the police.

(3) A houseowner who owns in Delhi a single residential or residential-cum-commercial house in his name or in the name of his wife, son, parent should be exempt from all the provisions of the Rent Act and should be got vacated on his request by the Rent Controller under section 14A and 25A duly amended, normally within six months of the date of request; or immediately after in case of hostility or apprehension of violence. In the situation where there is no alternative but that one of the two must leave the house, it is the tenant not the houseowner who must be made to leave immediately.

(4) House tax should be payable only out of income received from rent. House tax, wealth tax, estate duty should not be levied on one house or portion of house in which the houseowner with his dependents lives.

Income tax levied on the rental portion out of on the total income, should be set apart and given to Municipality as house tax. There is no necessity of separate assessment of house tax.

(5) Every tenant must be bound to keep the premises in his occupation in good, habitable repairs and at the time of leaving, must deliver the premises in as good a condition as it was when he took it.

(6) Slum Clearance Act should be scrapped with immediate effect. And the above reliefs be incorporated in the Delhi Rent Control

Act or in the Delhi Rent Control. (Amendment) Bill, 1980 pending before Lok Sabha.

And your petitioners as in duty bound will ever pray.

Name of Petitioner	Address	Signature or Thumb impression
Shri R. C. Gupta	Senior Vice-President, Delhi Pradesh Houseowners Association, 29/6, Shaktinagar, Delhi-110007.	Sd/-

Countersigned by : K. Lakkappa, M.P., Division No. 533.