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Thursday, April 2, 1981
Chaitra 12, 1903 (Saka)

LOK SABHA DEBATES

Fifth Session
(Seventh Lok Sabha)



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LOK SABHA

Thursday, April 2, 1981/Chaitra 12,
1902 (Saka)

The Lok Sabha met at three minutes
past Eleven of the Clock

[MR. SPEAKER in the Chair]

SHRI GEORGE FERNANDES: Sir, before you proceed with the questions on the bulletin I would like to make a point because this is a record of the proceedings of the House and there is an error which has crept in. I am sure it is due to oversight, but it needs to be corrected.

SHRI MADHU DANDAVATE: It is due to an oversight. It needs to be corrected.

SHRI MOOL CHAND DAGA: Sir, this procedure is not to be adopted because every day during question hour they are raising it.

MR. SPEAKER: I will see.

ORAL ANSWERS TO QUESTIONS

Incentives and Disincentives to Check Population

*640. SHRI ARJUN SETHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government propose to allow more incentives and impose disincentives in order to check population growth in India; and

(b) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) No, Sir.

(b) Does not arise.

SHRI ARJUN SETHI: Sir, while replying to a Calling Attention notice on the floor of the House, the Hon. Minister had enumerated a series of measures to curb the population of the country. So, may I know from the Hon. Minister whether those measures are not the incentive schemes of the Government of India? If so, how does he give this answer: 'No, Sir.'?

SHRI NIHAR RANJAN LASKAR: Sir, definitely we have been telling this. In the States as well as the Central Government there are no disincentives at present. Some incentives in the form of compensation are being given to Central Government employees. If you like I will enunciate those things.

About the second part of his Question, he asks: what are our programmes? We have a Population Policy and I can enumerate one or two items under this. The present population Policy is as follows:

The National Family Welfare Programme will be implemented through integrated delivery of health and family welfare services with particular stress on maternal and child welfare; the objective of the population policy is to reduce the production rate to one by 1995, which will entail the reduction of the birth rate to 21 per thousand population and the death rate to 9 per thousand population, provision of adequate infrastructure for delivery of family welfare services and

adequate follow up; launching of campaign. We are giving more importance to this, Sir, to educate the people about the small family norms. These are some of the programmes we are taking up vigorously.

SHRI ARJUN SETHI: Sir, I seek your protection. Are these not measures for providing incentives to the people who come forward for population control? How can the answer be 'No'? I asked whether there was any incentive. He says, 'No'. On the other hand, he enumerated the old schemes. How can the answer be 'No'?

अध्यक्ष महोदय : राम विलास जी, जब 'स्पष्ट' को अस्पष्ट' कहते हैं, तो इस 'नो' को 'येस' समझ लो।

SHRI NIHAR RANJAN LASKAR: The question is: "whether Government propose to allow more incentives...."

SHRI ARJUN SETHI: My second supplementary is this: the Census just concluded reveals that we are likely to have some sort of a population explosion in the country. In this context, I would like to know whether any specific measures are being taken by the Government in view of the recent population figures to check the growth in the coming decade?

SHRI NIHAR RANJAN LASKAR: We are trying to motivate our population to have the small family norm. These motivation programmes have been enunciated. I can inform the hon. Member that firstly, we have decided to strengthen—and enlarge—the climate in favour of the National Family Welfare Programme through mass media; secondly, we are trying to achieve its increasing acceptance through group discussions and Inter-personal communications, and thirdly, through the introduction of population education in the formal and non-formal systems already in vogue.

Here, I can also say that it is well known that planned socio-economic development, and equitable distribution of benefits would be elusive if the

level of population growth exceeds the feasible levels of investment. That is why we have given more importance to the small family norm, and we expect that all eligible couples will practice the small family norm. In that way, we are trying to achieve Data. We are involving the media to a large extent.

श्री रामनाथदुबे : अध्यक्ष महोदय, मैं मंत्री महोदय से पूछना चाहूंगा कि क्या सरकार फैमिली प्लानिंग के लिए लोगों को एजुकेट करने के अलावा परिवार नियोजन को प्रोत्साहित करने के लिए जैसे बामा कम्पनी में एजेण्ट नियुक्त किये जाते हैं, उसी तरह से कोई कार्यक्रम बिना जोर-जबर्दस्ती किये परिवार नियोजन के लिए लोगों को समझाने-बुझाने का शुरु कर रही है ? ... (व्यवधान) ...

श्री रामनगोना मिश्र : मुझे भी एक प्रश्न पूछ लेने दोजिए क्योंकि यह एक बहुत महत्वपूर्ण सवाल है।

SHRI NIHAR RANJAN LASKAR: We are giving more encouragement to motivators.

श्री रामनाथ दुबे : : मेरे प्रश्न का जवाब नहीं आया है। (व्यवधान)...

SHRI KRISHNA CHANDRA HALDER: The hon. Minister, in his reply, has spoken about the programme to check population growth. I want to know whether he will include an item in this programme. I suggest that if there is a married, but unemployed youth and if he accepts this formula for checking population growth, he should be given employment. Will the Minister include this suggestion in the programme which he enunciated earlier?

SHRI NIHAR RANJAN LASKAR: We include all sections of our population and unemployed youths also come under that.

श्री रामनगोना मिश्र: मान्यवर, मेरा एक निजी अनुभव है कि जितने क्वेश्चन पूछे जा रहे हैं, जितने मंत्री आर्गुमेंट दे रहे हैं इन से परिवार नियोजन नहीं हो सकता।

अध्यक्ष महोदय: आप बता दीजिए जैसे हो सकता है।

श्री राम नगोना मिश्र: मान्यवर, मैं बता रहा हूँ कि जितने साधन सम्पन्न लोग हैं उन सब के रहने के लिए घर हैं। (व्यवधान) जब तक देश में गरीबी रहेगी, जब तक गरीबों के लिए एक घर के बजाय दो घर नहीं होगा तब तक निश्चित रूप से यह परिवार नियोजन नहीं हो सकता है। अगर परिवार नियोजन करना है तो देश से गरीबी को मिटा दीजिए और एक परिवार को रहने को दो घर की व्यवस्था कीजिए, परिवार नियोजन हो जाएगा। मैं मंत्री जी से जानना चाहूंगा कि क्या मंत्री जी ऐसी व्यवस्था करना चाहेंगे?

अध्यक्ष महोदय: आपने सजेशन दिया है, बढ़िया है।

श्री रामावतार शास्त्री: मैं हाथ उठा रहा हूँ।

अध्यक्ष महोदय: आपने देखा नहीं कि कितने इधर से हाथ उठ रहे हैं।

श्री रामावतार शास्त्री: मैंने एक हफ्ते से सवाल नहीं पूछा है। मैं देख रहा हूँ कि रोज क्या होता है?

अध्यक्ष महोदय: मैं हिसाब लगाऊंगा कि आपने कितने सवाल पूछे हैं।

श्री रामावतार शास्त्री: मैं एक हफ्ते से था नहीं।

अध्यक्ष महोदय: मैं हिसाब लगाऊंगा।

श्री रामावतार शास्त्री: सबका हिसाब कीजिए।

अध्यक्ष महोदय: आपका भी करूंगा।

श्री रामावतार शास्त्री: हम यहाँ कुछ सवाल ही उठाने के लिए आते हैं।

अध्यक्ष महोदय: सभी मम्बर सवाल उठाने के लिए आते हैं।

प्रो० मधु बंडवते: आप इनको मौका दे दीजिए, क्योंकि पापुलेशन के मुतल्लिक इनका काफी ताल्लुक है।

अध्यक्ष महोदय: मैंने तो मजाक में कहा था।

SHRI SATISH AGARWAL: Mr. Speaker, Sir, a few days back, the hon. Minister had announced in this House that he would seek the cooperation of all political parties and voluntary organisations with regard to the check on population growth. May I know whether the Government intends to initiate a discussion with all political parties to decide in their forum that no ticket for election at whatever level will be given to any candidate who has got more than three children? (Interruptions) Mr. Speaker, don't apprehend? You will be excluded from it.

MR. SPEAKER: That is why I am just looking down.

(Interruptions)

SHRI SATISH AGARWAL: I could very well guess from your face your reaction that you are worried about it because you have got 5 children. (Interruptions) But don't worry because the Health Minister has got 8 children. (Interruptions) Will the Government consider this suggestion to initiate a discussion with all the

political parties that they will decide of their own not to give ticket to any candidate who has got more than 3 children?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI E. SHANKARANAND): As far as the suggestion made by the hon. member is concerned, I do not know whether he has discussed this in his own party. (*Interruptions*)

अध्यक्ष महोदय : इन से यह तो पूछ लें कि जिन्होंने शादी नहीं की है, क्या उन्हें दो टिकट देंगे ?

SHRI B. SHANKARANAND: May I ask what is the relevance of producing children with marriage? I do not know how is he linking production of children with marriage? (*Interruptions*) What I mean to say is that those who are not married have not produced any children. (*Interruptions*) Since he has referred to my personal aspect, may I tell the hon. Member that in my case I have attained an age which has no relevance to Family Planning? My last child is 15 years old. He wanted to know whether I am practising Family Planning. (*Interruptions*)

MR. SPEAKER: This is enough. I have gone to five. (*Interruptions*)

SHRI SATISH AGARWAL: You finish your homework early then. (*Interruptions*)

MR. SPEAKER: We can have a debate on this very soon. It is a very vast subject.

श्री रामावतार शंस्त्री : अध्यक्ष महोदय, परिवार नियोजन ऐसी चीज है, जिसका कोई विरोध नहीं कर सकता, सब लोग इसमें सहयोग करना चाहते हैं। मैं आपसे जानना चाहता हूँ कि यहाँ जो बैठें हैं, मूर्तियाँ हैं, यहाँ जो संसद-सदस्य हैं उन्हें और विधानसभा सदस्यों को इस परिवार नियोजन कार्यक्रम में शामिल किया

जाएँ। क्या इसके लिए कोई योजना आपने बनाई है या हम लोगों को भी शिक्षित करने का विचार रखते हैं, क्योंकि हमारे यहाँ एक कहावत है कि "राह बढ़ाव सो आगे चल" तो हम लोग दुनिया को कह रहे हैं कि परिवार नियोजन होना चाहिए, आखिर हम लोगों के लिए भी कुछ शिक्षात्मक निर्धारण होंगे या नहीं, इसके बारे में मैं जानना चाहता हूँ।

PROF. MADHU DANDAVATE: Members of Parliament are under the Control of the Speaker. (*Interruptions*)

MR. SPEAKER: I do not want anybody to intrude into my premiss here.

SHRI B. SHANKARANAND: What the hon. Member meant was that the MPs should set an example to the people. That is what he wants to say. I wish they do it.

एक माननीय सदस्य : एक प्रश्न मैं पूछना चाहता हूँ।

अध्यक्ष महोदय : अब बहुत हो गया है। यह तो बहुत लम्बा-चौड़ा सवाल है, फिर कभी इस पर डिबेट रख लेंगे।

MR. SPEAKER: Mr. G. Y. Krishnan. Absent. Shri Narayan Choubey. Absent. Shri R. L. Bhatia. Absent. What a remarkable performance here?

Track Electrification

+

PROF. K. K. TIWARI:

*644. SHRI SUBHASH CHANDRA BOSE ALLURI:

Will the Minister of RAILWAYS be pleased to state the extent to which track electrification will reduce the railways dependence on imported diesel and save coal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJAN): Taking into account the anticipated electrification over 2800 Route Km. in VI Plan the annual consumption of energy by locomotives at the end of the VI Plan is expected to be about 1.00 million tonnes of H.S.D., 10 million tonnes of Coal and 3260 million kwh of electricity. If this electrification is not taken up, 0.256 million tonnes of extra diesel oil would be consumed.

PROF. K. K. TIWARI: I would like to know from the Minister what concrete steps have been taken so far to electrify the railway track.

SHRI MALLIKARJUN: The electrification schemes are in various stages. Because it has become a general question I would like to give the various lines which are under consideration and also those which are at the moment the on-going works in various Railways. This is upto the end of the Plan period, i.e. up to 1990, because in the Sixth Plan we want to electrify 2,800 lines and the break-up will be made up as per the Plan. We are going to spend about Rs. 450 crores in the entire Plan period. We have an ambitious programme to electrify even up to 7,800 kilometres by 1990. I will give the break up of various Railways. Central Railway—It is Jhansi, Bina, Bhopal, Itarsi, Busaval, Bina, Katni, Itarsi, Nagpur, Busaval, Nagpur, Nardha, Balharshah. Eastern Railway—Sitarampur, Danapur, Mughalsarai....

AN HON. MEMBER: It may be laid on the Table.

MR. SPEAKER: It is all right, it is not necessary to give all details.

SHRI MALLIKARJUN: Northern Railway—there are four lines for electrification which will be taken up—Mughalsarai, Varanasi, Lucknow, Saharanpur, Jullundur City....

MR. SPEAKER: It is all right.

Mr. Kurien.

PROF. P. J. KURIEN: The Minister in his reply has said that 2800 route kilometres of railway line if electrified in the sixth plan would save diesel to the extent of 256 million tonnes. In the light of this, I would like to know from him whether any survey has been conducted regarding the availability of electricity and utility of that electric power for railway electrification. For example, I have seen there are some States where there is absolute shortage of electricity. There electrification is started. There are some States where there is excess of electricity. There not a single KM is to be electrified. There are some States where there is coal in abundance and there are some States where there is no coal at all. For example, from Bihar you will transport coal to the southern States of Kerala and Tamilnadu.

MR. SPEAKER: What is your question?

PROF. P. J. KURIEN: I will have to explain, otherwise, he may not get the spirit of what I am saying. That is the thing. Where there is excess coal there you will electrify. Where there is electricity, there you are running with coal. I think there is an anomaly in this. I want to know whether you will conduct a survey about the excess availability of electricity and accordingly replan this electrification, so that where there is excess electricity, there all the lines may be electrified and where there is shortage of electricity, more of diesel engines may be run?

SHRI MALLIKARJUN: Generation of electricity takes place from thermal power stations and hydel projects. So far as the ambitious programme of the Energy Ministry is concerned, in the sixth plan, Rs. 9000 crores have been allocated, including super-power stations. So far as consumption of power for electrification purposes of railway is concerned, at the moment we do not find anything as such that

it is being reduced. Now and then there will be power cuts, for various reasons....

PROF. P. J. KURIEN: Do you know that Kerala has excess electricity and not a single KM of electrified railway line is there. There is no proposal also to electrify the lines there. Do you know it? Please specifically answer it. We can supply electricity to Tamilnadu and Karnataka, but not a single KM of railway line in Kerala is going to be electrified

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I understand what the hon. member says. His State has got surplus electric power and his question is why should we not use that for electrification there. But the programme of electrification is not based on whether electricity is available there it is based on the density of traffic.

PROF. P. J. KURIEN: That also should be a consideration.

SHRI C. K. JAFFER SHARIEF: The electrification programme is based on density of traffic. He was trying to bring out a comparison saying, in Bihar we have coal and in Kerala we have power; why not the policy be revised? That was his question. It is not so. The approach is from the point of view of national economy. Although coal may be available at Bihar, coal should be available for other purposes like power plants. It is not merely for running the railways. On some occasions, we are even stopping our trains and giving coal to the industries for the sake of power plants and other industries where coal is essentially required. The very thrust is different from what the hon. member has said.

PROF. P. J. KURIEN: He has not answered my specific question. I seek your protection.

MR. SPEAKER: It is all right there is no question of protection.

PROF. P. J. KURIEN: Please let him answer my specific question. Where there is excess of electricity, not a single line is going to be electrified.

MR. SPEAKER: He has already answered.

PROF. P. J. KURIEN: He did not answer. Let him say, at least he can consider.

SHRI C. K. JAFFER SHARIEF: As I said, there is no density of traffic there.

SHRI M. S. SANJEEVI RAO: We are happy that at last wisdom has dawned on the Government that we have to go in on a massive scale for electrification. I want to ask the Minister a very specific question. He knows very well that there is very heavy traffic between Madras and Calcutta. Fortunately, the Minister has inaugurated the Madras-Vijayawada electric line. There is already electric line between Calcutta and Kharagpur. By what time would be complete the remaining portion, namely, between Vijayawada and Kharagpur so that the entire track from Madras to Calcutta is electrified?

SHRI MALLIKARJUN: The hon. Member wants to have electrification from Madras to Calcutta. In the Sixth Plan period it is the policy of the Government to see that the trunk routes are electrified. I am confident that from Vijayawada to Ballarshah will come under this programme. As the work goes on, it will be further extended. Because, we want to connect Bombay to Delhi and Calcutta, in fact connect all main trunk routes. I am hopeful it will materialise soon.

SHRI M. S. SANJEEVI RAO: My question was about Vijayawada to Kharagpur. Ballarshah has nothing to do with Calcutta.

SHRI SUNIL MAITRA: The density of traffic is the heaviest around Calcutta for the purpose of running

train. The Kakurgachi chord line is already electrified. But we are not running any passenger train. Since this track is already electrified and there is density of traffic, will the Minister assure the House that he will run electric trains in this line?

SHRI MALLIKARJUN: We will examine it.

Railway Lines in Rayalaseema

*645. SHRI K. OBUL REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that no new Railway line has been laid in Rayalaseema area of Andhra Pradesh so far;

(b) whether Government are also aware that this area is producing huge quantities of minerals which are exported to foreign countries to earn foreign exchange;

(c) whether it is a fact that for want of Railway transport facilities, the minerals could not be transported to the harbours in time and as a result the country is losing export orders; and

(d) if so, whether Government would take immediate steps for laying new railway lines from Cuddapah to Nandyal and from Ongole to Dharmavaram via Cuddapah?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). A statement is laid on the table of the House.

Statement

(a) The following works are in progress in the region:

1. A parallel BG line from Gooty/Guntakal to Dharmavaram and conversion of the metre gauge section from Dharmavaram to Bangalore city into broad gauge.

2. Doubling of Gooty-Guntakal section.

3. Patch doubling between Gooty-Rayalacheruvu, Kondapuram-Muddanuru alongwith provision of crossing station between Rayalacheruvu-Juturu.

4. A survey for a new metre gauge line from Chitradurg to Rayadurg.

5. A survey for a parallel broad gauge line from Guntakal to Dronachalam and the conversion of the existing metre gauge section from Dronachalam to Guntur into broad gauge.

6. A survey for conversion of Bellary-Rayadurg metre gauge section into broad gauge.

7. A survey for a new line from Nandyal to Yarraguntla (new work for 1981-82)

(b) Yes.

(c) No; the railways have adequately carried the export mineral traffic to the Ports.

(d) There is no proposal to construct new lines between Cuddapah and Nandyal in the Sixth Plan period.

SHRI K. OBUL REDDY: I had asked a specific question whether any new railway line has been laid in the Rayalaseema area so far. But the Minister in his statement has stated that doubling work has been done here and there and a survey for a new metre-gauge line in Mysore from Chitradurg to Rayadurg is in progress. Instead of saying "no", he has given this reply. May I know from the hon. Minister whether he is aware that for the last 100 years no new railway line has been laid in the Rayalaseema area, a backward area, even though survey was done for two lines, one called the Deccan line from Katpadi to Kurnool via Cuddappa and another called the Pennar line from Dharmavaram to Ongole via Cuddappa? When is he going to take up the survey work for this?

SHRI MALLIKARJUN: It is true that no new railway line has been constructed in the Rayalaseema area in the recent past. In the statement I have referred to the execution of work going on there. So far as new railway lines are concerned, at the moment there are four surveys in the Rayalaseema area. One survey has been completed. It will be examined. Subject to clearance from the Planning Commission, these lines will be taken up as new constructions. So far as the other part of the question of the hon. Member is concerned, surveys are conducted periodically. Even before independence such surveys have been conducted. Surveys on the present situation are taken up off and on. At the moment, four surveys are on hand.

SHRI K. OBUL REDDY: Is there a proposal with the Government to connect all State capitals with broad-gauge lines? If so, when will there be a broad-gauge line between Bangalore and Hyderabad, the two State capitals?

SHRI MALLIKARJUN: At the moment it is not possible to say when Bangalore and Hyderabad would be connected by broad-gauge line. Already, work is going on from Bangalore to Guntakal. From Guntakal to Hyderabad there is already B. G. line via Wadi. At the moment it is not possible to connect Bangalore and Hyderabad.

SHRI DARUR PULLAIAH: Sir, I would like to know from the hon. Minister whether the Government will consider survey of new railway lines in the backward area of Rayalaseema from Guntakal to Tumkur via Uravakonda and Kalyandurg and whether the Government is going to start work on the new railway line from Bellary to Chittaldurg via Rayadurg.

SHRI MALLIKARJUN: So far as the line from Bellary to Rayadurg is concerned, already the survey for conversion of the line into broad gauge is there, but so far as the new line from Guntakal to Tumkur is concerned, it is a matter to be examined and I cannot commit myself to the House.

SHRI DARUR PULLAIAH: Sir, he did not say about Rayadurg and Chittaldurg.

SHRI MALLIKARJUN: Sir, it is before the Planning Commission.

Robbery in Toofan Express on 2nd March, 1981.

*647. **SHRI SATYENDRA NARAIN SINHA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Toofan Express was robbed between Barhaiya and Mokameh stations on March 2, 1981;

(b) if so, the details thereof; and

(c) whether the victims received any help from the Railways after the incident?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). A statement is laid on the Table of the House.

Statement

(a) to (c). Yes, Sir. On 2-3-1981 at about 18.38 hrs. while 7 Up (Howrah-Delhi Toofan Express) was starting from Barhaiya Station about 14/15 persons entered Coach No. ER 4571 and started looting passengers of the compartment at the point of country-made pistols and knives. They snatched cash, wrist watches, ornaments, suitcases, etc. worth about Rs. 20,000/- from about 20 passengers. 16 passengers including a Bihar Military Police Constable and the TTE on duty were injured by the miscreants. After looting the passengers, the miscreants stopped the train by pulling alarm chain between Hatidiah and Tal Junction stations and fled away with the looted property.

On arrival of the train at Mokameh Junction Station at about 19.10 hrs., all the injured persons were given first aid by the Assistant Divisional Medical Officer of the Eastern Railway, Mokameh.

No compensation is paid as per rules by Railways to passengers for loss suffered by them in such crimes.

Government Railway Police, Mokameh registered case No. 12(3)81 dated 2-3-81 under section 395 IPC. As a result of the efforts of the Police, looted property worth about Rs. 10,000/- could be recovered and 10 culprits have been arrested. Police investigations are continuing. The Deputy Inspector General (Railways), Bihar and Superintendent Railway Police, Jamalpur visited Barhaiya promptly and personally supervised the investigations.

SHRI SATYENDRA NARAIN SINHA: Sir, may I know if there are police escorts on the trains and if so, what action did the Government take to prevent robbery being committed?

SHRI MALLIKARJUN: It is a misfortune that dacoities and robberies have been committed on trains and particularly on the section on which Toofan Express runs. And when the dacoity was committed, Rs. 20,000 worth of articles were robbed, but the Government very keenly acted and nearly Rs. 10,000 worth of articles....

SHRI SATYENDRA NARAIN SINHA: Sir, it is not my question.

SHRI MALLIKARJUN: I am just coming to it. Since it is a sensitive issue, I am just coming with a background to what steps the Government is taking. The Government is taking effective steps to see that dacoity and robbery are not committed on trains and the steps which they are taking at the moment are escorting of important passenger trains at night by armed guards of C.R.P. of the concerned State Governments, patrolling at stations, platforms and waiting halls, surveillance over criminals and bad characters....

(Interruptions)

SHRI SATYENDRA NARAIN SINHA: My question is specific. I am not asking what steps the Government is taking. I only wanted to know whether there was armed police escort in the train or not on that particular day and if so, what action did they take to prevent robbery being committed.

SHRI MALLIKARJUN: That is what I have been saying, but the hon. Member did not allow me to complete it. On that particular day when the dacoity was committed, at Mokameh Junction, our police dog squad was also brought into operation and our railway police also came into operation. That is how

(Interruptions)

श्री राजेश कुमार सिंह: ट्रेन में पुलिस स्क्यारिटे था या नहीं? अगर था, तो उसने क्या कार्यवाही की?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): There were 5 persons, unarmed constables belonging to GRP, who were escorting that train. One of the constables received injuries when he got into scuffle with them, the other four were in different compartments. After the train moved from the station, this robbery took place and subsequently when it reached the Mokameh station, they pulled the chain and run away. Subsequently the police investigated, they arrested the culprits and the recoveries were being done.

SHRI SATYENDRA NARAIN SINHA: In view of the fact that a robbery has been committed on this very train on 17th of February, was it not necessary for the Government to post armed police personnel to escort that train?

SHRI C. K. JAFFER SHARIEF: I have already said that there were police escorts on that.

MR. SPEAKER: Were they armed?

SHRI C. K. JAFFER SHARIEF: Unfortunately that happened and we have taken care to see that all the trains which are run at night time are escorted both by R.P.F. and G.R.P.

MR. SPEAKER: Armed also.

SHRI C. K. JAFFER SHARIEF: Armed and un-armed both.

श्री राम विलास पासवान : मैं-मंत्री महोदय को, और खास कर श्री पांडे को, बताना चाहता हूँ कि मोकामेह और बड़हैया की लाइन पर, जो बक्सर तक चली जाती है, यात्रियों का जीवन कभी सुरक्षित नहीं है। माननीय सदस्या, श्रीमती कृष्णा साही, भी यही बात कहेगी। उधर बगूसराय वाली लाइन की भी यही दुर्घति है। यह एक दिन की घटना नहीं है, बल्कि बराबर ऐसी घटनायें होती हैं। कोई भी, किसी भी स्तर का, पैसेंजर हो—बी आई पी, मिनिस्टर, एम पी या एम एल ए हो—, किसी का भी जीवन सुरक्षित नहीं है। चोरी डकैती वहाँ का परमनिष्ठ फ़ीचर हो गया है। कोई घटना होती है, मंत्री महोदय वहाँ उसके बारे में जवाब देते हैं। उसके बाद लगातार घटनायें होती रहती हैं। मैं यह जानना चाहता हूँ कि क्या मंत्री महोदय ने इस समस्या का कोई निदान निकाला है, यदि हाँ, तो वह क्या है। क्या सरकार इस हाउस को एंशोर कर सकती है कि ऐसी घटनाओं को रोकने के लिए पग उठाए जायेंगे और भविष्य में ऐसी घटना नहीं घटेगी ?

रेल संज्ञी (श्री केदार पांडे) : इसमें दो बातें हैं : एक आर पी एफ है और दूसरा जी आर पी। यह सही है कि उस एरिया में इस तरह की घटनाएं होती हैं। कुछ अन-आर्डर्ड सिपाही ट्रेन में जा रहे थे और वे इस घटना को नहीं रोक सके, और उसका बुरा असर हुआ है। हम वहाँ ध्यान देंगे और ज्यादा कानसेण्ट्रेट करेंगे ताकि इस तरह की घटना न घटे।

श्रीमती कृष्णा साही : अध्यक्ष महोदय, मैंने मोकामेह का दस बरस तक प्रतिनिधित्व किया है और अब बड़हैया का भी प्रतिनिधित्व कर रही हूँ। मैं मंत्री महोदय से यह जानना चाहती हूँ कि क्या उन्हें इस बात की जानकारी है कि जो

जी आर पी या पुलिस वहाँ पर पोस्टिड होती है, उसी की सांठ-गांठ से रेलवे में डकैतियाँ होती हैं। मैं कहना चाहती हूँ कि सारे हिन्दुस्तान में माल-गाड़ियों से सामान की जितनी चोरी होती है, उसमें सब से ज्यादा गरहड़ा यार्ड से होती है, जो वहाँ पर है। मैंने इस ओर मंत्री महोदय का ध्यान दिलाया है, लेकिन अभी तक कोई कार्यवाही नहीं हुई है। सारे हिन्दुस्तान में जितनी चोरी होती है, उसकी 50 प्रतिशत चोरी वहाँ पर होती है। वहाँ पर डकैती एक नहीं, अनेक हुई हैं। क्या सरकार इस समस्या का समाधान करने के लिए भविष्य में वहाँ पूरी पुलिस प्रोटेक्शन और आर्डर्ड गार्ड की व्यवस्था करेगी ? मंत्री महोदय यह साबित कर देंगे कि वहाँ पर जे०आर०पी० के चार सिपाही थे, लेकिन वे सिपाही नहीं थे। वहाँ आर्डर्ड गार्ड के बिना काम नहीं चल सकता है। क्या सरकार इस बात की व्यवस्था करेगी कि लोगों के जानो-माल की सुरक्षा के लिए वहाँ पर आर्डर्ड गार्ड रखे जायें ?

श्री केदार पांडे : हम उस पर विचार करेंगे।

Transport System in the Capital

*648. SHRI JAGDISH TYTLER: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the traffic conditions in Delhi are becoming chaotic due to the continued negligence of the transport system in the capital; and

(b) if so, the measures under contemplation by Government to rectify and ease the situation?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) No Sir. However, there are problems of congestion in some areas particularly within the walled city.

(b) Every effort is being made by the Government, local authorities, Delhi police as well as the Delhi Transport Corporation to ease the traffic situation and improve its flow. The carrying capacity of mass transport system by Delhi Transport Corporation is being increased. 630 new buses have been added to the DTC fleet during 1980-81. Electrified ring railway system is under construction and is expected to be completed by the middle of 1982. Seven flyovers are being constructed, roads widened and inter-sections improved. Transport Nagars are being set up outside congested areas so as to eliminate idle parking in busy areas. Necessary traffic restrictions are also imposed so as to allow smooth traffic movement. The Motor Vehicles Act is also proposed to be amended to make its provisions more effective.

SHRI JAGDISH TYTLER: The first question that the hon. Minister has replied is wrong and the second is partly wrong and partly right. The traffic problem is common all over Delhi.

The first thing I would like to point out to the hon. Minister is that the number of vehicles is increasing in Delhi and the number of vehicles which are registered in Delhi, if they compare the registrations of vehicles with the number of licences they are issuing, it is half the number of licences which they are issuing and it is more than half, the licences are double the number of vehicles' registrations which are being made in Delhi. That will give a clear indication that the licensing people are either corrupt or, if they are not that corrupt, that most of the people are driving vehicles in Delhi without licences. It is also true that quite a number of cars, vehicles, in Delhi are driven by unlicensed people and untrained people. Now, they have got so-called recognised driving schools. I ask the hon. Minister to give me one name and Rs. 400/-, sitting at home, a person may be alive or may not exist, and give him a full licence to drive a

car. This is what is happening in Delhi.

Now, I put my first supplementary on this....

MR. SPEAKER: All this was the background?

SHRI JAGDISH TYTLER: I would also like to tell him about the so-called mobile courts. If you happen to pass by in Delhi and see a magistrate sitting, you will be able to find that out of 10 people they have stopped for fines, 3 or 4 persons pay the fine and I do not know where the money goes from the rest of 7 persons. It is also evident that if a person happens to be influential, if a person happens to know somebody, and, if he is a national leader he is told with all dignity and the policeman gives him a proper signal to go with all honours. It has happened with me; it has happened with certain other people also. Why should discrimination be done by those mobile courts and the so-called magistrates who are sitting to fine the people who are violating the traffic rules?

Now, my first supplementary is, whether the Government is considering the confiscation as well as the endorsement of offences in the driver's licence and will the rules and regulations and the requirements for the grant of a driving licence for all types of vehicles would be made stringent and foolproof to eliminate corruption, neglect and vested interest?

SHRI VEERENDRA PATIL: I was under the impression that so far as Delhi traffic is concerned, the congestion is growing....

MR. SPEAKER: There is also a question of population explosion.

DR. SUBRAMANIAM SWAMY: You cannot help the Minister like that.

SHRI VEERENDRA PATIL:because the population of Delhi is growing. According to the 1981 Census, the population of Delhi is today 62

lakhs. So far as the vehicles' strength is concerned, the number of vehicles has increased according to the figures that are available with me. In 1961, the total number of vehicles only 41,000 and today there are nearly 5 lakh vehicles in Delhi and the increase is 1088.3 per cent. The vehicular density per sq. mile in 1961 was 125.5 and, in 1978, it was 1006.05. Particularly bicycles were only 2.4 lakhs in 1961, today there are 12 lakh bicycles.

Now, while the population is growing, the condition of roads, the capacity of roads, is almost static. Unless we widen them, there can be no improvement. Again, there is a problem as to what extent it is possible for us to widen roads. In order to widen roads, we have to cut trees and we have to acquire more land and buildings on either side of the roads. This is a very complicated problem. According to my assessment, the only answer to this problem is that a fast railway, overground and underground, has to be introduced. I think, this is not a problem only confined to Delhi. It is a problem confined to all the cities having more than 2 million population.

The hon. Member has asked about the licensing system and all that. Checking and licensing is being done by the Delhi Administration and it is a police matter falling within the purview of the Delhi Administration. I will look into this matter. That is all I can say.

SHRI JAGDISH TYTLER: My second supplementary is regarding mobile courts. I just like to put a very pointed question to you. May I know whether the present system of mobile courts for the penalisation of traffic violations functions in an arbitrary way and fines imposed are on the whims of the Magistrates concerned and the policemen on duty? The Act has been in force in Delhi for quite some time and this question has not arisen today. If you take the record of the last ten years, you will find that this problem has been there all these

years. After all, whatever decisions you say that you have taken are to solve our problems. This is Government's problem. I have in my Calling Attention on DDA acquiring land, mentioned about Delhi being the national capital as one of the reasons, because of which this congestion is bound to increase. This congestion of traffic of population, is something which you can stop. It is a problem facing Delhi and not a problem of somebody.

MR. SPEAKER: He does not want whimsical courts. That is what you say.

SHRI VEERENDRA PATIL: So far as the suggestion which he made about mobile courts is concerned, I would like to tell the Hon. Member and also the House that we are considering all these things by amending the Motor Vehicles Act. This is under active consideration. We want to amend the Motor Vehicles Act in order to streamline the procedure of issuing the driving licences and then eliminating malpractices as far as possible. The House will have an opportunity to consider these matters when the Bill is introduced in this House and we will consider the question of introducing the mobile courts also.

DR. SUBRAMANIAM SWAMY: Mr. Tytler is a little out of date. He says it requires only Rs. 400/- to get a fake licence. It costs only Rs. 50/- to be excused in case you are caught for driving without a licence. Why should anybody pay Rs. 400/-?

SHRI SATISH AGARWAL: Won't you, Mr. Patil, have a Committee appointed?

MR. SPEAKER: Mr. Swamy is very economical.

DR. SUBRAMANIAM SWAMY: The question is about traffic conditions due to continued negligence of the transport system. The Minister gave a small hint that the only solution is rapid transport system. Could he tell us what proposals are being considered at present for bringing about rapid transport system in Delhi?

SHRI VEERENDRA PATIL: That is what I have said in my reply. The Ring Railway system is going to be introduced and underground and overground railway system should be introduced. That is my suggestion. I said that according to my assessment, the solution lies in the introduction of underground and overground railway systems.

DR. SUBRAMANIAM SWAMY: Is there any proposal?

SHRI VEERENDRA PATIL: It is not for me or for my Ministry to consider the proposal. It is for the Railway Ministry to consider the proposal. That is why I say that it is my suggestion.

DR. KARAN SINGH: Mr. Speaker, Sir, the Minister has denied that traffic conditions in Delhi are chaotic. It is a semantic problem as to where congestion ends and chaos begins; because the line is very thin. In many places, in fact, I would submit, that it is gradually drifting over to chaos. The Minister mentioned about the walled city. May I ask him whether he is aware that even in New Delhi which is supposed to be the model, as it were, of world capitals, there is such congestion, for example, at Janpath and near Scindia House. I am a book-lover. I go to a book shop there. If you go there, cars are parked on both sides, it is impossible for anybody, it is a driving test in fact to be able to just manipulate the car through those 100 metres. There are places like this in the capital itself. Will the Hon. Minister assure the House that, apart from the long-range measures, the underground railways or ring railways or whatever you have will the Ministry take urgent steps so that the well-established bottlenecks in New Delhi and Delhi are very urgently looked into within the next six or eight months?

SHRI VEERENDRA PATIL: It is a suggestion.

श्री धर्मदास शास्त्री : अध्यक्ष महोदय, मैं आपका आभार प्रकट करता हूँ कि आपने मुझे प्रश्न पूछने की अनुमति दी। माननीय मंत्री जी ने अभी दिल्ली की बस सेवा के

जो आंकड़े बताए हैं उनसे दिल्ली वालों को तसल्ली नहीं होगी। मंत्री जी बतायेंगे कि क्या कभी उन्होंने स्वयं जा कर दिल्ली की भीड़-भाड़ देखी है और उसके साथ साथ...

अध्यक्ष महोदय : आप ले कर क्यों नहीं जाते हैं ?

श्री धर्मदास शास्त्री : मैं जानना चाहता हूँ क्या उन्होंने कभी स्वयं जाकर भीड़ देखी है ?

दूसरी बात मैं यह कहना चाहता हूँ कि क्या इन्होंने दिल्ली की बस व्यवस्था को आदर्श-व्यवस्था बनाने के लिए कोई मास्टर-प्लान तैयार किया है ? यदि किया है, तो उसमें उन्होंने क्या-क्या प्रस्ताव प्रस्तावित किए हैं ? मैं यह भी जानना चाहता हूँ कि यहाँ कि बस व्यवस्था में बहुत से प्राइवेट आपरेटर हैं, जो कि धांधलेबाजी करते हैं, तो क्या दिल्ली परिवहन एक सिस्टम लागू करने के लिए तैयार है ?

श्री वीरेन्द्र पाटिल : जहाँ तक दिल्ली का बस व्यवस्था का सवाल है, जैसा कि मैंने अपने रिप्लाय में कहा है कि 1980-81 में 530 बसों को बढ़ा दिया है और हमारी प्रयोजना है कि 1981-82 में 325 बसों को और बढ़ा दिया जाएगा। लेकिन एक्सपर्ट्स का जहाँ तक सवाल है, वे कहते हैं कि दिल्ली में जितनी रोड्स हैं, उनकी कैपैसिटी 400 बेगन से ज्यादा नहीं है, इसलिए दिल्ली में बस बढ़ाने से समस्या हल होने वाली नहीं है। जैसा कि डा० कर्ण सिंह जी ने कहा है कि कन्जेशन बढ़ रहा है, इसलिए नहीं कि बसों की व्यवस्था अच्छी नहीं है, बल्कि यहाँ पर वैहिकुलर पोपुलेशन बहुत ही बढ़ रही है। इसलिए इस सवाल

का जवाब यही हो सकता है कि जब तक हम मैट्रो सिस्टम, अण्डर ग्राउंड और ग्राउण्ड सिस्टम और रेलवे सिस्टम को इंट्रोड्यूस नहीं करेंगे, तब तक समस्या हल नहीं होगी ।

पटपादा गांव के किसानों से अधि-
गृहीत की गई भूमि

* 649. श्री नेहाल सिंह : क्या रेल मंत्रों निम्नलिखित जानकारी दर्शाने वाला विवरण सभा पटल पर रखने की कृपा करेंगे कि :

(क) रेलवे लाइन और रेलवे बोर्ड यार्ड बनाने के लिए गांव पटपादा, परगना मवाई, तहसील चन्दौली, जिला वाराणसी के प्रत्येक किसान से कितनी भूमि का अधिग्रहण किया गया ;

(ख) क्या इस प्रकार अधिगृहीत भूमि के लिए मुआवजे का भुगतान कर दिया गया है और यदि हां, तो किस मूल्य पर;

(ग) क्या सरकार को उन किसानों के शिक्षित बच्चों को रेलवे में रोजगार उपलब्ध कराने के लिए अभ्यावेदन प्राप्त हुए हैं जिनकी भूमि रेलवे लाइन और रेलवे यार्ड बनाने के लिए अधिगृहीत की गई है; और

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Tenanted land measuring 22.73 acres was acquired from 71 farmers of Village Patpada in connection with remodelling of Mughal-sarai Yard.

The area of the land acquired from each farmer and the compensation paid is furnished in the statement laid on the table of the House.

(c) No such representation has yet been received by Eastern Railway.

(d) Does not arise.

Statement

List of land owners, approximate area and compensation involved.

Sl No.	Name of land owners	Area	Total cost Rs.
1	Rain Adhar S/o Ram Jagat	11	311.07
2	Ramautar S/o Ram Jagat	34	961.47
3	Chirkit S/o Bijibh	0.02	3,216.2
4	Babulal S/o Mevalal	0.1	186.72
5	Nar Singh S/o Sukhudeo	11	330.36
6	Shivabhadra S/o Lalata	0.06	253.37
7	Sukhananda S/o Hira Man	0.01	823.45

S. No.	Name of land owners	Area	Total cost Rs.
8	Jaishri S/o Mahabir	55	1,142.38
9	Vihami S/o Mahabir	04	1,333.39
10	Saha S/o Mabesh	08	316.71
11	Jir bandhan S/o Chigalu	05	179.47
12	Sadha S/o Sita	015	1,119.42
13	Sila S/o Budh Ram	05	352.53
14	Khat patu S/o Ram Khelawan	01	759.59
15	Lallu S/o Badan	05	177.39
16	Hari S/o Munilal	09	254.51
17	Radheyshayam S/o Penai	08	226.23
18	Jadu Nandan S/o Badan	05	141.39
19	Matape Shawari S/o Pantj.	01	1,222.76
20	Audha Lal	03	2,254.70
21	Pannalal S/o Daggi	01	1,074.58
22	Bhagawat S/o Govind	06	1,438.01
23	Kalyanath S/o Punai	03	84.89
24	Tribhawan S/o Balli	01	21.11
25	Chairbuti S/o Faqir	04	825.34
26	Baleshwar S/o Jai Ram	08	2,827.95
27	Sapri S/o Baiju	04	215.45
28	Kharpatu S/o Bachat	01	98.03
29	Jhuri S/o Bhushan	01	155.75
30	Gopal S/o Ramcharan	01	622.13
31	Pannalal S/o Ram Charan.	23	989.75
32	Naranttam S/o Budh Ram.	13	965.95
33	Ram Bachchan S/o Hira	02	71.82
34	Bishwanath S/o Gaya	02	745.90
35	Punbash S/o Budh Ram	23	1,131.14
36	Jageshwar S/o Swch Ram	05	2,682.45
37	Mallau S/o Pursottam	01	2,864.19
38	Smt. Dukhansati	19	1,465.08
39	Muttu S/o Balipar	04	746.90
40	Nirmal S/o Alibar	14	764.61

S. No.	Name of land owners	Area	Total cost Rs.	
41	Narsingh S/o Suchdeo	· 10	2,896·95	
42	Mannu S/o Sahdeo	· 03	739·98	
43	Sukhanandan S/o Hiraman	· 01	21·11	
44	Setu S/o Mahesh	· 02	105·57	
45	Jibadhan S/o Chigabu	· 01	168·91	
46	Ram Kumar S/o Mahadeo	· 02	4,007·00	
47	Ram Bhajan S/o Mahadeo	· 09	1,414·44	
48	Shivmurti S/o Jairam	· 04	177·39	
49	Lalu S/o Badan	· 12	425·73	
50	Hari S/o Muni Lal	· 02	764·04	
51	Chitharu S/o Budhai	· 09	650·41	
52	Radhey Shaym S/o Punai	· 21	593·85	
53	Jadunandan S/o Badan	0·06	1,088·53	
54	Bechan S/o Bhaga	2·525	2,573·34	
54A.	1/3	· 05	} 56·56	
54B.	1/3	· 01		
55	Pannalal S/o Jaggi	· 02	84·84	
56	Balcharan S/o Baday	· 03	275·62	
57	Raggu S/o Badau	· 09	529·75	
58	Kalpanath S/o Purai	· 15	819·77	
59	Udal S/o Rawparan	· 26	84·45	
60	Tribhuwan S/o Bali	· 03	311·06	
61	Baleshwar S/o Gai Ram	· 11	71·42	
62	Kanhaiya S/o Shankar	15·00	3,221·23	
63	Radha Shaym S/o Purnai	· 02	} 1,838·57	
64	Bodhi S/o Punai	· 02		
65	Chandrdeo Singh S/o Gauri Shankar	0·09	815·79	
66	Jadunandan S/o Badau	· 09	358·73	
67	Choba S/o Shurahu	· 05	526·35	
68	Bhagbat S/o Gobind	}	} 575·00	
69	Badulal S/o Meva			· 06
70	Chaba S/o Ghurai			
71	Kanhaiya S/o Gawri Shankar			
		22·73	60,626·30	

श्री निहाल सिंह : अध्यक्ष महोदय, केवल यह प्रस्ताव पटपादा गांव का नहीं है, बल्कि मुगलसराय, महेवां, नई अस्ती, परसरामपुर, सारनपुर, गोबरिया, जमाघ-पुर, मुगलचक और घरना आदि गांवों की जो जमीन ली गई है, सवना मामला है। वहां पर जिनकी जमीनें ली जाती हैं, वे बेचारे बेघर-बार हो जाते हैं, बेरोज-गार हो जाते हैं। इसलिए मैं मंत्री महोदय से जानना चाहता हूँ कि वे कोई ऐसा सिद्धान्त तय करेंगे, जितनी जमीनें याई बनाने के लिए या रेलवे लाइन बनाने के लिए ली जाती हैं, उनके परिवार के कम से कम एक व्यक्ति को नौकरी में स्थान अवश्य दिया जाए, ताकि वह अपना जीवन-यापन कर सके ?

श्री मल्लिकार्जुन : अध्यक्ष जी, जिन लोगों की जमीनें ली जाती हैं, एकवापर की जाती हैं, उनको रिहैबिलिटेड करने की जिम्मेदारी सरकार की होती है। लेकिन रेलवे कोई ऐसी जिम्मेदारी नहीं लेता है, जिस ढंग से माननीय सदस्य बता रहे हैं कि जिन लोगों की जमीन ली गई है, उनको रोटी-रोजगार के लिए कुछ न कुछ करना चाहिए, उनके बच्चों को एम्प्लायमेंट देना चाहिए, जैसा कि माननीय सदस्य बता रहे हैं। इस सम्बन्ध में हमारे पास उनकी तरफ से कोई एप्लीकेशन नहीं आई है, फिर भी हम इस चीज पर विचार करेंगे।

श्री निहाल सिंह : आश्चर्य की बात है, अध्यक्ष महोदय, मंत्री महोदय कह रहे हैं कि कोई एप्लीकेशन नहीं है। मेरे पास पचासों एप्लीकेशन पड़ी हुई हैं, जिसकी पहली प्रति रेल मंत्री को दी गई है और दूसरी प्रति राज्य सभा के डिप्टी चियरमैन, श्री श्याम लाल यादव को दी गई है।

तीसरी प्रति हम को मिली है—इतनी सारी एप्लीकेशन हैं। मैं इन सब

एप्लीकेशन को मंत्री महोदय को दे रहा हूँ तथा जानना चाहता हूँ कि क्या जिन को जमीन ली गई है उन सब को नौकरी देंगे ? मंत्री महोदय एकदम स्पष्ट उत्तर दें।

श्री मल्लिकार्जुन : मैं स्पष्ट कहता हूँ—वे एप्लीकेशन हम को दे दीजिए, हम उन को जांच करेंगे। जहां तक हो सकेगा जिन फ़ार्मर्स की जमीन ली गई है उन के परिवारों के लिए कुछ न कुछ करने की कोशिश करेंगे। लेकिन आप उन्हें हमें दे दीजिए, आप के पास रहने से कैसे होगा ?

MR. SPEAKER: Shri K. A. Rajan..

Shri R. N Rakesh . . .

Shrimati Suseela Gopalan . . .

Shri Sunil Maitra.

Setting up of a Regional Cancer Centre at Calcutta

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*652. SHRI SUNIL MAITRA:

SHRI SATYASADHAN CHAKRABORTY:

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

(a) whether it is a fact that the proposal for the merger of Chittaranjan National Cancer Research Centre and Chittaranjan Cancer Hospital at Calcutta with a view to set up a Regional Cancer Centre for Eastern India has been accepted in principle long time back;

(b) if so, when;

(c) what are the reasons for the non-implementation of this merger so far;

(d) when the merger is likely to take place; and

(e) what progress has been made to set up a Regional Cancer Centre for Eastern India?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) No, Sir.

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

(e) A Regional Cancer Centre for Eastern India is already functioning at the Chittaranjan National Cancer Research Centre, Calcutta. In addition, the DR. B. B. Cancer Institute, Gauhati has also been selected for development as a Regional Centre for Cancer Research and Treatment.

SHRI SUNIL MAITRA: It is a fact that several meetings have already taken place between the officials of the Health Department of the State Government and the officials of the Health Ministry of the Central Government? Also is it a fact that the Health Minister of West Bengal had a conference with Mr. Laskar? And in these meetings what were actually discussed?

SHRI NIHAR RANJAN LASKAR: There is a lot of discussion about the merger question of these two Institutes. It is all under consideration.

SHRI SUNIL MAITRA: Are you then assuring me that the merger of these two institutions in Calcutta is under consideration of the Government of India?

SHRI NIHAR RANJAN LASKAR: I have said that it is all under consideration.

SHRI SUNIL MAITRA: My second supplementary. Did you receive a message from the Chief Minister of West Bengal in the month of January requesting expediting your decision on the proposal of merger of these two institutions, viz., Chittaranjan National Cancer Research Centre and Chittaranjan Cancer Hospital?

SHRI NIHAR RANJAN LASKAR: We have requested the Government of West Bengal to give us some further details. Once it comes to us, we will expedite the whole matter.

SHRI INDRAJIT GUPTA: From what I could gather from the replies given, I think the whole matter is under consideration. One former Minister of Health is just sitting behind me—Maharaja Karan Singh.....

DR. KARAN SINGH: 'Maharaja' may be expunged, Sir.

SHRI INDRAJIT GUPTA: I am sorry—Dr. Karan Singh. Is it not a fact that during his tenure a decision on the principle of amalgamating, that is, merging these two organisations was taken and only the details of it have to be worked out and that is why the discussions are going on? Will you confirm that on principle a decision has been taken long ago and there is no question of changing that now?

SHRI NIHAR RANJAN LASKAR: As I said, the whole matter is under consideration.

SHRI SOMNATH CHATTERJEE: This is a very serious matter. It has been known for a very long time that on principle a decision has been taken and even their own unit in Calcutta knows it. It is known to everybody. Sir, I am the President of the Union of the Cancer Hospital Workers. Everybody knows and the only thing is—we have been told—that admittedly the details are to be worked out. Sir, after 7 years the Minister says that no decision has been taken even for the merger. I would like to know when these discussions started and how long they will continue to discuss this matter. Will you not give a time limit at least as to when you will come to a final decision? This is a case where a decision taken by the earlier Government is sought to be re-opened.

THE MINISTER OF HEALTH AND FAMILY PLANNING (SHRI B. SHANKARANAND): All these efforts between the State Government and the Central Government, meetings between the Ministers and officers, are all towards the direction for merging of these two institutions. I do not know

why the Hon. Member is now having doubts in his mind..

SHRI SOMNATH CHATTERJEE: Because of your answer today. We had no doubt.

SHRI B. SHANKARANAND: The very fact that details are being worked out should satisfy the hon. Members.

WRITTEN ANSWERS TO QUESTIONS

वाल्तेयर-किरन्डूल सेक्शन का विद्युतीकरण

*639. श्री बलोप सिंह भरिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश में वाल्टेयर-किरन्डूल सेक्शन का विद्युतीकरण पूरा हो गया है ;

(ख) क्या यह सच है कि मध्य प्रदेश बिजली बोर्ड पांच अन्य केन्द्रों सहित डिलिमिली और अमगुरा को बिजली की सप्लाई करने पर सहमत हो गया था जैसा कि रेल विभाग ने इच्छा व्यक्त की थी, किन्तु रेल विभाग ने सप्लाई स्वीकार नहीं की ; और

(ग) क्या यह भी सच है कि रेल विभाग डिलिमिली और अमगुरा को सप्लाई की जा रही बिजली के लिए न्यूनतम दर से भी भुगतान नहीं कर रहा है और इस प्रकार उन शर्तों का उल्लंघन कर रहा है जो पहले उसने स्वीकार कर ली थीं ?

रेल मंत्री (श्री केदार पांडे) :

(क) जो हां, वाल्टेयर-किरन्डूल खंड के जमदालपुर-किरन्डूल खण्ड को जो कि मध्य प्रदेश में पड़ा है, अगस्त, 1980 में विद्युत् कर्षण के अंतर्गत कर दिया गया है ।

(ख) 5 स्थानों से पहले से ही बिजली ली जा चुकी है । अमगुरा और डिलिमिली पर शेष दो स्थानों के लिए, जहां कि रेलों का निर्माण-कार्य पूरा किया जा रहा है, रेलवे के कार्य के पूरा होते ही बिजली ली जायेगी ।

(ग) चूंकि अमगुरा और डिलिमिली से कोई बिजली नहीं ली गई इसलिए उनको अभी तक कोई भुगतान देय नहीं हुआ है । अगस्त, 1980 से एक वर्ष के पूरा होने पर रेलों द्वारा उन सभी 7 सब-स्टेशनों को यथाविधि वार्षिक निम्नतम भुगतान किया जायेगा, जब यह देय हो जायेगा ।

Revenue earning goods traffic

*641. **SHRI G. Y. KRISHNAN:** Will the Minister of RAILWAYS be pleased to state:

(a) the details of revenue earning goods traffic during the last two years;

(b) the details regarding the wheat pilferage during rail transportation in the last two years; and

(c) the amounts paid as claim therefor by railway authorities?

THE MINISTER OF RAILWAYS (SHRI KEDAR PANDEY): (a) Revenue earning of goods traffic during the last two years are as under:

Year	Amount
1978-79	Rs. 1305.41 Crores
1979-80	Rs. 1440.44 Crores

(b) and (c) Separate statistics for pilferage of wheat are not maintained. However, the claims compensation paid for loss/theft and pilferage of grains

and pulses including wheat during the last two years are tabulated below:—

1978-79	Rs. 104.79	Lakhs
1979-80	Rs. 120.71	Lakhs

Zonal Consultative Committee For South Eastern Railway

*642. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have constituted a Zonal Consultative Committee for the South Eastern Railway;

(b) if so, when;

(c) what are the functions of the said committee;

(d) for how many times this committee met after its formation; and

(e) whether this committee has never met; if so, the reasons for the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) 28th January, 1981.

(c) The Committee functions as a consultative body on matters pertaining to provision of passenger amenities, opening of new stations, catering and vending facilities and allied subjects.

(d) No meeting has been held so far.

(e) The Committee has been constituted very recently.

Preparatory Meeting for Mexico Conference

*643. SHRI R. L. BHATIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether he attended the preparatory meeting for Mexico Conference of Heads of Governments held at Vienna last month;

(b) if so, what are its achievements; and

(c) India's contribution thereto?

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

(b) Two preparatory consultation meetings of eleven Foreign Ministers have so far been held in Vienna. The first was in November 1980 and the second in March 1981. Press Releases issued on these two occasions which indicate the outcome of these consultations are placed on the Table of the House. [Placed in Library. See No. LT-88AO/81].

(c) All the decisions reached were by consensus and unanimously adopted. India was in active participant in these discussions.

Functioning and Opening of More Medical Colleges in Karnataka

*646. SHRI D. M. PUTTE GOWDA:

SHRI K. LAKKAPPA:

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

(a) the names of Medical Colleges functioning in Karnataka State;

(b) whether the Government of Karnataka have requested the Centre to open more medical colleges in the state; and

(c) if so, the details thereof and the decision taken by the Central Government in this regard?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) The names of the Medical Colleges functioning in Karnataka have been given in the Statement laid on the Table of the Sabha.

(b) No, Sir.

(c) Does not arise.

Statement

As per the available information, the following medical colleges are functioning in the State of Karnataka:

1. Mysore Medical College, Mysore.
2. Bangalore Medical College, Bangalore.
3. Karnataka Medical College, Hubli.
4. Government Medical College, Bellary.
5. St. John's Medical College, Bangalore.
6. M. R. Medical College, Gulbarga.
7. J. J. M. Medical College, Davangere.
8. J. N. Medical College, Belgaum.
9. Kasturba Medical College. Manipal branch and Mangalore branch.
10. M. S. Ramaiah Medical College, Bangalore.
11. Kempe Gowda Institute of Medical Sciences, Bangalore, and
12. Dr. Ambedkar Medical College, Bangalore.

Charter of Demands Submitted by National Federation of Indian Road Transport Workers.

*650. SHRI K. A. RAJAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the National Federation of Indian Road Transport Workers has submitted a charter of demands to the Government recently;

(b) if so, the main demands; and

(c) Government's reaction thereto?

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

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

Rally By Station Master's Association

*651. SHRI R. N. RAKESH:

SHRIMATI SUSEELA GOPALAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that recently there had been a rally of All India Station Masters' Association at Boat Club who burnt 'misfit' uniforms and lodged a protest with the Railway Ministry regarding their grievances; and

(b) if so, the details regarding their demands?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) It was reported that the Association held a rally at the Boat Club on 23-2-1981 and also burnt a shall heap of uniforms;

(b) The demands put forward by the Station Masters *inter alia* contained the issues like revision of grades of Station Masters, parity in percentage distribution of posts, uniform avenue of promotions and service conditions, provision of leave reserves, supply of uniforms etc.

In accordance with Government's policy, staff representations received from any source get due consideration and action as considered necessary is taken.

The demands of the All India Station Masters' Association have also been considered by the Government from time to time within the financial and administrative constraints, and appropriate action has been taken on merits of the demands.

**USA, USSR Summit to resolve
Afghan issue**

*654. SHRI SATISH AGARWAL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the U.S.S.R. has a package proposal for improving International climate through a Summit with the World leaders;

(b) whether it is also a fact that meeting with the U.S. President is being considered by the U.S.S.R. to resolve the Afghan issue;

(c) whether India has also been sounded in this regard; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The proposal for a summit of world leaders was put forward by the Political Consultative Committee meeting of the Warsaw Treaty Organisation in Warsaw in May, 1980.

(b) In his report of the Central Committee of the CPSU delivered to the 26th Party Congress held in Moscow in February this year General Secretary Mr. Brezhnev proposed that a meeting "at the summit level" be held in order to discuss the state of relations between the two countries as well as "international problems requiring a solution."

(c) The Government of India has been informed of this stand in a message sent by the Soviet President Mr. Brezhnev to our Prime Minister.

(d) The message is receiving careful consideration.

Transfer of 'tinbigha' to Bangladesh

*655. SHRI ATAL BIHARI VAJ-PAYEE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Government are contemplating to

transfer by way of perpetual lease to Bangladesh a piece of Indian territory known as 'TINBIGHA' in the District of Cooch Behar to provide Bangladesh a Corridor; and

(b) if so, (i) what are the details of the understanding with Bangladesh under which the corridor is being provided, (ii) what is the geographical situation of the corridor; (iii) whether it would cause disconnection of some part of Indian territory with the rest of the country?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). According to the Agreement concerning the Demarcation of the Land Boundary between India and Bangladesh and Related Matters signed on May 16, 1974, India is to lease out in perpetuity to Bangladesh an area near 'Tin Bigha' in the Cooch Behar District of West Bengal, to connect Dahagram with Panbari Mouza (P. S. Patgram) of Bangladesh. Details of the lease terms are being currently negotiated with Bangladesh.

Sovereignty over the leased area will continue to vest in India. Moreover the lease terms proposed by the Government of India adequately protect free passage of Indian citizens and their goods across the area to be leased. There is thus no question of "disconnecting" any part of Indian territory.

Latest Methods of Treatment of T.B.

*656. SHRI KUSUMA KRISHNA MURTHY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any latest method of treatment of T. B. cases have been introduced in the T.B. Hospitals; and

(b) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKRANAND): (a) Yes Sir, but on a trial basis.

(b) The standard, potent and effective Antil TB drugs which are already in use for the treatment of T.B. patients in the T.B. Hospitals are:

(1) Streptomycin, (2) INH, (3) PAS, (4) Thiacetazone. For patients who develop resistance to these anti-TB drugs, a multi drug therapy using new Anti-TB drugs namely Ethambutol, Rifampicin and Pyrazinamide is being used. Also trials are being conducted for reducing the duration of treatment of a TB patient with the use of multi drug regimen comprising of Rifampicin, Pyrazinamide, Streptomycin and INH.

Statement made by Foreign Minister of Bangladesh about Bay Islands

*657. SHRI MADHAVRAO SCINDIA:

SHRI R. K. MHALGI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Governments attention has been drawn to the reported statement of the Bangladesh Foreign Minister to the effect that South Talpatty Islands in the Bay of Bengal were not in possession of any country;

(b) if so, what is the actual position of these islands and to which country they belong to;

(c) whether there is any other island in Indian Maritime belt about whose possession/occupation or ownership, there is some dispute with neighbouring countries; and

(d) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Government have seen the statement made by the Bangladesh Foreign Minister on 29 December, 1980 during a Calling Attention Notice in the Bangladesh Parliament. He stated that, according to their information, Bangladesh was the rightful owner of the islands which, he

said, had emerged newly in the estuary of the Hariabhanga river. He described the islands as disputed areas.

According to our information there is only one island. It is called New Moore Island in our charts, Purbasha by the West Bengal Government and South Talpatty by the Bangladesh Government. India's title to this island is clear. Bangladesh appears to be under the impression that New Moore Islands and Purbasha are two separate islands. We have informed them that these are different names for the same island. We propose to explain our position further to the Bangladesh Government with a view to removing any misconception.

(c) No, Sir.

(d) Does not arise.

Shifting of Western Railway Headquarters to Ahmedabad.

*658. SHRI S. M. KRISHNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that he stated at Ahmedabad on the 9th March, 1981 that a high power committee will soon be set up to study feasibility of shifting the Western Railway Headquarters from Bombay to Ahmedabad;

(b) if so, what are the reasons for the proposed shifting;

(c) how it will help the operational efficiency; and

(d) the anticipated outlay involved in the shifting and putting up new buildings for Offices and residence at Ahmedabad?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No, Sir.

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

**Representation from Tuticorin
Boatmen progressive Union**

6046. SHRI D. S. A. SIVAPRAKASAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether in January, 1981 any representation from the Tuticorin Boatmen Progressive Union, requesting that loading of salt and unloading of coal should be done only at the old Harbour, was received by his Ministry; and

(b) if so, what action has been taken thereon?

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

(b) The representation from the Tuticorin Boatmen Progressive Union was forwarded to the Chairman, Tuticorin Port Trust, for consideration. The Chairman Port Trust has reported that whenever two or more vessels are working at Old Tuticorin Port the rate of loading invariably falls short due to various operational reasons which in turn affect the turn-round time of vessels. To avoid such a situation in the interest of handling of Salt/Coal more expeditiously, some time Salt vessels are allowed to be handled at the New Port depending upon the exigencies. Otherwise normally salt vessels are handled only at the Old Port.

N. Hs. 31-C, 51, 52, 53 & 54 in Assam

N. Hs. 52-A and 52 in Arunachal Pradesh

N. Hs. 53 in Manipur

N.H. 51 in Meghalaya

N.H. 54 in Mizoram

Rs. 18.5 crores

Rs. 6.0 crores

Rs. 5.0 crores

Rs. 1.5 crores

Rs. 7.0 crores

(c) and (d). The newly declared National Highway No. 54 connecting Silchar in Assam on National Highway No. 53 to Aijal and terminating at Luanglei in Mizoram, lies mostly in the Union Territory of Mizoram and is

**National Highways in North Eastern
Region**

6047. DR. D. R. ROTHUAMA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the different roads in the North Eastern States which are being taken up as the National Highways;

(b) the financial allocations involved for taking up such new National Highways in the North-Eastern States, State-wise;

(c) whether there is any time-bound schemes by the Centre to take up roads to Mizoram as the National Highways; and

(d) if so, which roads and when to be implemented?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Presumably, the Hon'ble Member has in mind the six roads recently added to the National Highway system in the North-Eastern region as per attached statement.

(b) Subject to availability of funds, it is proposed to spend a total amount of Rs. 38 crores on the newly declared National Highways in question during the Sixth Five-Year Plan (1980-85). Rough allocation for National Highways passing through various States is expected to be as under:—

planned to be developed to single lane N. H. standards over a period of about 7 years. There is no proposal for declaring any other road as National Highway in Mizoram at present.

Statement

S.No.	Description of National Highways	N.H. No.
1.	The Road starting from near Galgalia Connecting Baghdogra, Chalsa, Nagarkata, Delgaon Hasimara, Rajabhatkhawa in West Bengal, Kochugaon and Sidli in Assam and terminating near Bijai on NH 31.	31C
2.	The Highway starting from its junction at Palkan on NH 37 in Assam connecting Tura and terminating at Dalu in Meghalaya.	51
3.	The Highway starting from its junction at Baihata Charali on NH 31 in Assam connecting Tezpur, Bandar Deva, North Lakhimpur, Passighat, Tesu, Sitapani and terminating near Seikhoaghat on NH 37.	52
4.	The Highway starting from its junction at Bandar Dawa on NH 52 in Assam and terminating at Itanagar in Arunachal Pradesh	52A
5.	The Highway starting from its junction near Badarpur on NH 44 in Assam connecting Silchar, Jirighat and terminating near Imphal on NH 39.	53
6.	The Highway starting from its junction at Silchar in Assam on NH 53 connecting Aizawai and terminating at Lunglei in Mizoram	54

Bus service between Janakpuri and South Delhi

6048. SHRI BHIKHU RAM JAIN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that there is only one bus service (Route No. 711) from Janakpuri to South Delhi beyond Dhaula Kuan;

(b) whether it is also a fact that the service on this route is far adequate especially in view of the fact that it covers a population of a million people living in Janakpuri, R.K. Puram, South Delhi Extension and Lajpat Nagar; and

(c) if so, the steps taken by Government to augment the services on Route No. 711 and to provide an alternative route connecting Janakpuri with other South Delhi areas such as Malviya Nagar, III and Nehru Place?

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

(b) The services of route No. 711 which operate at a frequency of 10/20

minutes between Janakpuri and Lajpat Nagar via Dhaula Kuan are adequately catering to the traffic offerings on the route. In addition, Janakpuri is connected to Dhaula Kuan by the services of Route No. 703, 704, 720, 730, 740 and from Dhaula Kuan a large number of services are available to various South Delhi areas.

(c) In view of reply to part (b) of the question, it is not considered necessary. However, two deluxe buses on Route No. 711 w.e.f. 18-1-1981 and 16-2-1981 have been added as additional services.

Hoshiarpur Railway Station

6049. PROF. NARAIN CHAND PARSASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether any improvement would be made in the passenger amenities available at the Hoshiarpur Railway Station in view of the importance of this station for being a gateway to Himachal Pradesh;

(b) if so, the nature of improvement being planned in the year 1981-82; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). The maximum number of passengers dealt with at any one time at Hoshiarpur Railway Station is 410 (excluding Mela traffic). For this level of passenger traffic requisite facilities such as waiting hall, upper class waiting room, latrines, water supply arrangements, booking windows, benches, cover over platform, lighting arrangements etc. already stand provided, which are considered adequate. At present there is no proposal to augment any of the existing facilities.

Opening of Homoeopathic clinics during 1981-82

6050. SHRI DAULATSINHJI JADEJA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government propose to encourage the establishment of homoeopathic clinics in greater number; and

(b) the details of plans to popularise the homoeopathic system of medicine in 1981-82?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) The subject essentially falls in the jurisdiction of State Governments/Union Territories who establish Homoeopathic Clinics according to felt needs and financial and other constraints. Under the Government of India, in the Central Government Health Scheme, as against 18 Homoeopathic dispensaries/units functioning in 1979-80, 23 were functioning in 1980-81, 6 more are proposed to be added in 1981-82.

(b) For the development of Homoeopathy System, the following provision

has been made in respect of the various Plan Schemes in 1981-82:—

	(Rs. in lakhs)
(i) Central Council of Homoeopathy, New Delhi.	3.80
(ii) Central Council for Research in Homoeopathy, Ghaziabad	33.00
(iii) National Institute of Homoeopathy, Calcutta.	3.00
(iv) Homoeopathic Pharmacopocia Laboratory, Ghaziabad.	12.00

Rohtak-Bhatinda Line

6051. SHRI CHIRANJI LAL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to construct double line from Rohtak to Bhatinda; and

(b) if so, by what time this work will be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The work of patch doubling (76 kms.) between Rohtak and Jakhhal has been included as Phase I in 1981-82 Budget. The work is expected to be completed in the Sixth Plan Period.

Wireless Operators

6052. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) The total number of wireless Operators on all Railways stagnated in the maximum of the scale and the number who will be stagnated as on 1st June, 1981, Zone-wise;

(b) whether it is a fact that Senior Wireless Operators/IWT were in scale of Rs. 210—380 are at par with Head Clerks in Offices;

(c) whether it is a fact that now the Senior Wireless Operators/WTS/

IWT are in scale of Rs. 425-640 whereas Head Clerks are in scale of Rs. 425-700 even though the Senior Wireless Operators/WTS/IWT are more qualified academically and technically than ordinary Head Clerks; and

(d) if so, the action taken by Government to revise the scale of pay of Senior WOPS/WTS/IWT from Rs. 425-640 to Rs. 425-700 so as to remove stagnation and the disparity in scales of pay between Senior WOPS/WTS/IWT and Head Clerks.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN):(a) A statement is attached containing the requisite information in respect of all Zonal Railways except

North East Frontier Railway. Information in regard to North East Frontier Railway is being collected and will be laid on the table of the Sabha.

(b) Their scale of pay was identical in the authorised scales of Pay.

(c) The revised scales of pay have been allotted to Senior Wireless Operators/Wireless Traffic Supervisors/Wireless Traffic Inspectors & Head Clerks in accordance with the recommendations of the Third Pay Commission which *inter-alia* took into consideration the duties, responsibilities, recruitment qualifications, degree of supervision to be exercised etc.

(d) It is not proposed to revise the pay scales of Wireless Operators/Wireless Traffic Supervisors/Wireless Traffic Inspectors.

Statement

Name of Railway	No. of Wireless Operators already stagnated at the maximum of the scale of pay		No. of Wireless Operators who will be stagnating as on 1st June, 1981	
	Rs. 330-560	Rs. 425-640	Rs. 330-560	Rs. 425-640
Central	15	11	19	16
Eastern	26	16	26	16
Northern	30	20	31	20
North Eastern	26	12	26	19
Southern	7	5	12	8
South Central	Nil	Nil	Nil	Nil
South Eastern	26	15	28	16
Western	4	10	4	10

Information relating to Northeast Frontier Railway is being collected and will be laid on the table of the Sabha.

**शंटिंग केबिन एण्ड ट्रेफिक स्टाफ
एसोसिएशन से जापन**

6053. श्री रामावतार शास्त्री :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि ग्राल इंडिया शंटिंग, केबिन एंड ट्रेफिक स्टाफ एसोसिएशन ने उन्हें एक 26 सूत्री जापन पेश किया है ;

(ख) यदि हां, तो उनका ब्योरा क्या है; और

(ग) इस बारे में सरकार की क्या प्रतिक्रिया है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपयंत्री (श्री मल्लिकार्जुन) : (क) जी, हां ।

(ख) और (ग) : एसोसिएशन द्वारा प्रस्तुत मांगों में शंटिंग जमादारों, केबिन मैनों आदि के वेतन मानों का संशोधन, कर्मचारियों के लिए समयबद्ध पदोन्नति, बर्दियों में सुधार, यातायात विभाग में काम करने वाले सभी कर्मचारियों के लिए क्वार्टरों की व्यवस्था आदि जैसे मामले शामिल थे । इन सभी मांगों पर, वित्तीय और प्रशासनिक कठिनाइयों को ध्यान में रखते हुए सरकार द्वारा समय-समय पर विचार किया गया है और मांगों के गुण-दोष के आधार पर उपयुक्त कार्रवाई की गई है ।

Representations from Unrecognised Unions

6054. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any policy that representations from unrecognised

unions will not be looked into and grievances redressed;

(b) if not, whether the Railway administration is in receipt of number of representations from the all India Station Masters' Association;

(c) if so, how many representations received in 1980-81; and

(d) what action has been taken to redress the grievances raised in the representations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). Government's policy is to give due consideration to staff representations received from any source and to take action as considered appropriate within the Administrative and financial constraints.

Government have received representations from All India Station Masters' Association, which is an unrecognised organisation, directly as well as through different sources and appropriate action has been taken, on merits, on the demands, within the framework of the aforesaid policy.

Regular vessel service between Mangalore and Lakshadweep Islands

6055. SHRI JANARDHANA POOJARY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal under consideration to start a regular sailing vessel service from Mangalore to Lakshadweep Islands;

(b) if so, the details thereof; and

(c) when such a service is likely to commence?

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

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

गया-राजगढ़ रेल लाइन -

6056. श्री सुरजमान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्व रेलवे के अन्तर्गत गया-बोधगया-राजगढ़ नई रेल लाइन तथा गया-रांची बरास्ता शेरघाटी छतारा, नई रेल लाइन के निर्माण के लिए सर्वेक्षण तथा अन्य आवश्यक कार्य पूरे हो गए थे ;

(ख) क्या यह भी सच है कि भारतीय रेल प्रयोजना संघ और पूर्व रेलवे के अधिकारियों की एक बैठक 26 मार्च, 1979 को पूर्व रेलवे मुख्यालय, कलकत्ता में हुई थी जिसमें से इन नई रेल लाइनों का निर्माण तेजी से पूरा करने को सर्वसम्मति से सिफारिश की गई थी; और

(ग) यदि हां, तो इन रेल लाइनों का निर्माण कब तक शुरू होने की संभावना है ?

रेल अंत्रालय तथा संसदीय कार्य विभाग में उपर्युक्त (श्री मल्लिकार्जुन) : (क) गया से राजगीर तक एक नई बड़ी लाइन बिछाने के लिए प्रारम्भिक इंजीनियरी एवं याता-यात सर्वेक्षण का कार्य पूरा किया जा चुका है। सर्वेक्षण रिपोर्ट हाल ही में प्राप्त हुई है और उस की जांच की जा रही है। इस परियोजना का निर्माण कार्य इसे अर्पक्षम पाये जाने पर ही शुरू किया जायेगा बशर्त कि योजना

आयोग द्वारा इसे स्वीकृत कर लिया जाये और इसके लिए आवंटित कर देगा। शेरघाटी और छतारा के रास्ते गया से रांची तक नई लाइन बिछाने के लिए कोई सर्वेक्षण नहीं किया गया है।

(ख) जी नहीं।

(ग) प्रश्न नहीं उठता।

Detention of Jumbo Rake of 65 Wagons on S.E. Railway

6057. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the detention of Jumbo rake of 65 wagons at a small village station of Herodih in South Eastern Railway having siding capacity of only 15 wagons from the 26th to 29th December, 1980 at the instance of a scrap dealer;

(b) if so, the amount paid as demurrage and justification of such detention and the parties involved;

(c) whether it is a fact that there was manipulation and underhand dealing in the unusual detention; and

(d) if so, the steps taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). There is no station as "Herodih" on South Eastern Railway. However there is a station as Hirodih on Eastern Railway. The information is being collected and will be laid on the table of the House.

Functioning of Government Medical Store Depots

6058. SHRI K.B.S. MANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what are the normal functions of the Government Medical Store Depots and who are all the main indentors of the Depots, Depot-wise;

(b) what is the total amount sanctioned for the Medical Store Organisations during the last three years (upto 28th February, 1981) and what is the percentage and supply during these years, Depot-wise and year-wise details;

(c) whether any complaint has been received from the indentors regarding low percentage of supply to them and if so, the reasons thereof;

(d) if so, what action has been taken to improve the situation;

(e) what are the values of production at Madras Depot and Bombay Depot during the last three years, depot-wise and year-wise details in tonnage and in rupees;

(f) the details of the value of indent's that the Depots have been getting during the last three years, Depot-wise and year-wise; and

(g) what is the profit of the depots that have been earned during the last three years, Depot-wise and year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) The normal functions of the Government Medical Store depots

are to supply items of medical stores, drugs, dressings, hospitals and Laboratories' appliances, reagent chemicals, veterinary drugs, veterinary instruments and appliances etc. to various indentors belonging to Central Government/State Governments and semi-government bodies. The depot-wise break-up of indentors is attached (Annexure-I).

(b) A statement showing the total amount sanctioned and percentage supplies made at various Depots during the last three years is attached (Annexure-II).

(c) Complaints have been received from some of the indentors regarding low percentage of supplies made to them. The reason for low percentage of supplies are that procurement through the Directorate General of Supply and Disposals results into uncertainties; failures and delays leading to frequent surpluses and stock-outs in Depots.

(d) For the sake of operational flexibility, the Local purchase powers of DGHS and the Heads of Depots have been enhanced from Rs. 50,000 to Rs. one Lakh and from Rs. 10,000 to Rs. 25,000. respectively.

(e) A statement showing value of production in the factories attached to Madras and Bombay Depots during the last three years with details of production is attached (Annexure-III).

(f) The information is being collected and will be laid on the Table of the Sabha.

(g) The Profit and Loss Accounts for the years 1978-79, 1979-80 and 1980-81 are yet to be compiled and audited by the Resident Audit Party of the Comptroller and Auditor General of India. The profit earned by the Depots during these three years could be determined only after these accounts are compiled.

Statement—I

State-wise/Union Territory-wise Break-up of Indentors served by Government Medical Stores Depots

Name of the Govt. Medical Stores Depot .	State/U.T.	No. of Indentors		
1	2	3		
1. Madras	Tamil Nadu	Tamil Nadu State	—	537
		P.H.Cs/P.H.Units	—	410
		P.H.C. Sub-Centre	—	1924
		Educational Instt.	—	28
		E.S.I.	—	116
		Police	—	12
		Prisons	—	12
		Correctional Adm.	—	26
		Agriculture	—	30
		Employment & Trg. (I.T.I.)	—	26
		Other Misc.	—	295
		Govt. Deptt. Non-Govt. Instt.	—	670
		Central Govt. Instt.	—	42
	Pondicherry	Med. Instt.	—	15
		Animal Husbandries	—	15
2. Calcutta	Bihar		—	640
	Orissa		—	816
	West Bengal		—	2
	Andamans & Nicobar (U.T.)		—	4
	Other Central Govt. Instt. including P & T CRPF, B.S.F., CGHS etc.		—	202
				1664

1	2	3			
3. Gauhati	Assam	Assam State	—	81	
		Other Units	—	28	
		S.S.B. Units	—	37	
		B.S.F.	—	35	
		C.R.P.F.	—	44	
				225	
		Arunachal Pradesh		—	206
		Manipur		—	7
					213

1	Civil Hosps.	Forces	P.H.C.	Disp.	Total	
1	2	3	4	5	6	
4. Karnal	Punjab	126	27	362	407	922
	Haryana	89	8	182	554	833
	Himachal Pradesh	5	32	.	.	37
	U.P.	13	19	13	.	45
	Rajasthan	.	18	.	4	22
	M.P.	.	7	.	.	7
	J & K	3	37	.	.	40
	Delhi (UT)	12	15	175	72	274
	Chandigarh (UT)	4	3	45	.	52
					2232	
5. Bombay	Maharashtra					1622
	Madhya Pradesh				—	1570
	Gujarat				—	412
	Rajasthan					49
	C.G.H.S.				—	4
	P & T Deptt.				—	16
	B.S.F.				—	46
	Union Territories				—	19
	Semi-Govt. and Autonomous Bodies				—	538
					4276	

6. Hyderabad

Andhra Pradesh	Govt. Hospitals	282
	Industrial Trg. Instt. Disp.	44
	Primary Health Centre	80
	Jail Dispensaries	10
	Police Hospitals	8
	Local Fund Disp.	296
	Rural Disp.	257
	Municipal Disp.	55
	Central Govt. & P.S.U. Hosps.	15
	Headquarter Hospitals	15
	Employees State Insc.	82
	Veterinary Hospitals	1500
		2544
	Total Indentors :	15412

Statement—II

The total amount sanctioned for the Medical Store Organisation with percent supplies Depot wise, during the last three Years

Name of the Medical Store Depot.	1978-79		1979-80		1980-81	
	Total amount sanctioned (Rs. in Crores)	Percentage of Supplies	Total amount sanctioned (Rs. in Crores)	Percentage of supplies	Total amount sanctioned (Rs. in Crores)	Percentage of Supplies
Madras	4.97	67%	4.58	62%	4.68	Not worked out
Bombay	4.51	71%	4.42	65%	4.49	
Calcutta	3.83	53%	3.14	52%	3.24	
Karnal	4.50	73%	4.20	65%	4.24	
Hyderabad	1.68	61%	1.70	71%	1.67	
Gauhati	1.37	66%	1.46	53%	1.65	
Total	20.86		19.50		19.97	

Statement—III

Value of production with details of production at Factories attached to Government Medical Store Depots, Bombay and Madras during the last three years.

	1977-78		1978-79		1979-80	
	Bombay	Madras	Bombay	Madras	Bombay	Madras
I. Total Value (Rs in Lakhs)	19.64	42.035	19.99	31.79	18.84	34.45
II. Items Manufactured						
Tablets in (Millions Nos.)	103.973	70.64	192.118	40.195	123.2775	69.1873
Steam (Litres)	..	98,763	..	36,407	..	39,087
Tincture (Litres)	67,840	92,100	36,140	34,359	56,363	36,698
Powder (Kgs.)	1,245	5,000	83,332	4,410	5,365	7,362
Ointment (Kgs.)	..	48,000	..	34,336	..	24,580
Bandage (Nos.)	7,60,744	6,13,110	8,96,738	8,27,000	..	9,26,640
ORS (Pkts)	..	20,000	..	1,94,950	..	1,18,000
Syrups (Lit/Kgs)	17,879	..	5,510	..	20,040	..

Staff Quarters for Employees of Paradip Port

6059. SHRI RAMA CHANDRA RATH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that some staff quarters are under construction in the Port areas of the country;

(b) if, so the number of staff quarters proposed to be constructed for the employees of the Paradip Port in 1981-82;

(c) whether all the Paradip Port employees can be provided accommodation by the end of Sixth Plan; and

(d) the number of different types of quarters which are proposed to be constructed during that Plan period?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes.

(b) 498 Nos. of staff quarters are now under construction in the following categories:—

Type 'A' — 372 Units

Type 'B' — 10 Units

Type 'C' — 10 Units

Dormatory type accommodation—96 Units.

(c) No.

(d) The details of the additional staff quarters proposed to be constructed during the Sixth Plan are as under:

Type 'A' — 100 Units

Type 'B' — 290 Units

Type 'C' — 12 Units.

Rakes for Iron ore

6060. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the transport of iron ore from Banspani-Barjamda sector for export, through Paradip Port in Orissa has come to a stand still due to non-supply of rakes;

(b) whether it is a fact that due to non-supply and inadequate supply of Railway rakes, more than 17 lakh tonnes of iron ore are dumped in various railway stations, if so, by what date the dumped iron ore will be cleared up; and

(c) the action which the Union Government have taken to supply a minimum of three rakes per day to this sector for transportation of iron ore from this sector to be exported through Paradip Port?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Heavy stockpile of iron ore in Barjamda sector on account of Minerals & Metals Trading Corporation has built up due to the procurement being far in excess of the programme for export. 17 lakh tonnes is more than the movement programme for a year.

(c) The Railways have made adequate arrangements to load 2 to 3 rakes daily by putting BOX rakes marked for close circuit movement of ore to Paradip Port.

T.A./D.A. for Apprentices

6061. SHRI SATYASADHAN CHAKRABORTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railway employees, when selected as Apprentices, are eligible for TA/DA in terms

of Railway Board's Orders No. L(Trg) 1-67 TRI/144 of 13th November, 1968;

(b) whether it is a fact that the claims submitted by Apprentices Telecom. Maintenance of Madras Division on Southern Railway for December, 1980 and January, 1981 were returned by APO/Madras;

(c) whether it is also a fact that the claims returned by the APO/Madras are lying with TCI/Repeater/Madras despite Union's representations, pointing out Board's orders; and

(d) if so, the action taken to effect payment?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) to (d). Arrangements are on hand to include the TA Bill for the month of Dec. 80 in the salary bill for the month of March, 1981. The claims for Jan/81 were received in the Office of APO/Madras only in March 1981 and were returned for re-submission since the claims were not complete. Action will be taken to dispose of claims for the month of Jan. 1981 when these are received, complete in all respects.

Chicken pox in U.P. and M.P.

6062. SHRI SHIV KUMAR SINGH THAKUR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that even at present innumerable persons in different parts of Madhya Pradesh and Uttar Pradesh suffer from chicken pox instead of small pox; and

(b) if so, the steps being taken by Government to control it?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Cases of chicken

pox occur throughout the country including Uttar Pradesh and Madhya Pradesh.

(b) There are no known effective measures at present to control chicken pox.

National Blood Policy

6063. SHRI B. V. DESAI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it has been urged to Government that National Blood Policy should be evolved to make available healthy blood to patients in dire need;

(b) if so, whether it has become necessary to formulate this policy at the Centre's level;

(c) if so, whether the Central Government have agreed to formulate this policy; and

(d) if not, the main reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Healthy Blood is being made available to patients in dire need through the Blood Banks attached to Government Hospitals and the Blood Banks run by the Indian Red Cross Society and other voluntary organisations.

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

Coastal Development in Sunderban

6064. SHRI SANAT KUMAR MANDAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what role his Ministry is likely to play in the coastal development which is a part of the Sunderban development project, which is assisted by the International Fund for Agricultural Development; and

(b) the extent of funds earmarked for this developmental programme out of the total funds given?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). The Sunderban Development Project involving setting up of blackishwater fish farms aided by International Fund for Agricultural Development is monitored by the Ministry of Agriculture. According to information furnished by the Ministry of Agriculture, no aspect of this project concerns us at present.

Railway Link for Konkan Area

6065. SHRI BAPUSAHEB PARULEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that so far no Konkan area in Maharashtra is connected with railway to other parts of the country;

(b) if so, the reasons therefor;

(c) whether any proposals have been received from Maharashtra Government during all these years to connect Konkan with other parts of Maharashtra; and

(d) if so, the details of proposals; when they were received and the action taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Non-availability of adequate resources.

(c) and (d). Maharashtra Government have been requesting for the construction of the Apta-Mangalore Railway Line. Construction of a new Broad Gauge Line (62 kms.) from Apta to Roha has been sanctioned and the work is in progress.

Confirmation of Medical Officers G.D.O. II

6066. DR. A.U. AZMI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Medical Officers, G.D.O. II recruited through the U.P.S.C. in 1977 have not as yet been confirmed, although they have since completed two years probationary period;

(b) if so, the number of such G.D.Os and the reason therefor;

(c) how long it will take to confirm them; and

(d) the criteria laid down for confirming such persons recruited through U.P.S.C. when persons recruited to other All India Services through the U.P.S.C. are normally confirmed after completion of their probation of two years?

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

(b) 220

(c) and (d). The G.D.O. Grade II posts (junior class I scale) are initially filled against temporary vacancies. The confirmations in this Grade are affected after the officers have completed two years probation subject to availability of permanent vacancies. The officers appointed in 1977 will be considered for confirmation when permanent vacancies become available. The number of permanent vacancies is determined by conversion of temporary posts into permanent posts and taking into account the permanent posts which fall vacant due to normal wear and tear. All the Organisations which participate in the Central Health Service have been requested to complete the work of conversion of temporary posts into permanent ones in accordance with the Government instructions in the matter.

Unauthorised and Illegal Unloading of Steam Coal Wagons by Railway Ad- ministration

6067. SHRI RAMJIBHAI MAVANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Morvi Roofing Tiles Manufacturers Association, Morvi (Gujarat) has written to the Chairman, Railway Board in connection with unauthorised and illegal unloading of steam coal wagons by Railway Administration on the 11th February, 1981;

(b) if so, the details thereof; and

(c) the action which has been taken thereon and the outcome thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) It was represented by Morvi Roofing Tiles Manufacturers Association, Morvi that 32 BOX wagons of coal loaded for them were unloaded by the Railways.

(c) Western Railway has informed the Railway Board that they intercepted 26 BOX wagons of coal and utilised them in various loco sheds on that Railway to avoid cancellation of train services. The coal loading zonal railway has already been advised to compensate them for this interception.

बम्बई सेंट्रल में विश्राम कक्ष

6068. श्रीमती ऊषा वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पश्चिम रेलवे के बम्बई सेंट्रल और दादर स्टेशनों, मध्य रेलवे के नागपुर तथा आगरा छावनी स्टेशनों तथा उत्तर रेलवे के लखनऊ और वाराणसी स्टेशनों के कुलियों की संख्या को ध्यान

में रखते हुए, वहां उपयुक्त तथा सुविधाजनक विश्राम-कक्षों का निर्माण किया गया है और यदि हां, तो उसके निर्माण पर कितना व्यय किया गया है ;

(ख) यदि नहीं, तो इसके क्या कारण हैं; और

(ग) लाइसेंसशुदा कुलियों को वर्दी देने और पर्यवेक्षण कार्य के लिए विभिन्न रेल विभागों द्वारा शुल्क के रूप में सैक्शन-वार, कितनी राशि वसूल की जाती है और इस राशि को कहां और किस तरह खर्च किया जाता है तथा इस बारे में स्टेशन-वार ब्यौरा क्या है ?

रेल संग्रहालय तथा संसदीय कार्य विभाग में उपसत्री (श्री मल्लिकार्जुन) : (क) लाइसेंसधारी भारिकों को विश्रामालय उपलब्ध नहीं कराये जाते ।

(ख) प्रश्न नहीं उठता ।

(ग) स्टेशन के महत्व के आधार पर लाइसेंसधारी भारिकों से प्रति मास एक रुपये से 6 रुपये तक लाइसेंस शुल्क लिया जाता है । यह राशि तथा इससे और अधिक पर्यवेक्षण तथा वर्दियों पर खर्च की जा रही है ।

Handling Rates to Railway Hammals

6069. SHRI GEORGE FERNANDES: Will the Minister of RAILWAYS be pleased to state:

(a) the handling rates paid to the Railway Hammals on various Railways;

(b) whether there has been a demand from the South Central Railway

Hammals' Federation for an increase in the handling rates;

(c) if so, the details thereof; and

(d) the Government's decision thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Handling rates vary from place to place and the payment to labour is made in some places on piece-rate basis, in others on wagon-load basis or on the basis of daily-rate per labour. On South Central Railway, they are paid on piece-rate basis, i.e., according to weight handled, at the rate of Rs. 6 per hundred quintals on Secunderabad and Hyderabad Divisions and Rs. 10/- per hundred quintals in Vijayawada Division.

(b) to (d). South Central Railway Hammals' Federation has represented for enhancement of the rate from Rs. 6/Rs. 10 to Rs. 21 per hundred quintals. The demand is under consideration of the South Central Railway.

Publicity Office of Delhi Transport Corporation

6070. SHRI RATANSINH RAJDA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the composition of the Publicity Office being maintained by the Delhi Transport Corporation for publicity on its buses and other items;

(b) the total expenditure incurred on Publicity Office during the last three years, year-wise; and

(c) the total amount of revenue received by the Delhi Transport Corporation for publicity on its buses (back panels, side panels, complete bus), queue shelters and hoardings in its depots and colonies during the last three years, year-wise and item-wise?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA

PATIL): (a) Composition of the Publicity Office is as under:--

Publicity Officer	1
Assistant Incharge	3
Steno	1
Junior Clerk	7
Peon	2
Drivers	3
Fitter	1
Assistant Fitters	2
Helpers	35

(b) The total expenditure incurred on Publicity Office during the last three years is as under:--

Year	In lakhs
(i) 1977-78	Rs. 2.05
(ii) 1978-79	Rs. 3.19
(iii) 1979-80	Rs. 3.53

(c) The total amount of revenue received by DTC for publicity on its buses (back panels, side panels, complete bus), queue shelters and hoardings is detailed below :-

Period	Due panels and side spaces on buses	Complete bus exterior painting	Advt. on Bus Queue shelters & T.K. Booths	Total revenue
(Rupees in lakhs)				
1977-78	26.29	Nil	Nil	26.29
1978-79	25.65	Nil	4.86*	30.51
1979-80	25.68	2.85	10.71**	39.24

* Including M.C.D. share of Rs. 2.16 lakhs.

**Including M.C.D. shares of Rs. 4.72 lakhs.

Late Running of Trains in Samastipur Division

6071. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3307 on the 12th March, 1981 regarding number of trains cancelled in Samastipur Division and state:

(a) whether any Railway Officer or employee has been found at fault on any of the 1385 occasions of late running of trains for more than two hours and action taken against them;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether it is proposed to institute any enquiry into official failures for fixing responsibility; and

(e) if so, the details thereabout and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) to (e). Responsibility in cases of avoidable detentions have been fixed and 512 staff found at fault have been suitably taken up.

Health Measures in Drought Affected States

6072. SHRI RAJESH PILOT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what improved preventive health measures are being taken on regular basis to contain epidemics caused by water-borne diseases in drought affected States of Rajasthan, Andhra Pradesh, Maharashtra and Karnataka as some of them have been affected by drought consecutively second year; and

(b) how it is ensured that the Central Assistance given to States for medical relief/health measures for drought/flood affected victims is not utilised elsewhere?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHARANJAN LASKAR): (a) As Health is a State subject, it is primarily for State Governments to organise health measures to prevent out-break of epidemics of water-borne diseases in drought affected areas. The role of the Central Government is limited to assist and advise the drought affected States Health Authorities on various health and medical relief measures to

be adopted by them in the following manner:—

(i) Suitable amount of Central Assistance is sanctioned by the Union Ministry of Finance to the drought affected States for Health/Medical Relief Measures.

(ii) At the request of the drought affected States, this Ministry arranges emergent supply of essential medicines, dis-infectants, insecticides and vaccines on credit payment basis through Government Medical Stores Depots located at Hyderabad, Madras, Bombay, Karnal, Gauhati, Calcutta and Delhi.

(iii) Prime Minister's 12 Point Programme for Drought Management has been sent to all the Drought affected States for compliance. Point 10 of the Programme enumerates that all available Public and Private Sources of water should be protected, impounded, disinfected and expanded to cover as many villages as possible. This will prevent epidemics of water-borne diseases.

(iv) All villages endemic to water-borne diseases have been classified under problem villages by the Ministry of Works and Housing and during the VI Five Year Plan (1980-85), it is proposed to cover all such problem villages identified on 31st March, 1980 with protected drinking water supply.

(v) A detailed plan on "Medical and Health Care in Natural Disasters" has been prepared by the Directorate General of Health Services and the same has been forwarded to all the States/Union Territories for their guidance and implementation.

(b) The ceilings of expenditure for various health measures and other items of drought relief are approved in the light of selective on-the-spot assessment of the situation by the

Central Study Team and having regard to the recommendations of High Level Committee on Relief on the Central Team's Report. If the expenditure reported by a State Government against a particular scheme/work falls short of the allocated ceiling, a corresponding cut is made in the Central assistance. The central assistance so released to the State Governments is subject to adjustment later on the basis of audited figures of expenditure on State Plan and on the works/schemes for which ceilings of expenditure are fixed by the Government of India—If a State Government utilises allocations made for health measures on some other items, central assistance is reduced correspondingly. Further the Government of India sends review teams to review the utilisation of funds sanctioned for the relief arising from natural calamities like floods, drought, etc. This is to ensure that the central assistance given to the States is properly utilised by the State Governments.

Replacement of Tracks

6073. SHRI AJIT KUMAR SAHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering to replace the tracks and convert the old steam engine by diesel engine of B.D.R. Railway of West Bengal;

(b) if so, the measures, so far, taken in this regard; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

(c) The Bankura-Damodar (Narrow Gauge) Railway line which is

97 kms long is worked and maintained by the South Eastern Railway. Replacements of Track are carried out on a programme basis subject to availability of funds and priorities. Essential renewals of rails and sleepers on this line are being carried out as and when required to maintain the track to a safe standard.

The present track structure on this line is not capable of taking the existing Narrow Gauge diesel locomotives which have a high axle load.

Reserved Posts Filled by General Candidates

6074. SHRI BHEEKHABHAI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that a number of posts reserved for Scheduled Castes/Scheduled Tribes candidates in different classes of services viz. B, C & D in various departments of the Ministry of Shipping and Transport were filled up by general candidates;

(b) if so, class-wise, details of such posts during the years 1978, 1979 and 1980 and reasons therefor; and

(c) whether Government will impose a ban on exchange of reserved posts with general posts in the interest of Scheduled Caste/Tribe candidates?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). According to the orders governing reservation for Scheduled Castes and Scheduled Tribes in services, a vacancy reserved for Scheduled Caste of Scheduled Tribes should not be filled by a general candidate without its being dereserved in accordance with the prescribe procedure. Information in respect of posts reserved for Scheduled Castes/Scheduled Tribes in Groups 'B', 'C' and 'D' of the various

offices and organisations under the Ministry and filled by general candidates, after dereserving them, during the years 1978, 1979 and 1980, and reasons therefor are being collected and will be laid on the Table of the Sabha.

(c) Reserved vacancies are not exchanged with general candidates but are dereserved and filled up by general candidates. The reservation is, however, carried forward to three subsequent years in all cases except in promotion by selection from Group 'C' to Group 'B', within Group 'B' and from Group 'B' to the lowest rung of Group 'A' where the reservations are not carried forward and are interchangeable between SCs and STs in the same recruitment year itself. In other cases, reserved vacancies are interchangeable between SCs and STs at the end of third and final year of carry forward. Thus, interests of SCs and STs are well protected and reservations are not lost to them by such dereservation of reserved vacancies, but they can avail of the benefits of reservation for 4 years including the initial year of recruitment. The question of imposing ban regarding exchange of reserved vacancies with general candidates does not arise.

National Highways in Tamil Nadu

6075. SHRI N. DENNIS: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the details of the roads declared as National Highways in Tamil Nadu during the three years; and

(b) the details of expenditure incurred thereon?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). No road in Tamil Nadu has been declared to be a National Highway in the last three Calendar years.

Theft of Cargo at Bombay Port

6076. SHRI BAPUSAHEB PARULEKAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that cargo worth Rs. Six crores or more is stolen every year from the custody of Bombay Port Trust;

(b) the theft of cargo and its price from the custody of Bombay Port Trust in the last three years; year-wise;

(c) the steps taken to prevent the theft; and

(d) whether Government's attention has been drawn to the article in the February issue of Surya under the caption 'Piracy at India's premier Dock' and Government's reaction thereto?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Some cargo is stolen every year from the Bombay Docks while in the custody of Bombay Port Trust. The value of cargo stolen during last three years is given in the enclosed statement.

(b) The information is given in the enclosed statement.

(c) The task of maintaining security in the docks and other vulnerable areas of Bombay Port has been entrusted to the Ports' Security Organisation and the Maharashtra State Police. The Dock gates are manned round the clock by the Security Staff, Police, and the Customs Personnel. The Police and the Security Staff of the Port Trust organise periodical raids and round ups, during which suspicious characters are picked up. Armed police guards are posted for guarding vulnerable cargoes. Action is taken against the Security and police personnel who are found delinquent in the discharge of their duties.

(d) Yes. Necessary steps have been taken by the Bombay Port Trust to tighten further security arrangements in the docks of Bombay Port Trust.

Statement

	No. of Offences against property	Value of Cargo Stolen (Rs. in lakhs)	Value of Cargo Recovered (Rs. in lakhs)	Percentage of recoveries
1978-79	143	37.14	22.51	60.61
1979-80	205	44.29	32.35	73.04
1980-81 (from 1-4-80 to 25-3-81)	155	75.33	55.96	74.29

Upgradation of Flag Station on Ranaghat-Boangaon Section

6077. SHRI AMAR ROYPRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the steps taken by Government to upgrade the flag stations and the halt stations on Ranaghat-Boangaon section of Sealdah Division; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). There is no proposal for upgrading any of the flag/halt stations on this section. Nor is there any justification for doing the same.

Lottery System on D.T.C. Ticket

6078. SHRI CHINTAMANI PANIGRAHI:

SHRI M. RAMGOPAL REDDY:

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

(a) whether Government propose to introduce lottery system on D.T.C. tickets; and

(b) if so, the details thereof?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) In order to introduce the travelling public to invariably purchase tickets, the D.T.C. has introduced lottery system on an experimental basis for a period of three months initially starting the 24th March, 1981.

(b) Prizes through the lottery system will be awarded every week, separately for each denomination of tickets as indicated below:

S. No.	Denomination	No. of prizes	Amount of prizes
1.	30 paise ticket	2	Rs. 500/- each or a Sewing Machine each.
2.	40 paise ticket	2	Rs. 750/- each or a Phillips Radio costing not more than Rs. 750/- each.
3.	50 paise ticket	2	Rs. 1000/- each or a Tape Recorder (Cassette) costing not more than Rs. 1000/- each.
4.	75 paise ticket	1	Rs. 1500/- or a two-in-one Tape Recorder costing not more than Rs. 1500/-.
5.	100 paise ticket	1	Rs. 2,000/- or dining table with 6 chairs costing not more than Rs. 2,000/-.

**Geneva Meeting of Non-aligned group
to resolve Iran-Iraq conflict**

6079. PROF. MADHU DANDAVATE:
SHRI CHITTA BASU:
SHRI R. L. BHATIA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the non-aligned Ministerial Group on the Iran-Iraq conflict met at Geneva on the 9th March, 1981;

(b) if so, how far the group could explore the possibility of ending the Iran-Iraq conflict; and

(c) whether the group expects any favourable results in the near future?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir, the Non-Aligned ministerial group on the Iraq-Iran conflict met in Geneva on March 9-10, 1981.

(b) The group reviewed the recent developments as also the efforts already made by the Non-Aligned Movement; it also took into account the urgency of dealing with this matter so that peace may be restored between Iraq and Iran—two members of the Non-Aligned Movement.

(c) The group while fully conscious of the complete issues involved, is resolved to exert all possible efforts in order to contribute towards achieving a settlement in accordance with the principles enunciated in Para 86 of the New Delhi Declaration of Non-Aligned countries.

चित्तौड़गढ़-कोटा लाइन

6080. प्र० निर्मला कुमारी शक्तावत: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 1981-82 के बजट में चित्तौड़गढ़-कोटा बड़ी रेल

लाइन के लिए 2 करोड़ 50 लाख रुपये की राशि की व्यवस्था की गई है ;

(ख) क्या यह भी सच है कि इस लाइन का इस बीच प्रारम्भिक सर्वेक्षण कर लिया गया है ;

(ग) क्या इस रेल लाइन से बूंदी को चित्तौड़गढ़ के साथ मिलाया जायेगा ; और

(घ) यदि हां, तो इस लाइन के किन-किन महत्वपूर्ण स्थानों को इस लाइन से जोड़ा जायेगा ?

रेल संत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) :
(क) और (ख). जी, हां ।

(ग) और (घ): प्रस्तावित लाइन बूंदी के रास्ते कोटा और चित्तौड़गढ़ को जोड़ेगी । इस समय कोटा से बूंदी तक के खण्ड में काम प्रगति पर है और आगे के लिए अन्तिम स्थान निर्धारण सर्वेक्षण का काम चल रहा है । प्रस्तावित लाइन द्वारा जोड़े जाने वाले स्थानों के नाम अन्तिम स्थान निर्धारण सर्वेक्षण पूरा हो जाने तथा रिपोर्ट मिल जाने के बाद ही मालूम हो सकेंगे ।

219 अणु/220 डाउन गाड़ी का मारवाड़ जंक्शन पर रुक जाना

1081. श्री अशोक गहलोत : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जोधपुर और उदयपुर के बीच चलने वाली 219 अणु/220 डाउन गाड़ी को 23 जनवरी, 1981 को उदयपुर से आते हुए मार्ग में मारवाड़ जंक्शन पर ही रोक लिया गया था ;

(ख) यदि हां, तो क्या मारवाड़ जंक्शन पर यात्रियों को अपने गन्तव्य

स्थानों पर पहुंचने के लिए अपना निजो प्रबन्ध करने की सलाह दी गई थी, ;

(ग) क्या इस कुव्वयस्था के कारण उस गाड़ी से यात्रा कर रही वाराणों को अत्याधिक असुविधा का सामना करना पड़ा था; और

(घ) यदि हां, तो गाड़ों को मार्ग में ही अग्रत्यागित रूप से रोक लेने के क्या कारण थे ?

रेल नंत्रालय तथा संसदीय कार्य विभाग में उप रंत्री (श्री मल्लिकार्जुन) : (क) से (घ) : 219/220 सवारी गाड़ी केवल उदयपुर सिटी तथा मारवाड़ जंक्शन के बीच चलती है। सम्भवतः आशय 219/220 सवारी गाड़ी में उदयपुर तथा जोधपुर के बीच चलने वाले दो न्यू सवारी डिब्बों तथा मेल लेने वाले 209/210 मारवाड़-रेवाड़ी सवारी गाड़ी से है, जिन्हें कोयले की कमी के कारण 24-1-81 से अस्थाई तौर पर रद्द करना पड़ा। चूंकि जोधपुर के रास्ते मारवाड़ तथा रेवाड़ी के बीच चलने वाली 209/210 सवारी गाड़ी को कोयले की उपलब्धता में कमी आने के कारण रद्द करना पड़ा, अतः कोई पूर्व सूचना नहीं दी जा सकी।

Passports issued by R. P. O. Bhopal

6082. SHRI PRATAP BHANU SHARMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) how many passports have been issued by the Passport Office, Bhopal during 1978, 1979 and 1980;

(b) the number of applications under consideration or pending in Bhopal

office for grant of passports as on 10th March, 1981; and

(c) how many applications are pending since last three months or more?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The number of passports issued by Passport Office, Bhopal during 1978, 1979 and 1980 are as follows:—

1978	—	1,561
1979	—	12,467
1980	—	15,339

(b) and (c). The number of applications under process or consideration as on 10th March, 1981 was 2,908. Out of these those pending for over 3 months was 1,078. These are mostly non-compliance cases wherein further action or details are awaited from the applicant.

Allotment of Wagons

6083. SHRI MOHAN LAL PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the items which are given priority for the allotment of wagons; and

(b) the number of applications pending for the allotment of wagons for the last six months with each zone and the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The allotment of wagons is governed by the Preferential Traffic Schedule General Order applicable to all Railways, and Special Orders applicable to individual Railways which are issued every six months under the powers vested in the Central Government under Section

27-A of the Indian Railways Act, 1890. The various commodities are classified into five groups of priorities falling under items 'A' to 'E', their inter-group priority being in descending order with item 'A' enjoying the top-most priority. The transport of goods/class of goods to be arranged under each priority is briefly indicated below:—

(i) Priority 'A': All moves of immediate and operational nature ordered by the Quartermaster General's Branch.

(ii) Priority 'B': Programmed movements of foodgrains, fertilisers and levy sugar on Central Government account, programmed movement of iodised salt, pesticides and jute, high rated traffic like tea, tobacco, coffee, cotton, hydrogenated oils (in tins, drums or barrels), etc.

(iii) Priority 'C': Programmed movements on account of Central/State Governments, programmed movements of coal, cement, non-iodised salt, high rated traffic like medicines, brassware, caustic soda, soda ash, mica, mustard/groundnut oils (in tins, drums or barrels), paper, paper board etc.

(iv) Priority 'D': Raw materials to cement, ceramic, fertiliser, match; paper, glass sheet industries, wheat and rice on trade account, etc.

(v) Priority 'E': Commodities not covered in the above noted priorities. In this priority, commodity quotas are given in the Special Orders to the individual Railways.

(b) The number of demands pending for allotment of wagons during the last six months, railway-wise and gauge-wise are given as under:—

Broad Gauge

Railway	October 1980	November 1980	December 1980	January 1981	February 1981	March 1981 (upto 25/3)
Central	41331	44837	44700	46310	49616	43445
Eastern	48813	62100	56006	47678	37619	36972
Northern	12178	13482	14025	13355	12811	10084
Northeast Frontier	4574	4714	5833	4845	3871	3341
Southern	2652	3778	2743	1528	758	599
South Central	18753	19324	21615	20737	21623	21766
South Eastern	25506	35923	40467	43776	44682	44783
Western	12047	15128	17863	14996	15021	14977

Metre Gauge

Central	305	222	77	194	219	315
Northern	15888	15192	16091	16641	16868	13671
North Eastern	14748	16291	22934	27265	21050	16449
Northeast Frontier	15197	16757	18095	19220	18010	18612
Southern	4015	3574	4688	3110	1619	673
South Central	8750	8299	9423	8731	7386	7597
Western	13573	16987	14862	23529	24948	24111

The pending demands are mostly in respect of that traffic which moves under the lowest priority. Since the available empty wagons are being supplied in preference for clearance of committed and programmed traffic like foodgrains, fertiliser, coal, cement, iron ore etc., which enjoy higher priority of movement, the demands for commodities coming under lower priority have to wait.

Construction of Zuari Bridge in Goa

6084. SHRI EDUARDO FALEIRO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a bridge over the River Zuari in Goa is under construction;

(b) when this project was sanctioned, when it was initiated and when, according to original estimates, it was likely to be completed;

(c) what are the reasons for the delay in finalising the construction; and

(d) what is the target date now fixed for completion of this project?

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

(b) The construction of a bridge across River Zuari in Goa was technically approved originally in September, 1970 as a Centrally Aided Scheme on the then West Coast Road. Later on, when in March, 1972, the West Coast Road was declared as National Highway No. 17, the project was technically approved and financially sanctioned as a National Highway work on 7.8.1972. This work commenced on 12.4.1972 and original target date for the completion of this work was fixed as 11.4.1976.

(c) The completion schedule of the bridge was delayed due to (i) Difficulties in sinking of foundations through bouldery strata, (ii) Additional soil in-

vestigations, requirement of inspection of the base strata of the wells by naval divers and certain peculiar foundational problems which had to be sorted out in consultation with experts, (ii) Washing away of sand islands for two wells during construction, (iv) Non-availability of structural plates for fabrication of caissons for some wells, and (v) Rectification of tilts and shifts of the various well foundations.

(d) June, 1982, barring unforeseen circumstances.

गुजरात के आदिवासियों के लिए विशेष स्वास्थ्य योजनाएं

6085. श्री छोटू भाई गामित : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गुजरात के आदिवासियों के लिए कोई विशेष स्वास्थ्य योजना बनाई गई है या बनाने का विचार है;

(ख) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है ;

(ग) गुजरात में उन आदिवासी क्षेत्रों के नाम क्या हैं, जहाँ छठी पंचवर्षीय योजना में प्राथमिक स्वास्थ्य केन्द्र और अस्पताल स्थापित करने का प्रस्ताव है और तत्सम्बन्धी व्यौरा क्या है ;

(घ) क्या गुजरात सरकार ने इस प्रयोजन के लिए कोई योजना तैयार की है और केन्द्रीय सरकार को अनुमोदन के लिए भेजा है; और

(ङ) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है और उस पर केन्द्रीय सरकार की क्या प्रतिक्रिया है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री नीहार रंजन लस्कर): (क) से (ङ): सूचना गुजरात राज्य सरकार से एकत्र की जा रही है और प्राप्त होते ही सभा पटल पर रख दी जाएगी।

U.K. Assistance for improvement of Health in Orissa

6086. SHRI RASA BEHARI BEHERA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether U.K. has decided to give assistance and also financial aid for the improvement of health in Orissa State; and

(b) if so, the nature of assistance given and the progress of work for which it is being utilized and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). There is no scheme to be assisted financially by U. K. for the improvement of health in Orissa State. However, the Government of India have evolved a scheme for strengthening Health and Family Welfare Services in various States covering selected districts thereof under various Area Projects aided by different foreign agencies. The Project in Orissa, to be partially assisted by U.K. Government is also one of these Projects. The Project covers the following districts in Orissa-1. Cuttak 2. Ganjam 3. Kalahandi 4. Phulbani 5. Puri. The Project has commenced only recently.

Extending Gaur Express from New Coochbehar to Calcutta

6087. SHRI PIUS TIRKEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to extend the present Gaur Express from New Coochbehar to Calcutta;

(b) if so, how long it will take;

(c) if not, the reasons therefor;

(d) whether it is a fact that there is a public demand to extend Darjeeling Mail upto New Coochbehar or New Alipurduar;

(e) if so, what steps have been taken so far in this regard; and

(f) the steps taken by Government to the long standing demands for more trains to North Bengal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

(c) Extension of 53/54 Sealdah Malda Town triweekly Gaur Express to/from New Cooch Behar is not operationally feasible due to line capacity constraints on Chamagaram-Malda Town-New Jalpaiguri section and non-availability of additional terminal facility at New Cooch Behar.

(d) to (f). Similarly, extension of 43/44 Darjeeling Mail upto New Cooch Behar or New Alipurduar or introduction of an additional train to North Bengal is operationally not feasible due to line capacity and terminal constraints.

Diseases Caused by Shortage of Vitamins

6088. SHRI RAM VILAS PASWAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what are the important findings of the studies conducted by the I.C.M.R. in rural and urban areas in India about the deficiency diseases caused by the shortage of Vitamins specially Vitamin A and C; and

(b) the action taken by Government to remove deficiency of the vitamins among the masses?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) As regards Vitamin A, Indian Council of Medical Research surveys indicate that around 8 per cent of the Children belonging to low income groups suffer from Vitamin A deficiency, Indian Council of Medical Research also indicate that Vitamin C deficiency is not common.

(b) The Government has taken up a scheme to protect children in the age group 1 to 5 years from developing deficiency of Vitamin 'A'. Children in this age group in selected areas are given a high dose of Vit. A in oil by mouth once every 6 months for the prevention of nutritional blindness. The Vitamin solution is administered directly to the children by the health workers of Primary Health Centres. Efforts are made to reach children living in drought-prone areas, tribal areas etc. Where deficiency of Vit. A is expected to be more prevalent. The scheme is in operation in all the States. The annual target is to cover about 25 million children, every year.

पलवल स्टेशन में जल पम्प

6089. श्री लाल चन्द डागा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पलवल दिल्ली संकशनों पर चल रही 368 अप - 367 डाउन और 374 अप/365 डाउन रेलगाड़ियां लं.के. इंजनों द्वारा चलती हैं और इसके परिणामस्वरूप इन्हें भारी मात्रा में पानी की आवश्यकता होती है जिसके लिए उन्हें 10-15 मिनट के लिए फरीदाबाद स्टेशन में रुकना पड़ता है जिसके फलस्वरूप बहुत समय बेकार जाता है और

इन रेलगाड़ियों द्वारा यात्रा कर रहे कार्यालयों में जाने वाले कर्मचारी प्रतिदिन अपने कार्यालयों में विलम्ब से पहुंचते हैं ;

(ख) यदि हां, तो क्या सरकार का विचार पलवल स्टेशन में एक जॉय पम्प लगाने का है; और

(ग) यदि हां, तं. कब : और यदि नहीं, तं. उसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप सत्री (श्री मल्लिकार्जुन) : (क) 368 अप/367 डाउन और 374 अप/365 डाउन दिल्ली-पलवल सवारी गाड़ियों भाप रेल इंजनों द्वारा चलायी जाती हैं। इन इंजनों में गंतव्य स्टेशनों, पलवल और दिल्ली पर पूरा पानी भर दिया जाता है। सामान्य परिस्थितियों में गाड़ियां फरीदाबाद में पानी नहीं लेती क्योंकि इसी पानी से यात्रा-समाप्ति तक काम चलने की आशा की जाती है। पिछले तीन महीनों के दौरान दिल्ली में आने वाली गाड़ियों का समय-पालन संत.पजनक रहा है।

(ख) पलवल में पानी के उपयुक्त पम्पों की व्यवस्था पहले से ही है।

(ग) प्रश्न नहीं उठता।

Indo-Libya Agreement

6090. SHRI DAULATSINHJI JADEJA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a team of Libyan experts has visited India during this year;

(b) if so, the outcome of the talks held with the Indian leaders;

(c) whether any agreement has been signed with Libya; and

(d) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) No Sir.

(b) Does not arise.

(c) and (d). No agreement has been signed with Libya this year. However, a meeting of the Indo-Libyan Joint Commission was held in Tripoli from February 25 to March 2. The Indian delegation was led by Dr. Charanjit Chhanna, Minister of State for Industry. A number of projects were identified for further cooperation between India and Libya.

जैसलमेर और बाड़मेर के रास्ते से पठानकोट—काण्डला राष्ट्रीय राजमार्ग संख्या 15 को चौड़ा करना

6091. श्री बृद्धि चन्द्र जैन : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जैसलमेर और बाड़मेर के रास्ते से हं. कर पठानकोट-काण्डला राष्ट्रीय राजमार्ग संख्या 15 राष्ट्रीय राजमार्ग की चौड़ाई के मानदण्ड के अनुरूप नहीं है,

(ख) यदि हां, तो इसके क्या कारण हैं;

(ग) इसके लिए निर्धारित किए गए मानक के अनुसार उपरोक्त सड़क को चौड़ा करने का कार्य शुरू करने में विलम्ब के क्या कारण हैं; और

(घ) इसे चौड़ा करने का कार्य कब तक शुरू हं. जाने की संभावना है ?

नौबहन और परिवहन मंत्री (श्री बीरेन्द्र पाटिल) : (क) से (घ) - राष्ट्रीय राजमार्ग सं० 15 जं. पठानकोट से काण्डला तक है, पंजाब (367 कि० मी०) राजस्थान (860 कि० मी०) और गुजरात (272 कि० मी०) से हं. कर

गुजरात है। इस राजमार्ग की चौड़ाई, यातायात की आवश्यकता अनुसार मुख्यतः इकहरी लेन के राष्ट्रीय राजमार्ग के अनुरूप है। सड़क को चौड़ाई बहुत से ऐसे स्थानों पर कुछ कम ही है, जो रेतोली क्षेत्र में पड़ते हैं। रेतोली भूमि होने के कारण यह क्षेत्रीय समस्या है। वहाँ प्राकृतिक परिस्थितियाँ असाधारण होने के कारण सड़क की पट्टी/पुश्ते टूट जाते हैं। परन्तु, मौजूदा सड़क को मध्यम दर्जे की दं. लेनों की सड़क में चौड़ा करने (5.5 मी० चौड़ाई) और सड़क की पट्टी के वचाव के लिए पहले से ही रुकम उठाए गए हैं और बीकानेर-गंगानगर खंड में लगभग 90 कि० मी० और बीकानेर-वापखंड में लगभग 58 कि० मी० सड़क के लिए अनुमानित पहले ही स्वीकृत किए जा चुके हैं। चूंकि, राष्ट्रीय राजमार्ग को चौड़ा करना/सुधार करना एक सतत प्रक्रिया है, इसलिए भारत सरकार इस समस्या पर पूरी तरह नजर रखे हुए है। राजस्थान में मुरतगढ़ से पं.करान तक लगभग 400 कि० मी० लम्बी सड़क को, और कुछ भाग जं. पंजाब और गुजरात में पड़ता है, उसे दं. लेनों तक चौड़ा करने पर 1980-85 को छठी पंचवर्षीय योजना में विचार किया जाएगा। यातायात आवश्यकताओं, परस्पर प्राथमिकता और धन उपलब्ध होने जैसी कुछ बातों को ध्यान में रखते हुए इस योजना को अभी अन्तिम रूप दिया जाना है।

ट्रेन कण्ट्रोलर

6092. श्री कमला मिश्र मधुकर :

श्री रामावतार शास्त्री :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या ट्रेन कण्ट्रोलरों की प्रायः किस पद पर पदोन्नति की जाती है; और

(ख) उनके मंत्रालय द्वारा उनकी पदन्नतियों तथा उनके दर्जे में सुधार के लिए क्या कदम उठाए जा रहे हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपसत्री (श्री मल्लिकार्जुन) : (क) सम्भवतः आशय सेक्शन कण्ट्रोलरों के पदों से है। यदि हाँ, तो 470-750 रु० (सं० वे०) के सेक्शन कण्ट्रोलर 700-900 रु० (सं० वे०) के वेतन के उप मुख्य कण्ट्रोलरों और 840-1040 रु० के वेतनमान के मुख्य कण्ट्रोलरों तथा इससे आगे वर्ग "ख" (श्रेणी-2) को कंट्रियों में पदन्नति के पात्र हैं।

(ख) जैसा कि प्रश्न के भाग (क) के उत्तर में कहा गया है, कर्मचारियों की इस कंट्रि के लिए पदन्नति के पर्याप्त सारणियाँ पहले से ही हैं।

Modernisation of Ports

6093. SHRI JANARDHANA POOJARY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) Whether Government are considering a proposal to modernise major ports in the country; and

(b) if so, the details thereof?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). Modernisation and improvement of Port facilities is a continuous process. In the 6th Five Year Plan for 1980-85, emphasis has been laid on modernisation of the existing port facilities and providing additional capacities to meet the expanding needs of the country. A sum of Rs. 531 crores has been allocated for the 10 major ports in the 1980-85 plan for this purpose.

Some of the important schemes aiming at modernisation and development of major ports are:

(i) Installation of container handling facilities at Bombay, Cochin and Madras.

(ii) Acquisition of cargo handling equipment by the ports.

(iii) Construction of new berths with modern facilities at Kandle, Mormugao, Mangalore, Nhava-Sheva (Bombay), Paradip, Tuticorin and Visakhapatnam.

Pooling of Natural Resources of Non-Aligned Countries

6094. SHRI HARINATH MISRA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have emphasised the need for pooling of natural resources of non-aligned countries in their recent deliberations at New Delhi in February, 1981;

(b) if so, the consensus arrived at and the names of the countries that have agreed with the suggestion; and

(c) the steps that have been taken or are proposed to be taken in the light of the consensus?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (c). There was no specific discussion on the question of pooling of natural resources for non-aligned countries in the meeting of their Foreign Ministers held in New Delhi in February, 1981. However, the Ministers reiterated the "importance of exploring, defining and exploiting the immediate possibilities of mutual cooperation among the non-aligned and other developing countries in all fields in order to ensure a more rational use of available resources of all kinds for their individual and mutual benefit and their collective economic progress."

Appropriate follow up work on the above consensus would be undertaken under the action programme on economic cooperation of non-aligned countries and the programme of economic cooperation among developing countries under the aegis of the Group of 77.

Transportation of Cement

6095. SHRIMATI GURBRINDER KAUR BRAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that transportation of cement from the factories located in South to parts of North specially to Punjab was hampered as a result of less allotment of wagons;

(b) if so, the total allotment during the last two years against the actual demand, year-wise; and

(c) the steps proposed to be taken to allot sufficient number of wagons to the industry during the next two years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise. A Statement is attached. Statistic of demands for cement by various factories are not maintained state-wise by the Railways.

(c) Cement when programmed moves under Priority 'C' of the Preferential Traffic Schedule. Being a higher priority traffic, all efforts are made to meet the demands in full upto the extent of the agreed programme.

Statement

State	1979		1980		1981 (Jan. & Feb.)	
	Broad Gauge	Metre Gauge	Broad Gauge	Metre Gauge	Broad Gauge	Metre Gauge
Delhi	1605.5	1909	3624	318	374.5	..
Haryana	1983	86	2930	337	675.5	..
Himachal Pradesh	266	8	16	..	..	..
J & K	1739	146	2351	..	1119.5	..
Punjab	9909.5	1569	5204.5	650	1266	..
Rajasthan	38	..	30	97	..	..
U. P.	3150.5	689	1100.5	501	248	..
Total	18691.5	4407	15256	1903	3683.5	..

Necessary data regarding actual demand from cement factories is not available.

India-U.K. continental port routes

6096. SHRI M. V. CHANDRASHEKARA MURTHY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the London meeting of the India, Pakistan and Bangla-

desh and U. K. held in the last week of February, 1981 failed to bring about an amity among its members line operating on the India-U.K. continental ports route;

(b) if so, what were the main reasons for its failure;

(c) the steps which are being taken in this regard;

(d) whether failure of this had been great loss to India?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (d). Conference meetings are the normal commercial activity of the member shipping lines and the Government do not come into the picture. Government have been informed that the members of the Conference decided at its February meeting to give up pooling arrangements of the Conference from 1-4-1981, but continue to operate within the Conference structure. It was also decided by them to form a container consortium of the various Flag Groups within the Conference.

2. Pending formation of a container consortium of the Conference, the Indian national lines viz. the Shipping Corporation of India, the Scindia Steam Navigation Co. Ltd. and the India Steamship Co. Ltd. have decided to form a container consortium of their own from 1-4-1981. They will continue to provide services for container and break-bulk cargo within the framework of the Conference.

Construction of Bridges during the Sixth Five Year Plan

6097. SHRI MOHD. ASRAR AHMED: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number of bridges constructed on National Highways in each State from the 1st April, 1975 to 28th February, 1981, year-wise; and

(b) the plan of constructing bridges during the Sixth Five Year Plan?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) A statement is attached.

(b) In the erstwhile Sixth Five Year Plan (1978-83) for National Highways, 838 bridges works involving a total outlay of Rs. 100 crores were included. Out of this during the period of first two years (1978-79 and 1979-80), 176 bridges costing Rs. 22.68 crores have since been sanctioned. The remaining bridges will now be included in the 1980-85 Plan which is still to be finalised depending upon the availability of resources and inter-se priority of projects considering the overall requirements of the various States.

Statement

*Major and Minor bridges completed on National Highways
(1-4-75 to 28-2-81)*

Name of State	1-4-75	1-4-76	1-4-77	1-4-78	1-4-79	1-4-80	Grand Total
	to 31-3-76	to 31-3-77	to 31-3-78	to 31-3-79	to 31-3-80	to 28-2-81	
Andhra Pradesh	3	21	21	16	7	10	78
Assam	6	3	14	21	21	4	69
Bihar	6	3	6	4	1	5	25
Delhi	..	1	2	2	1	..	6
Goa	..	..	..	..	1	..	1
Gujarat	7	4	23	3	11	8	56

Name of State	1-4-75	1-4-76	1-4-77	1-4-78	1-4-79	1-4-80	Grand Total
	to 31-3-76	to 31-3-77	to 31-3-78	to 31-3-79	to 31-3-80	to 28-2-81	
Haryana	1	5	5	2	5	4	22
Himacha Pradesh ..	..	1	1	..	1	1	4
Jammu & Kashmir ..	..	..	10	1	3	5	19
Karnataka	16	30	19	4	4	11	84
Kerala	2	7	2	..	..	2	13
Madhya Pradesh 21	21	14	12	5	12	4	68
Maharashtra	28	9	36	6	13	12	104
Manipur . . . . .	..	..	2	5	1	1	9
Meghalaya . . . . .	..	..	..	..	4	..	4
Orissa	2	..	15	5	8	7	37
Punjab	1	..	1	1	..	2	5
Rajasthan	3	1	7	2	4	2	19
Tamil Nadu	23	18	10	5	5	..	61
Uttar Pradesh	1	17	10	3	2	..	33
West Bengal	5	9	3	2	1	3	23
TOTAL:	125	143	199	87	105	81	740

Medical shops at stations

6098. SHRI K. A. SWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways propose to encourage establishment of medical shops at all major and medium sized Railway stations; and

(b) if not, what are the plans of Government to meet the needs of medical attention of passengers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Arrangements exist at major and medium stations to provide first aid

as and when required. The medicine shops would not provide any medical attention.

यातायात निरीक्षक

6099. श्री सूर्य नारायण सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यातायात निरीक्षकों को उपमुख्य गाड़ी नियंत्रक से ऊपर वरिष्ठता प्रदान की गई है ;

(ख) यदि हां, तो तत्सम्बन्धी औचित्य क्या है ;

(ग) गाड़ी नियंत्रकों को किन पदों पर पदोन्नति किया जाता है और उसके आधार क्या हैं; और

(घ) क्या यह सच है कि गाड़ी नियंत्रकों को उसी ग्रेड में 15 वर्षों से अधिक की सेवा पूरी कर लेने के पश्चात् भी पदोन्नति नहीं दी जाती है; और

(ङ) यदि हां, तो उसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) (क) और (ख) यातायात निरीक्षक (550-750 रुपये) और उप मुख्य नियंत्रक (700-900 रुपये) परिवहन शाखा के अन्तर्गत दो अलग-अलग सारणियों से सम्बन्ध रखते हैं। अराजपत्रित संवर्ग में अपनी स्वयं की कोटि में प्रत्येक कोटि की पदोन्नति की सरणि उपलब्ध है। ग्रुप-‘बी’ (श्रेणी II) के पदों पर प्रवरण के प्रयोजन के लिए विभिन्न कोटियों से सम्बन्धित कर्मचारियों के बारे में विचार किया जाता है और इस प्रयोजन के लिए बनाये गये सिद्धान्तों के आधार पर उनकी संघठित बरिष्ठता निर्धारित की जाती है।

(ग) सम्भवतः माननीय सदस्य का आशय खंड नियंत्रकों से है। 470-750 रुपये के वेतनमान के खण्ड नियंत्रकों को सामान्यतः 700-900 रुपये के वेतनमान में उप मुख्य नियंत्रकों के रूप में तथा 840-1040 रुपये के वेतनमान में मुख्य नियंत्रकों के रूप में और इसके बाद ग्रुप ‘बी’ (श्रेणी II) कोटि में पदोन्नति करने के बारे में विचार किया जाता है क्योंकि ये पदोन्नतियां एक ही लाइन में होती हैं।

(घ) और (ङ): यद्यपि कर्मचारियों की विभिन्न कोटियों के लिए पदोन्नति की पर्याप्त सरणियां रेलों पर विद्यमान हैं, अतः सेवा की विणिष्ट अवधि के बाद कर्मचारियों की किसी कोटि को पदोन्नतियों की गारण्टी नहीं दी जा सकती क्योंकि

इस प्रकार की पदोन्नति के लिए पदोन्नतियां उच्चतर ग्रेड के पदों की उपलब्धता और इन पदोन्नतियों के लिए विचार किये जाने के लिए कर्मचारियों की पात्रता पर निर्भर करती है।

Extension of Khagaria station

6100. SHRI SATISH PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Khagaria Railway Station in Bihar is likely to be extended;

(b) whether there does not exist any waiting rooms in Khagaria, Naugachia and Thana Bhipur stations; and

(c) if so, whether there is any proposal to construct waiting rooms at the stations and by what time they are likely to be constructed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Waiting rooms already exist at Khagaria, Naugachia and Thana-Bihpur stations.

(c) Does not arise.

Wagons acquired by Railways during 1977-78 to 1980-81

6101. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of wagons acquired by the Indian Railways from 1977-78 to 1980-81 year wise;

(b) the total cost of this acquisition during the same period year-wise;

(d) the total loss incurred on this account, during the same period year-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The total number of wagons acquired by the Railways year-wise from 1977-78 to 1980-81 (upto February, 1981) and the total cost of acquisition of these wagons year-wise during the same period, is indicated below:—

(Wagons in terms of tur-wheelers/
rupees in crores.)

Year	Wagons acquired	Total cost/ actual expenditure
1977-78	12166	72.64
1978-79	12022	98.52
1979-80	10827	107.68
1980-81 (upto February, 1981)	10384.5	*

*Figures will be available after the close of accounts for the financial year.

(c) The total number of wagons condemned year-wise from 1977-78 to 1980-81 are as follows:—

(Figures in terms of four-wheelers)

1977-78	1978-79	1979-80	1980-81 (upto 7th February, 81)
3.657	3.914	4.476.5	7.015

(d) wagons are condemned on the basis of condition/age. Hence the question of loss does not arise.

Non-availability of Tickets between Lakshmikantapur and Baruipur Stations

6102. SHRI MUKUNDA MANDAL:
Will the Minister of RAILWAYS be
pleased to state:

(a) whether Government are aware that daily tickets are not available between Lakshmikantapur station and Baruipur station;

(b) if so, the facts thereof and how many Railway stations of this section are not having daily tickets;

(c) whether passengers have been allowed to travel without tickets for non-issuing of tickets;

(d) what is the estimated loss of revenue for non-availability of tickets; and

(e) what measures have been taken or are proposed to be taken by Government in regard to this problem?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, for a few stations and for a short span of time.

(b) Five stations in between Lakshmikantapur and Baruipur Section are not having card tickets for nine destination station.

(c) No.

(d) Does not arise.

(e) Endeavours have been made to get tickets printed on top priority basis and ensure supply as expeditiously as feasible.

टिकटों का शून्य वापस दिया जाना

6103. श्री बी० आर० नूहाटा :
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल यात्रियों को वापस दिये गये रेल किराये में से, यदि उनकी गाड़ी अन्य गाड़ी को पकड़ने में समर्थ नहीं होती है, तो क्या कोई कटौती की जाती है; और

(ख) यदि हां, तो तत्सम्बन्धी माप-दंड क्या है ?

रेल यंत्रालय तथा संसदीय कार्य यंत्रालय में उप यंत्री (श्री मल्लिकार्जुन) : (क) और (ख). जब कोई टिकटधारी यात्री आरक्षण सहित या बगैर आरक्षण के यात्रा कर रहा होता है, और उस गाड़ी के लेट हो जाने के कारण जिससे उसने यात्रा की थी, किसी जंक्शन स्टेशन पर मेल लेने वाली गाड़ी छूट जाती है तो ऐसी स्थिति में उस जंक्शन स्टेशन पर यात्रा के शेष भाग का किराया वापस कर दिया जायेगा और इसमें से यात्रा रद्द करने का शुल्क नहीं लिया जायेगा, बशर्ते कि उससे जिस गाड़ी से यात्रा की हो उसके पहुंचने के ठीक तीन घण्टे के भीतर टिकट वापस कर दिया हो।

Wagon Supply to Morvi Roofing Tiles Association

6104. SHRI NAVIN RAVANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received complaints from the Morvi Roofing Tiles Manufacturers Association of Morvi (Gujarat) as well as from Morvi Chamber of Commerce and Industries, Morvi (Gujarat) in regard to (i) non-availability of wagons, (ii) insufficient wagons, (iii) loading and unloading of their wagons, etc;

(b) if so, the details of such complaints received during the period from 2nd January to 28th February, 1981;

(c) the action taken thereon and outcome thereof; and

(d) what further action is proposed to be taken in this regard?

THE DEPUTY MINISTER OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) The complaint received was that a rake of coal loaded for Morvi Roofing Tiles Manufacturers Association was intercepted by the Railways.

(c) and (d). Western Railway intercepted certain coal wagons meant for Morvi Roofing Tiles Manufacturers Association and used them in various loco sheds on Western Railway in order to avoid cancellation of train services. Coal loading Railway has already been advised by them to make good the wagons so intercepted.

Transportation of Foodgrains by Railways

6105. SHRI CHINGWANG KONYAK: Will the Minister of RAILWAYS be pleased to state:

(a) the railway route adopted for sending rice, wheat, other food-stuffs and essential items to the North-Eastern states from Punjab and Haryana;

(b) the average time taken in transportation of these items; and

(c) the steps taken to reduce the transportation time in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) As per extant orders (contained in Rationalisation Scheme General Order No. 1 of 1981 in force from 1-2-1981), the Railway Administration shall carry, unless it is necessary to divert such wagons for operational reasons after consignment has been booked, any goods or class of goods from broad gauge and metre gauge stations on Northern Railway serving Punjab and Haryana to broad gauge and metre gauge stations in North Eastern States served by North-east Frontier Railway by the following railway routes:—

(i) Traffic from and via broad gauge stations on Northern Railway to broad gauge and broad

gauge metre gauge (dual gauge) stations on Northeast Frontier Railway is to be routed by all broad gauge route.

(ii) Traffic from broad gauge stations on Northern Railway for metre gauge stations on Northeast Frontier Railway to be routed via Garhara or via Malda whichever may be the shorter route. However, traffic in foodgrains from broad gauge stations on Northern Railway for metre gauge stations on the Northeast Frontier Railway is to be booked and routed via Malda.

(iii) All goods traffic from metre gauge stations on the Northern Railway to metre gauge stations on the Northeast Frontier Railway (except dual gauge stations on Northeast Frontier Railway) is to be routed by all metre gauge route.

(b) No statistics of the transit time taken for movement of essential commodities from Punjab and Haryana to North-Eastern States are maintained by the Railway.

(c) Decisions have recently been taken in consultation with the North Eastern States that principal commodities such as cement, salt and steel would be carried by the railways in broad gauge train loads to suitable stockyards in North Eastern Region from where further distribution will be arranged either by road or rail. With this arrangement, pressure on the transshipment points which were a bottleneck in movement will be reduced enabling improved supply of foodgrains to the North Eastern Region. The commissioning of the salt, cement and steel stockyards will also release capacity on the metre gauge. The released capacity on the metre gauge system would be utilised for carrying other goods of general consumption. A day-to-day watch is being kept on movement of foodgrains and other commodities both at the Railway Board's level and at the zonal Railways' level. With these steps, the movement of goods to

the region will be considerably speeded up.

इटारसी में डीजल शंड

6106: श्री रामेश्वर नीहारा :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि इटारसी, मध्य प्रदेश डीजल शंड से अशोधित (उच्छिष्ट) बहता रहता है जिसे मरम्मत करने वाली इकाईयां खरीदती हैं ;

(ख) क्या इस अशोधित तेल का नीलाम किया जाता है; और

(ग) यदि नहीं, तो क्या सरकार का विचार इसे नीलाम से बचने का है ?

रेल मंत्रालय तथा संसदीय कार्य मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) रेलों द्वारा डीजल शंडों में कच्चा तेल नहीं संभाला जाता है। डीजल शंडों में एच० एस० डी और ल्यूव तेल इस्तेमाल किया जाता है। ल्यूव तेल को नाली द्वारा शोधन के लिए न्यू कटनी भेजा जाता है और इसे सवारी और माल डिब्बा डिपुओं और भाप शंडों में इस्तेमाल किया जाता है। सर्विसिंग के दौरान एच० एस० डी० तेल की कुछ मात्रा अन्य फ्लूएण्टों के साथ साथ निकल जाती है। इसे मुख्यतः डीजल पुर्जों की सफाई के लिए इस्तेमाल में लाया जाता है। नाली द्वारा लाया गया ल्यूव तेल

और बेकार एच० एस० डी० तेल को खरीद
मरम्मत यूनियों द्वारा नहीं की जाती ।

(ख) और (ग) प्रश्न नहीं उठता ।

R.M.S. Office at Saharanpur

6107. SHRI RASHEED MASOOD:
Will the Minister of RAILWAYS be
pleased to state:

(a) whether Government are aware
that the RMS Office at Saharanpur is
without a shed and that during the
rainy season, the postal bags kept in
the RMS office get soaked with water
damaging the valuable documents and
letters; and

(b) if so, what steps have been taken
by Government to provide a shed to
the RMS office, Saharanpur?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS AND IN
THE DEPARTMENT OF PARLIAMEN-
TARY AFFAIRS (SHRI MALLIKAR-
JUN): (a) Yes, it is a fact that there is
no shed in front of RMS Office at Saha-
ranpur. The postal bags if any, in the
open are protected by RMS staff by
tarpaulin.

(b) The cost of providing regular
I. R. S. type shed is estimated to be
Rs. one lakh. Due to limited availabili-
ty of funds, it has not been possible to
take up this work at Railway's cost so
far.

**Allotment of More Funds to Propagate
Natural way of Birth Control.**

6108. SHRI S. A. DORAI SEBASTI-
AN: Will the Minister of HEALTH AND
FAMILY WELFARE be pleased to
state:

(a) whether Government propose to
propagate 'Natural way of Birth Con-
trol' by showing films and features to
the rural folk in view of the increasing
population in India during this decade;

(b) whether the Primary Health
Centres are propagating 'National way
of Birth Control' at present; and

(c) if so, the steps taken by Govern-
ment to allocate more funds on this
vital problem faced by our country?

THE MINISTER OF STATE IN THE
MINISTRY OF HEALTH AND FAMI-
LY WELFARE (SHRI NIHAR RANJAN
LASKAR): (a) "Natural Ways of Birth
Control" are part of the overall choi-
ces of birth control methods on which
information and advice is provided by
Government, leaving the decision re-
garding the method to be adopted to
each couple desiring to practise the
small family norm. These methods are
also explained to the people in the Opi-
nion Leaders Camps held all over the
country. Through the films and other
audiovisual mass media, generally the
small family norm is promoted.

(b) The Primary Health Centres are
important focal points for provision of
information and motivation for the
family planning methods including the
natural methods.

(c) As against the allocation of Rs.
528.47 lakhs for family welfare publi-
city during 1980-81, the allocation pro-
posed for 1981-82 is Rs. 640 lakhs. The
total outlay for the Family Welfare
Programme during 1980-81 is Rs. 140
crores which is being enhanced to Rs.
155 crores during 1981-82.

Traffic on Kharagpur-Adra Section

6109. PROF. AJIT KUMAR SAHA:
Will the Minister of RAILWAYS be
pleased to state:

(a) the density of traffic both goods
as well as passengers between Kharag-
pur and Adra section of South Eastern
Railway during the last three years;
and

(b) whether it is a fact that there is
an increase in traffic on this section?

**THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS AND IN
THE DEPARTMENT OF PARLIAMEN-**

**TARY AFFAIRS (SHRI MALLIKAR-
JUN): (a) The number of trains run
are indicated below:—**

Name of Section	Trains run (daily average)			
	Passenger	Good	Deptt. Goods	Total
Kaharagpur-Gukulpur				
1977-78	10	0.1	0.2	10.3
1978-79	10	0.8	0.5	11.3
1979-80	10	0.7	0.5	11.2
Gokulpur-Midnapur				
1977-78	10	2.8	1.3	14.1
1978-79	10	4.5	0.5	15.0
1979-80	10	4.0	0.5	14.5
Midnapur-Adra				
1977-78	5	3.2	2.0	10.2
1978-79	5	0.5	3.5	9.0
1979-80	5	4.0	1.0	10.0

(b) While there has been no change in the number of passenger trains run, there has been marginal fluctuation in the number of goods trains.

items, save in exceptional cases, where the objects carry special religio-historical significance.

**Return of Koh-I-Noor Diamond from
England**

6110. SHRI RAJESH KUMAR SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the progress so far made in bringing the Koh-I-Noor Diamond from England to India; and

(b) whether Government of U.K. has agreed for its return and, if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). The Kohinoor Diamond is one among the many Indian valuables that have found their way out of the country in the course of history. There is at present no policy decision to seek the return of such

**Drinking Don't Lead to Heart News
Item Captioned 'Smoking Attacks'
Attacks'**

6111. SHRI S. M. KRISHNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn to the news item captioned "Smoking, drinking don't lead to heart attacks";

(b) if so, whether any studies in this behalf have been made in India to support this findings; and

(c) the outcome thereof and if not, whether Government will have this matter examined by some experts?

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

(b) and (c). Studies made in India and all over the world have shown a high relationship of ischaemic heart diseases with cigarette smoking. It has been established beyond doubt that cigarette smoking is a risk factor of heart attacks.

Although no clear relationship has been established for ischaemic heart disease and alcohol, alcohol is known to depress myocardial function and may precipitate cardiac arrhythmias, specially in subjects with pre-existing heart diseases.

The Indian Council of Medical Research is undertaking a multi-disciplinary hospital based study on stroke and ischaemic heart disease in young subjects at Bombay, Hyderabad, Madras, New Delhi and Vellore. In this study, smoking habits of bidi, cigarette, cigar, pipe, hookka, chelum among different age groups alongwith the age of starting frequency and duration is being studied. Preliminary results show that smoking is an important "risk factor" both in the 'stroke' and 'ischaemic heart disease' groups. The study is in progress.

Direct train between Jammu and Kanyakumari

6112. SHRI CHIRANJI LAL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) is there any proposal to link Jammu and Kanyakumari by providing a direct railway train; and

(b) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) (a) and (b). The proposal to run the train between Jammu

Tawi and Kanyakumari has been examined but not found operationally feasible at present due to line capacity constraints and terminal facilities at Jammu Tawi and Kanyakumari. Besides, requisite resources by way of coaching stock and power is also not available at present.

Railway links in Haryana

6113. SHRI CHIRANJI LAL SHARMA: Will the Minister of RAILWAYS be pleased to lay a statement:

(a) the places in Haryana for which a demand for new railway links has been made by Haryana Government; and

(b) the steps taken or proposed to be taken to provide new railway lines in the places as demanded by Haryana Government?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Government of Haryana have requested for providing Broad Gauge rail links between Palwal-Sohna-Dharuhera-Rewari and Rewari-Jhajjar-Rohtak.

Due to paucity of funds it is not possible to take up these works in the Sixth Plan.

ट्रेन कंट्रोलर्स एसोसिएशन से जापन

6114. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आल इंडिया ट्रेन कंट्रोलर्स एसोसिएशन, पूर्वोत्तर रेल की क्षेत्रीय शाखा ने कोई जापन प्रस्तुत किया है ;

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

(ग) सरकार द्वारा उस पर क्या कार्यवाही की गई है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) जी, हां ।

(ख) मुख्य मांगों का सम्बन्ध पदों का दर्जा बढ़ाने, राष्ट्रीय अवकाश भत्ता दिये जाने, मुख्य नियंत्रकों के अतिरिक्त पदों की व्यवस्था करने, मुख्य नियंत्रकों को साप्ताहिक, अवकाश देने आदि से है ।

(ग) सरकार की नीति के अनुसार किसी भी माध्यम से प्राप्त कर्मचारियों के अभ्यावेदनों पर त्रिधिपूर्वक विचार किया जाता है और यथा-अपेक्षित कार्रवाई की जाती है । आज इंडिया ग्रुट्टन कंट्रोलर एसोसिएसन, पूर्वोत्तर रेलवे के ज्ञान पर भी इसी नीति के अनुसार कार्रवाई की गई है ।

Yard Cadre

6115. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

- when the yard cadre was bifurcated from the Station Masters cadre;
- whether the bifurcation has been implemented in all the Zonal Railways; and
- if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

Intermittent workers in Railways

6116. SHRI DAYARAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the labour tribunal 1969 recommended a standard duty of only

eight hours a day for essentially intermittent workers;

(b) whether the additional hours of two and four daily is to be added as an exemption of the following job analysis and determination on norms prescribed;

(c) how many essentially intermittent workers are there in Indian Railways rostered to work eight hours a day or forty-eight hours a week; and

(d) in the case of these essentially intermittent workers for whom no job analysis has been taken and no determination has been made within the conditions specified by the tribunal and the additional hours have not been reflected separately in rostered hours are they entitled to overtime allowances as per the H.O.E.R. beyond forty-eight hours in a week?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). No.

(c) Railway employees who are classified as Essentially Intermittent are generally employed on more than 8 hours of daily duty roster. Their weekly roster is generally of 60 hours except—

(i) those who are employed at way-side stations and who are provided with residential quarters within a radius of 5 Km. from their place of work are employed on the 72 hours weekly roster; and

(ii) Saloon attendants, gatemen of 'C' class level crossings and caretakers of rest houses reservoirs etc. whose duties are of an exceptionally light nature, are employed on 144 hours of duty roster in a two-weekly period. Also where such staff are required to attend to preparatory and complementary work before commencement and after completion of

their normal work,, the following time is reflected in their rosters:—

4½ hours are added to 60 hours of weekly roster; 3 hours are added to 72 hours of weekly roster and 6 hours are added to 144 hours of two-weekly roster.

(d) Does not arise.

Private Contract system

6117. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 150 on the 26th February, 1981 regarding introduction of private contract system and state:

(a) whether it is a fact that two contractors were working in the Gujhandi section of the Eastern Railway on the lines;

(b) if so, since when they are working and the exact nature of job is being done there and the number of workmen involved and the rate of pay per day with workmen and whether that compares with the minimum wage for such job fixed by either State or Central Government;

(c) whether it is a fact that in the years 1978-79 and 1979-80 the same job used to be done by the Central gangmen; and

(d) if so, the basis of introducing contract system there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Shri G. K. Gupta contractor worked on the Down Grand Chord line between Hirodih and Koderma stations from April 1980 to December, 1980. M/s. Chhota Nagpur Construction have been working since Jan./81 on Down Grand Chord line between Tankuppa and Bandhu stations. The nature of work in both the cases is deep screening of track—About 200 casual labour are employed in each

case. Shri G. K. Gupta paid Rs. 7.00 per day to begin with, and later increased it to Rs. 7.50 per day. M/s. Chhota Nagpur Construction are paying Rs. 7.50 per day. The contractors have given an undertaking at the time of entering into agreement with the Railway that they will abide by the provisions of Minimum Wages Act. These daily wage rates are not lower than the minimum wage rates of the area.

(c) Such deep screening work was done in 1978-79 and 1979-80 by engaging casual labour.

(d) These works have been given on contract to expedite progress and to pull up the backlog.

Higher Grade posts for Station Masters

6118. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the percentage distribution of grades of Station Masters and Assistant Station Masters from 1st September, 1956 and the basis of allocation of higher grade posts;

(b) whether it is a fact that the percentage distribution in higher grades on the basis of total strength of Station Masters and Assistant Station Masters has been discontinued resulting in the loss of posts in higher grades; if so, the facts in details;

(c) whether it is a fact that the basis of upgradation of Station Masters and Assistant Station Masters discriminates them from the office clerks, commercial clerks and other categories; and

(d) if so, the reasons thereof and the steps taken to remove the discrimination?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) A statement is attached. The redistribution was made on

the basis of work and responsibility of Station Masters and Assistant Station Masters from time to time.

(b) The discontinuance of the percentage distribution in higher grades on the basis of total strength of Station Masters and Assistant Station Masters, which was in fact done in 1962 as a result of an award by San-

kar Saran Tribunal has not resulted in the loss of posts in higher grades.

(c) and (d). Since Station Masters, Assistant Station Masters, Office Clerks, Commercial Clerks and other categories belong to different cadres with different duties and responsibilities, the question of any discrimination does not arise.

Statement

	Grade	Percentage distribution to Grades Station Masters	Assistant Station Masters
(i) from 1-4-56	Rs. 80—170 (ASM)		60 (of the total number of posts of Assistant Station Masters and Station Masters)
(under New Deal Scheme)	Rs. 100—185 (ASHMS & SMs)		30 Do.
	Rs. 150—225 Do.		5 Do.
	Rs. 200—300 } Do.		
	Rs. 260—350 } Do.		
	Rs. 300—400 } Do.		
	Rs. 350—500 } Do.		
(ii) from 1-10-1962	Rs. 80—170		75
(Sankar Saran Award)	Rs. 100—135	75	20
	Rs. 150—225	13	3
	Rs. 200—300 and above	12	32
(iii) from 1-1-79	Rs. 330—560		55
	Rs. 425—640	50	37.5
(under cadre-restructuring)	Rs. 455—700	37.5	7.5
	Rs. 550—750	10	
	Rs. 700—900	2.5	
(iv) from 1-10-79	Rs. 330—560		55
(under cadre-restructuring)	Rs. 425—640	45	37.5
	Rs. 455—700	37.5	7.5
	Rs. 550—750	15	
	Rs. 700—900	2.5	

Superfast train between Ahmedabad and Trivandrum

6119. SHRI K. A. RAJAN:

SHRI R. P. GAEKWAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce a direct superfast train between Ahmedabad and Trivandrum on the Pattern of 145/146 Navjeevan Express; and

(b) if so, the details thereof and Government's decision on the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

Stoppage of 25 and 26 Island Express at PUK

6120. SHRI K. A. RAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Southern Railway has got a representation from the Railway Users Association, Pudukad, Kerala requesting for stoppage of 25 and 26 Island Express at Pak and allotment of quota of three berths for Bombay, etc.; and

(b) if so, details thereof and the decision taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Representation was received from the Railway Users Association, Pudukad for stoppage of 25/26 Island Express at Pudukad and also for allotment of a quota of berths for Bombay at this station.

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These were examined but not found justified.

Land acquisition of Hubli-Dharwar bypass on National Highway No. 4

6121. SHRI R. K. MHALGI: Will the Minister of SHIPPING AND TRANSPORT be pleased to refer to the reply given to Unstarred Question No. 3436 on the 11th December, 1980 regarding diversion of Pune-Bangalore National Highway and state:

(a) what progress has so far been made in the work of land acquisition of the Hubli-Dharwar bypass on National Highway No. 4;

(b) how many hectares of land is necessary to be acquired and how much has been acquired so far; and

(c) when the acquisition of land for the said bypass will be completed?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (c). The proposal for construction of Hubli-Dharwar Bypass including land acquisition is being projected to Expenditure Finance Committee for approval. As soon as the approval is received, the work of land acquisition will be taken in hand. Acquisition of approximately 159 hectares of land for this purpose is involved as intimated by the State Public Works Department. It is too early to state the date of completion of the Land Acquisition.

Electrification of Diva-Panval Section

6122. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the passenger's Association at Panval, District Raigad. (Maharashtra) has in a memorandum demanded electrification of the Diva-Panval section of the Central Railway;

(b) Whether it is also a fact that there has been a considerable increase in the passenger traffic on this route;

(c) if so, the nature and extent of increase in the traffic with a view to deciding additional trains being put on this route; and

(d) Government's response to the demands made by the said association:

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Yes.

(b) Yes, there has been some increase.

(c) Increase in passenger traffic on the section is as under:-

Year	%age increase
1978-79	10.5
1979-80	19.4

(d) There is no justification for introduction of additional trains on the section.

Pending Pension Cases

6123. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4446 on 18th December, 1980 regarding inclusion of part of Dearness Allowance in Pension and state:

(a) what special efforts have been made within the last three months to settle the 550 pending pension cases of retired persons before 30th July 1977 in Bombay Division of Central Railway;

(b) if so, the progress made in this regard; and

(c) if so, no progress has been made the reasons thereof and proposed steps to speed up the work?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Out of the 550 pending pension cases, 547 have since been settled. Steps are being taken to settle the remaining three cases also.

Representation from Dakshin Madhya Railway Karmik Sangh

6124. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have received a representation dated 17th November, 1980 from Dakshin Madhya Railway Karmik Sangh;

(b) if so, the demands made therein; and

(c) the action taken by Government on each of the demand made?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Yes.

(b) The representation contains certain local grievances of the staff working on Hubli Division of South Central Railway.

(c) In accordance with Government's policy staff representations received from any source get due consideration and action as considered necessary is taken. The memorandum dated 17-11-1980 of the Dakshin Madhya Railway Karmik Sangh has also been dealt with within the framework of this policy.

Out-Agents of Jagadhari

6125. SHRI SANAT KUMAR MANDAL: Will the Minister of RAILWAYS be pleased to refer to the reply to Unstarred Question No. 3442 on 11th December, 1980 regarding Railway out-agency at Jagadhari and state:

(a) when the term of the present out-agents of Jagadhari Railway Out-Agency expires;

(b) whether Government have decided to instruct the Railway Administration to advertise for fresh tenders so as to induct fresh blood into this highly lucrative/handling trade instead of extending the contract in favour of the same party again and again; and

(c) if not, whether Government would reconsider the whole policy of allotting out-agencies not on life-long basis to certain individuals but call for fresh tenders each time the term expires?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) On 15-8-1981.

(b) The issue will be decided by the Railway Administration on the basis of the overall performance of the existing contractor before the expiry of his term of contract.

(c) Out-Agency contracts are not awarded on life long basis but for a period from 3 to 5 years. They are renewed thereafter based on the performance of the Out-Agent. No change in this policy is considered necessary.

Agreement with Western India Shippers' Association

6126. SHRI S. M. KRISHNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Mogul Line has stolen a march over other Indian ship-

ping companies by signing a "give and take" agreement with Western India Shippers' Association (WISA) to ensure full cargo support on the West Coast of India-Red sea range of ports route;

(b) if so, why are the other three shipping lines, namely the Shipping Corporation of India, Scindia Steam Navigation Co. and India Steamship Co. had not thought of making such an agreement with the WISA;

(c) whether on the West Coast, non-conference shipping lines are carrying far more than 60 per cent of the total cargo; and

(d) the effective measures proposed to be taken to stop this tramp shipping?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The Mogul Line Ltd. have signed an agreement on 2-3-1981 with the Western India Shippers' Association in accordance with which the members of the Association would be given special preference in the matter of booking and shipment of cargo etc.

(b) The shipping companies are the best judge of their commercial interests.

(c) No reliable statistics are available.

(d) A Working Group is presently looking into the activities of unscrupulous tramp operators. Measures to check or control their activities, will be examined by Government in the light of the recommendations of the Working Group in proper course of time, if considered necessary.

Vani-Chanaka Line

6127. SHRI BAPUSAHEB PARULKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the project of construction of Vani-Chanaka railway line in Maharashtra was sanctioned in 1973;

(b) whether the cost of project was Rs. 5.30 crores while only Rs. 167 lakhs have been spent so far;

(c) whether rupees one crore was sanctioned in 1979-80 for the project; and

(d) the progress of the project and when the project is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) Yes.

(b) The original cost of the project was Rs. 5.30 crores. The present day cost of the project up to Pimpalkoti is, however, estimated as Rs. 8.50 crores. By 31-3-1981 a sum of Rs. 338 lakhs would have been spent.

(c) Yes.

(d) The line upto Pimpalkuti is expected to be ready in 1982;

Railway Medical Services

6128. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the allocation of Funds by the Ministry towards Preventive side of Railway Medical Services in 1973, 1979 and 1980;

(b) the population in Railway colonies in the above years;

(c) the details of the specific functions of the Sanitary Organisations in Railway Medical Services and the total number of staff in respective categories in Sanitary Organisation in Indian Railways in 1955 and in 1980; and

(d) the number of staff sanctioned for preventive inoculation and vaccination with Division-wise break-up?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) Allocation of funds towards preventive side was:

1978— Rs. 11,08,91,200/-

1979— Rs. 13,67,86,000/-

1980— Rs. 14,80,79,000/-

(b) 1978 -- Rs. 29,09,555/-

1979— Rs. 30,63,637/-

1980— Rs. 30,13,927/-

(c) The Railway Medical Department functions for maintenance of sanitation in railway colonies and some stations, implementation of P.F.A. Act on the Railways, disinfection and testing supply of potable water, prevention of communicable disease, implementation of national health programmes, school health and health education. The total number of staff on Sanitary organisation was:

1955— 22,807

1980— 27,816

(d) No separate staff sanctioned for preventive inoculation and vaccination. However, the work is carried out by the medical & para-medical staff.

Train Examiners

6129. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the recruitment ratio was actually fixed in the ratio of 80:20 for directly recruited train examiners and promotee train examiners respectively on Northern Railway in terms of General Manager's letter No. 752-E/213(EliC) dated 30th October, 1954 with effect from 1st April, 1950; and

(b) if not, what was the recruitment ratio fixed at that time?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Yes. However, the percentages for filling up the post of train examiners grade Rs. 425—700 have been revised with effect from 30-10-1972 as under:-

40 per cent by direct recruitment through Railway Service Commission, 20 per cent from intermediate apprentices train examiners and 40 per cent by promotion from rankers.

(b) Does not arise.

Seniority List of Train Examiners

6130. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that on Delhi Division of Northern Railway, seniority list of train examiners posted in 1968 and after, has not yet been issued; and

(b) if so, by what time the Administration propose to issue the seniority list of such persons?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). The issue regarding seniority of Train Examiners *vis-a-vis* Assistant Carriage Cleaning Inspectors is pending in the Court of Law. The issue being *suojudice*, no time limit can be fixed.

Confirmation of Probationers on Railways

6131. SHRI SURAJ BHAN: Will the Minister of RAILWAY be pleased to state:

(a) whether it is a fact that according to the extant rules, all persons recruited on probation have to be confirmed on completion of their probation period, unless the period is extended through a specific notification;

(b) if so, whether the above it being implemented in confirmation of probationers on the Railways; and

(c) if not, the system which is being adopted on Railways for confirmation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (c). As per extant orders, all Probationary officers of Group A (Class I) Railway Services are confirmed only if they are deemed suitable in all respects which implies that the Probationers must not only have passed all the departmental examinations but that their over-all record must also be deemed satisfactory in all respects.

Seniority of Electrical Chargemen

6132. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the seniority in the cadre of Electrical Chargemen on North-Eastern Railway is fixed in respect of quota laid down for various sources of recruitment viz. direct and promotees in the initial grade;

(b) if so, whether the same principle of reckoning seniority is being followed for other categories of Railwaymen also where recruitment to the initial grade is being made from two or more sources and a specific quota for the same has been laid down; and

(c) if not, the reasons thereof and by what time Government propose to implement the same system of reckoning seniority in other similarly situated categories of railwaymen?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

Handling charges collected from Merchant Community.

6133. SHRI GEORGE FERNANDES: Will the Minister of RAILWAYS be pleased to state:

(a) what are the handling charges collected by the Railways from the merchant community for all the goods and parcels handled by them; and

(b) whether these charges differ from item to item; and

(c) if so the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-

LIKARJUN: (a) to (c). Railways do not normally recover any separate handling charges for consignments booked as 'Smalls' i.e. less than wagon loads. In respect of wagon load consignments, loading/unloading is normally to be done by consignor/consignee. Where, however, Railways have to perform loading/unloading of wagon load consignments, separate loading/unloading charges are recovered. Crane charges are levied in cases where railway crane is supplied for loading and/or unloading of heavy consignments. The details of loading and unloading charges and crane charges levied by the Railways for handling of goods are furnished in the attached statement.

Statement

Nature of Charge	Rate of Charge		
(i) Charges for loading and unloading of consignments required to be loaded and/or unloaded by the owners under the rules but are loaded/unloaded by the Railways.	The rates are not notified in the Tariff but are fixed by the individual railways.		
(ii) Crane charges leviable in cases where railway crane is supplied for loading and/or unloading of consignments.	Description of Crane	Lifting capacity of Crane	Charge per hour or part of an hour
		Tonnes	Rs.
	(a) Fixed hand cranes.	Of all lifting capacity.	7
	(b) Travelling hand cranes.	1—10 11—20	35 54
	(c) Fixed or travelling Steam/ Petrol/ Electric/ Diesel Cranes.	1—10 11—20 21—30 31—100 101 & above	54 72 84 90 156

NOTE: Supplementary charge of 10% introduced from 1-4-79, 15% introduced from 15-7-1980 and the additional supplementary charge of 15% introduced from 1-4-81 are also leviable in addition to the above rate.

Nandgaon Loco Shed Shifting

6134. SHRI GEORGE FERNANDES: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to shift the Railway Loco Shed from Nandgaon to some other centre;

(b) if so, the reasons therefor;

(c) whether the Railway Loco Shed Bachao Kirti Samiti has submitted a representation against the shifting of location; and

(d) if so, the Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). Indian Railways have plans to progressively rationalise the mode of traction and gradually replace steam traction which is comparatively uneconomic, by diesel/electric traction. Consequently, wherever steam services have been eliminated as a result of dieselisation/electrification, steam sheds may have to be closed down as part of rationalisation. With the elimination of through steam traction on Igatpuri-Bhusaval electrified section, a major portion of repair and maintenance of steam locomotives has been shifted to Manmad. Therefore, Nandgaon shed is no longer being used for homing steam locomotives. The Shed, however, is presently being used for servicing and coaling outstation locomotives.

(c) and (d). A representation dated 6-8-81 has been received by Central Railway and is being looked into.

Arms Sale to Pak

6135. SHRI S. M. KRISHNA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the statement made

by the Pakistani Foreign Minister Mr. Agha Shahi in London 'arms sales to Pakistan should not be determined by acceptability to India' as reported in the Times of India, New Delhi dated the 3rd March, 1981 (P. 7); and

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

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

(b) India has consistently held that the induction of arms into Pakistan by the U.S. for purposes of confronting any country is likely to bring great power confrontation into our immediate neighbourhood, trigger off an arms race, cause a set back to the process of normalisation within the subcontinent and adversely affect the security and stability of the countries of this region. It is in this context that the Government of India have assured the Government of Pakistan that India poses no threat whatsoever to them. At the same time the Government of India has also expressed its grave concern to the U.S. Government over its reported decision to sell arms to Pakistan within the framework of the U.S. policy of strengthening its position in the region vis-a-vis the Soviet Union.

रेल सुरक्षा (विशेष) बल दे जवान

6136. श्री क्या राम शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल सुरक्षा (विशेष) बल के कुछ जवानों को नवम्बर, 1980 में उनकी सेवा से निकाल दिया गया था; और

(ख) यदि हां तो उनके विरुद्ध क्या आरोप लगाए गये और उन्हें सेवा से निकाले जाने के क्या कारण थे ?

रेल दंडालय तथा संसदोद्ये कार्य विभाग
में उपशंखी (श्री मल्लिकार्जुन) :
(क) जी, हां।

(ख) रेलवे सुरक्षा बल के दस कर्म-
चारियों को नवम्बर, 1980 में उनकी
गम्भीर अनुशासनहीनता के कारण तीकरी
से बर्खास्त कर दिया क्योंकि उन्होंने भूख
हड़ताल करने और सामूहिक सिक रिपोर्ट
करने के लिए कर्मचारियों को बहकाने और
उकसाने में महत्वपूर्ण भूमिका निभाई था;
स्वीकृत छुट्टी से अधिक समय तक छुट्टी पर
रहने और बिना किसी प्राधिकार या सूचना
के ड्यूटी से अधिक समय तक अनुपस्थित
रहने के कारण चार अन्य कर्मचारियों को
भी सेवा से हटाया गया।

Refugees Infiltrating from Bhutan

6137. SHRI RAMA CHANDRA
RATH: Will the Minister of EXTER-
NAL AFFAIRS be pleased to state:

(a) whether it is a fact that a large
number of refugees are infiltrating
into India from Bhutan;

(b) whether most of them are of
Tibetan origin;

(c) the reasons of their leaving
Bhutan; and

(d) the details about the rehabilita-
tion measures which Government pro-
pose to take in this regard?

THE MINISTER OF EXTERNAL
AFFAIRS (SHRI P.V. NARASIMHT
RAO): (a) to (c). No Sir, there has
been no infiltration of refugees from
Bhutan to India. However, in response
to requests from the Royal Government
of Bhutan and His Holiness the Dalai
Lama, the Government of India have
agreed to accept 1500 Tibetan refugees
from Bhutan out of the 3000 who had
declined to opt for Bhutanese citizen-
ship, for resettlement in India.

(d) Out of the 1500 Tibetan refugees
which the Government of India have

agreed to take for resettlement in
India, about 640 Tibetan refugees are
being rehabilitated in the State of
Karnataka in existing Tibetan settle-
ments. For the settlement of others,
the Department of Rehabilitation is
making efforts to locate places in other
States in consultation with the State
Governments.

News Item 'Gold Found in Human Semen'

6138. SHRI ARJUN SETHI:

SHRI K. MALLANNA:

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

(a) whether Government's attention
has been drawn to the news appeared
in 'Deccan Herald' on the 13th Janu-
ary, 1981 that a physician claims to
have found gold in human semen;

(b) whether it is also a fact that he
claims that gold is found in all the
semen samples studied by him
through the 'spectroscopic analysis
method; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE
MINISTRY OF HEALTH AND FAMI-
LY WELFARE (SHRI NIHAR RAN-
JAN LASKAR): (a) Yes.

(b) Yes.

(c) The Indian Council of Medical
Research is not aware of any published
scientific data based on the examina-
tion of a large number of semen sam-
ples where presence of gold has been
reported in human semen.

Wagons required by Railways

6139. SHRI SUBHASH CHANDRA
BOSE ALLURI: Will the Minister of
RAILWAYS be pleased to state:

(a) what are the requirement of
wagons for the Railways for the years
1978, 1979 and 1980;

(b) what was the total number of
wagons ordered and how many of
them were received every year;

(c) what was the financial target fixed for manufacture of wagons during the above period; and

(d) how many were actually utilised?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The demand for wagons is reflected by the acquisition of wagons determined on a Five Year Plan period. The procurement on a year to year basis is planned on the basis of funds allocated in the Annual Plan for the financial year. During the years 1978-79 to 1980-81, the number of wagons ordered for supply during the year and wagons actually supplied are as follows:—

(Figures in terms of four-wheelers)

Year	No. of wagons ordered for supply during the year (Production Plan)	Actual supplies
1978-79	12,475	12,022
1979-80	13,000	10,827
1980-81 (upto February, 1981)	13,000	10,384

(c) and (d). The financial outlay provided for acquisition of wagons and expenditure actually incurred in the period 1978-79 upto 1980-81 is as follows:—

(Rupees in crores)

Year	Funds provision	Actual expenditure
1978-79	96.58	98.52
1979-80	108.27	107.68
1980-81	102.97	*

*Figures will be available after the close of accounts for the Financial year.

D.T.C. Services to Trans Yamuna and other Resettlement Colonies of Delhi

6140. SHRI JAGDISH TYTLER: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the steps taken by Government to increase the number and frequency of DTC buses to trans-Yamuna and other Resettlement Colonies of Delhi during the last one year with a view to improve the transport services; and

(b) what further planes are under contemplation by Government in this regard?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) On the basis of transport requirement assessed from time to time, the DTC has introduced, since January, 1980, 15 new routes to serve trans-Yamuna area or the resettlement colonies. In addition it has augmented services of 27 routes either by stepping up their frequencies or by adding additional trips on the routes.

(b) The DTC formulates its plans for the entire operational area and not exclusively for particular area. The requirements of all areas are kept in view, while planning additional services.

National Level Statutory Authority for Waterways

6141. SHRI JAGDISH TYTLER:

SHRI AMAR ROY
PRADHAN:

SHRI CHITTA MAHATA:

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

(a) whether Government are examining the setting up of any national level statutory authority for the

development, management and maintenance of the waterways of the country;

(b) if so, the details thereof; and

(c) when it is likely to be constituted?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The National Transport Policy Committee in its report submitted in May, 1980 has recommended setting up of National Waterways Authority of India for properly developing inland water transport. This recommendation is under consideration of Government.

(b) and (c). These will be known when a decision is taken on the recommendation.

New Trains introduced during last Three Years

6142. SHRI NAWAL KISHORE SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of new trains introduced during the last three years; and

(b) the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). A total of 196 non-suburban passenger carrying trains have been introduced during the last three years i.e. 1978-79, 1979-80 and 1980-81 (upto December, 80). A list of these trains is attached.

List of Non-Suburban New Trains Introduced

1978-79

B.G.	145/146	.	.	Madras Beach-Ahmedabad Navjeevan Exp. (Weekly)
	19/20	.	.	Bhubaneswar-Secunderabad Konark Exp.
	101/102	.	.	Secunderabad-Bombay VT Minar Exp.
	159/160	.	.	Durg-Varanasi Sarnath Exp.
	173/174	.	.	Howrah-Jammu Tawi Himagiri Exp. (Biweekly)
	1 UK/2 UK	.	.	Ambala Cantt-Kalka Passenger.
A pair	.	.	.	Burdwan-Asansol Passenger.
	95/96	.	.	New Jalpaiguri-Haldibari Passenger.
A pair	.	.	.	Sonepur-Palizaghat Passenger.
	399/400	.	.	Bhusewal-Nagpur Passenger.
	495/496	.	.	Divi-Panval Shuttle
	553/554	.	.	Pune-Daund passenger.
	RC3/RC4	.	.	Kakinanada-Samalkot passenger.
A pair	.	.	.	Secunderabad-Falaknama Shuttles.
A pair	.	.	.	Vijayawada-Rayana Pad Workman Shuttle.
	434	.	.	Rajahmundry-Tadipalligudem passenger (One direction.)
	1 NHP	.	.	H. Nizamuddin-Panipet Passenger (One direction)
	2 PNG	.	.	Panipat-New Delhi-Ghaziabad Passenger (One direction).
	3 GHN	.	.	Ghaziabad-Delhi-H.Nizamuddin Passenger (One direction).

RC 33/34	.	.	Ongloe-Ulevapadu Rail Cars.
RC37/38	.	.	Bhimavaram-Midadevolu passenger.
147/140	.	.	Virar-Valsad Shuttles.
143/144	.	.	Virar-Dahanu Road shuttles.
RC9/RC10	.	.	Kakinada-Samalkot passenger.
RC35/36	.	.	Ongole-Chinaganjam Rail Cars.

M.G.	43/44	.	.	Ahmadabad-Udaipur City Exp.
	45/46	.	.	Ahmedabad-Bhavnagar/Porbandar Gandhidham Exp.
	63/64	.	.	Palanpur-Disa Passenger.
	3 HS/4 HS	.	.	Sadhulpur-Hisar passenger.
	39/40	.	.	Fakiragram-Dhubri passenger.
	A pair	.	.	Mathura-Vrindavan shuttle.
	231/232	.	.	Gorakhpur-Kaptanganj passenger.
	237/238	.	.	Bikaner-Jaipur Express.
	A pair	.	.	Kanpur-Brahmavart Diesel cars.

Total: 64

1979-80

B.G.	131/132	.	.	Itarsi-Jabalpur Passenger.
	179/180	.	.	Tatanagar-Varanasi Express (Weekly)
	RC5/RC6	.	.	Samalkot-Kakinada passenger.
	SM 3	.	.	Sangali-Miraj passenger (one direction)
	451/452	.	.	Bhujudih-Bhaga Mixed.
	387/388	.	.	Trivandrum Kanyakumari passenger.
389/390	.	.	.	Trivandrum-Kanyakumari passenger.
	133/134	.	.	Ahmadabad-Howrah Express (Increase in frequency).
	181/182	.	.	Ahmadabad-New Delhi Sarvodaya Express.
	317/318	.	.	Burdwan-Rampurhat passenger.
	11 DSS/12DSS	.	.	Delhi Shahdara-Shamli passenger.
	391/392	.	.	Nagarcoil-Kanyakumari passenger.
	393/394	.	.	Nagarcoil-Kanyakumari passenger.
	55/56	.	.	Narabapur-Secunderabad Express.
	SS 55/SS 56	.	.	Sealdah-Sonarpur passenger.
	385/386	.	.	Quilon-Trivandrum

M.G.	265/266	.	.	Bhildi-Jodhpur Express.
	1 JM/2JM	.	.	Jodhpur-Marwar passenger.
	201/202	.	.	Gauhati-Silchar Cachar Express (Biweekly)
	285/286	.	.	Mangalore-Bangalore Fast Passenger. (Biweekly)
	283/284	.	.	Mangalore-Kabakaputtur passenger.
	123/124	.	.	Kasganj-Mathura passenger.

N.G.	1PN/2PN	.	.	Pathankot-Nagrote Passenger.
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RC1/RC2 . . . Chikballapur-Yelahanka Passenger.

RC3/RC4 . . . Chikballapur-Yelahanka passenger.

RC5/RC6 . . . Bangarapet-Kolar passenger.

RC7/RC8 . . . Bangarapet-Kolar passenger.

Total

53

1980-81 (Upto December, 1980)

B.G.	175/176	.	.	Puri-New Delhi Neelachal Eexpress	(Triweekly)
	1 KM/2KM	.	.	Khurja Jn.-Meerut City Shuttle.	
	395	.	.	Trivandrum-Nagarcoil Passenger.	
	5 AA/6 AA	.	.	Adra-Asansol Passenger.	
	149/150	.	.	Guna-Bina Passenger.	
	183/184	.	.	Hatia-Chandigarh Ranchi Express	(Triweekly)
	53/54	.	.	Sealdah-Malda Town Gour Express	
	1RKB/2RKB	.	.	Rohtak-Bhiwani shuttle	
	3RKB/4RKB	.	.	Kohtak-Bhiwani shuttle	
	185/186	.	.	New Delhi-Bhiwani Express	
	1BD/2BD	.	.	Bina-Damoh Passenger	
	305/306	.	.	Madras-Arakkonam Fast Passenger	
	187/188	.	.	Mathura-Tundla Yamuna Link Express	
	491/192	.	.	Patna-Delhi Sonbhadra Express	(Tri-weekly)

47A/48A . . .	Viramgam-Rajkot Passenger	
1HR/2HR . . .	Hatia-Ranchi Passenger	
193/194 . . .	Bombay-Varanasi Mahanagri Express	(Bi-weekly)
RC7/RC8 . . .	Samalkot-Kakinada Rail Car	
89A/90A . . .	Rourkela-Ranchi Link Express	
5RKB/6RKB . . .	Bihwani-Rohtak shuttle.	
1USD/2USD . . .	Delhi-Shahdara-Ambala City Passenger	
29/30 . . .	Patna-Dhanbad Express	
357/358 . . .	Bangarapet-Coromandel Passenger	
49/50 . . .	Sheranur-Cannanore Express	
M.G. 113/114 . . .	Tiruchchirapalli-Madurai Express	
1BBR/2BBR . . .	Ratangarh-Bikaner Passenger	
1247/1248 . . .	Dharmavaram-Pokale Passenger	
911/912 . . .	Bangalore-Tumkur Passenger	
1073/1074 . . .	Kengeri-Bangalore Passenger	
1075/1076 . . .	Kengeri-Bangalore Passenger	
205/206 . . .	Mysore-Bangalore Tippu Express	
1093/1094 . . .	Chikjajur-Chitradurg Passenger	
1123/1124 . . .	Arsikere-Birur Passenger	
		(Bi-weekly)
503/504 . . .	Jodhpur-Jaipur Marudhar Express	(6 Days)
HD13/HD14 . . .	Hubli-Dharward Passenger	
HD15/HD16 . . .	Do.	
221/222 . . .	Mysore-Bangalore Kaveri Express	
263/264 . . .	Viramgam-Mahesane Mixed	
1083/1084 . . .	Hose Agrahara-Mysore Passenger	
633/634 . . .	Nagore-Mayuram Passenger	

TOTAL: 79

Issue of First Class Railway Passes

6143. SHRI SATISH AGGARWAI:
SHRI N. K. SHEJWALKER:
DR. VASANT KUMAR
PANDIT:

Will the Minister for RAILWAYS be pleased to state: How many persons who have been included in

the present list, were debarred in earlier list of First Class Passes and the reasons for their fresh inclusion?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): Complimentary passes to the non-railwaymen/organisations are

issued/renewed with the personal approval of Minister of Railways. Each request for issue/renewal is considered keeping in view the guide lines laid down for the issue of passes. This is not a privilege and the question of debarring any individual/organisation for complimentary pass does not arise.

World Peace Council

6144. SHRI MADHAVRAO SCINDIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a meeting of the Bureau of World Peace Council was held in January, 1981, to plan a mass action against arms build up in Indian Ocean by big powers; and

(b) if so, the details of the plan chalked out thereat?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) The Bureau of the Presidential Committee of the World Peace Council held a meeting in Antananarive from January 23 to 27, 1981. The Agenda of the meeting included, *inter alia*, a discussion on the "arms build-up in the Indian Ocean and the Gulf and its dangers for Africa and the World".

(b) Except for the opening and the closing sessions, to which Heads of Diplomatic Missions were invited, the proceedings of the Bureau of the World Peace Council Meeting were not open to the public.

Expenditure of Zonal Railways

6145. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) the ratio of the expenditure for each one of the Nine Zonal Railways for (i) Track Expansion Programme, (ii) New Railway lines in each one of the preceding to Five Year Plans,

separately for each zone to the total expenditure of the zone in each plan;

(b) the percentage of route kilometrage added to the total of route kilometrage of the Zone at the beginning and end of the each one of these Plans;

(c) how it compares with other leading European and Asian and American countries; and

(d) the steps taken to improve this ratio in Sixth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). Information is being collected and will be laid on the table of the Sabha in due course.

Total Mileage of lines

6146. SHRI NAWAL KISHORE SHARMA: Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) the total mileage of railway lines at the time of Independence of the country.

(b) the addition of mileage made thereto in each State during each of the last five year including plans upto 1980;

(c) what is the total projection of new additions of railway lines as well as gauge conversion (State-wise) during Sixth Five Year Plan; and

(d) the amount to be spent thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Data of Route Kilometrage is maintained as at end

of each financial year. Route kilometrage of Railways in the country, both the Government-managed and other Railways, was 54,693 as on 31st March, 1948.

(b) A statement is attached as Annexure—I.

(c) and (d). Statements as per Annexures II & III are attached.

Statement—I

S. No.	State	Ist Plan 1951-56	IIInd Plan 1956-61	IIIrd Plan 1961-66	Inter Plan 1966-69	IVth Plan 1969-74	Vth Plan 1974-79	Inter Plan 1979-80
1.	Andhra Pradesh	17.06	Nil	Nil	132.12	Nil	Nil	Nil
2.	Assam	Nil	8.70	449.08	3.37	Nil	Nil	Nil
3.	Bihar	21.61	146.34	357.16	13.58	23.175	117.995	Nil
4.	Gujarat	428.77	67.89	60.00	100.76	100.62	27.85	Nil
5.	Haryana	Nil	31.81	Nil	Nil	Nil	42.71	Nil
6.	Himachal Pradesh	56.31	Nil	Nil	Nil	Nil	24.80	Nil
7.	Jammu & Kashmir	Nil	Nil	6.27	Nil	77.10	Nil	Nil
8.	Karnataka	Nil	Nil	79.26	62.96	25.86	158.84	43.01
9.	Kerala	85.95	155.35	Nil	Nil	Nil	Nil	29.90
10.	Madhya Pradesh	Nil	272.04	146.61	161.80	275.14	207.23	Nil
11.	Maharashtra	6.76	242.45	86.91	15.07	Nil	33.20	Nil
12.	Orissa	Nil	104.95	252.19	184.74	84.31	Nil	Nil
13.	Punjab	53.70	Nil	30.69	4.22	Nil	Nil	Nil
14.	Rajasthan	44.30	57.29	153.29	105.00	27.56	31.19	Nil
15.	Tamil Nadu	133.64	Nil	92.15	166.34	Nil	Nil	56.76
16.	Tripura	Nil	Nil	15.00	Nil	Nil	Nil	Nil
17.	Uttar Pradesh	401.13	59.42	107.21	Nil	36.56	142.523	Nil
18.	West Bengal	27.30	106.80	339.28	60.63	30.679	41.37	5.146
19.	Chandigarh	6.08	Nil	Nil	Nil	Nil	Nil	Nil
20.	Delhi	7.47	Nil	Nil	49.89	Nil	Nil	Nil
21.	Goa	Nil	Nil	22.53	Nil	Nil	Nil	Nil
TOTAL:		1299.980	1253.040	2198.280	1060.480	681.004	797.758	139.816

Statement—II

New Line Projects in Progress

S. No.	State	Route Kilometres	Estimated cost (in crores of rupees)
1	2	3	4
1.	Andhra Pradesh	237.00	45.12
2.	Northeastern Region	210.37	50.29
3.	Bihar	107.60	11.36
4.	Bihar/U.P.	28.41	10.00
5.	Gujarat	60.50	5.38
6.	Haryana	49.30	7.20
7.	Karnataka	189.21	50.14
8.	Kerala	51.00	6.97
9.	Kerala/Tamil Nadu	29.90 } 129.90 }	33.61
10.	Rajasthan Madhya Pradesh	232.00 } 10.00 }	41.09
11.	U.P./M.P.	33.00	19.04
12.	Maharashtra	217.48	52.29
13.	Orissa	176.00	59.28
14.	U.P.	236.20	44.09
15.	West Bengal	90.93	17.21
TOTAL:		2088.80	453.07

New Line Projects (New Schemes)

1.	Andhra Pradesh	8.31	2.22
2.	Assam (Bridge Construction)	..	60.00
3.	Jammu & Kashmir	56.00	41.00
4.	Orissa	174.00	112.00
5.	Tamil Nadu	325.00	42.36
TOTAL:		563.00	276.58

Statement—III

Gauge conversion schemes—works in progress

S. No.	State	Kilometres	Estimated cost (in crores of Rs.)
1	2	3	4
1.	Andhra Pradesh	130.22	16.56
2.	Andhra Pradesh/Karnataka	267.00	25.64
3.	Assam	157.00	54.00
4.	Bihar	219.60	31.71
5.	Bihar/U.P.	587.00	92.52
6.	Delhi/Haryana/Rajasthan/Gujarat	925.00	150.00
7.	Rajasthan/Haryana/Punjab	142.00	17.93
8.	Gujarat	601.64	86.11
9.	Karnataka	138.00	15.96
10.	Maharashtra	354.00	46.02
11.	U.P.	318.50	41.41
	TOTAL:	3839.96	577.86

New Gauge Conversion Schemes

1.	Assam	580.00	100.00
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Basic Amenities to casual labourers

6147. SHRI AMAR ROYPRADHAN:
Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that minimum basic amenities have not so far been provided to casual labourers in the Railways; and

(b) if so the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN: (a) and (b). Casual labour are not regular railway employees. They are, therefore, not

entitled to all amenities admissible to regular Railway employees. On absorption in regular class IV, however, they become eligible for the conditions of employment admissible to regular staff.

Development of Anti-Cancer Drug

6148. SHRI AMAR ROYPRADHAN:
PROF. K. K. TIWARI:
SHRI JANARDHANA
POOJARY:

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

(a) whether it is a fact that an anti-cancer drug has been developed

by the scientists of the Chittaranjan National Cancer Research Centre, Calcutta.

(b) if so, the details in this regard; and

(c) the steps being taken to introduce this drug in the hospitals?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). The scientists at the Chittaranjan National Cancer Research Centre, Calcutta have developed a new anti-cancer drug 'Sicafek' which is a bio-chemic medicine and consists of Phosphate salts of Potassium, Calcium, iron and Silica combined with lactose and prepared according to bio-chemic principles. The preparation produced regression of tumours in mice and one isolated case of cancer got freed of malignancy after treatment with this drug.

(c) Although Sicafek has produced some regression in cases of tumour of the cervix, the number of cases treated to so far are too small for any objective assessment. It is necessary that that the drug is tried in a larger number of cases and the results evaluated before its introduction for use in hospitals can be considered.

Introduction of North Bengal Express between new Cooch Behar to Sealdah

6149. SHRI AMAR ROYPRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have decided to start North Bengal Express from New Cooch Behar to Sealdah; and

(b) if so, when and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Introduction of a new train between Sealdah and New Cooch Behar is not operationally feasible at present for want of spare line capacity on sections enroute and terminal facilities both at New Cooch-Behar and Sealdah.

Locomotive Manufacturing Unit

6150. SHRI CHINTAMANI PANIGRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering a proposal to set up a separate unit for manufacture of locomotives;

(b) if so, whether Government propose to import the technology for the said unit; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

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

Steps to protect Neelachal Express from anti-social elements

6151. SHRI RAMA CHANDRA RATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the Neelachal Express has become the victim of anti-social elements who besides pulling alarm chain, resort to all sorts of minor crimes;

(b) if so, the steps his Ministry propose to take to protect this train from the anti-social elements; and

(c) the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) There have been a few incidents of crime in Neelachal

Express. Facts gathered from the Police authorities indicate that one case of dacoity, four cases of robbery, six cases of theft of passengers' belongings and fifty three cases of alarm chain pulling have been reported from Neelachal Express during the last six months.

(b) and (c) The following steps are being taken to protect passengers and their property on this train:

(1) Police escorts are provided on this train during its night run.

(2) Plain clothed staff of Government Railway Police are deployed to keep an eye on criminals and to collect intelligence about their movements and activities and to conduct raids on them.

(3) Supervision by officers of the Government Railway Police is being tightened up.

(4) State Police are vigorously pursuing robbery/dacoity cases to unearth gangs responsible for such crimes.

(5) Special anti alarm chain pulling drives are being conducted with the active cooperation of the police to apprehend culprits indulging in this anti-social activities.

जोधपुर और जयपुर के बीच चलने वाली 219 अथवा 220 डाऊन गाड़ी की गति को बढ़ाया जाना

6152. श्री अशोक गहलोत : क्या रेल मंत्री यह ज्ञान की कृपा करेंगे कि :

(क) क्या जोधपुर, और जयपुर के बीच चलने वाली 219 अथवा/220 डाऊन गाड़ी 301 किलोमीटर की दूरी 15 घण्टे में तय करती है ;

(ख) क्या सरकार को इस समय में कमी करने या गाड़ी की गति बढ़ाने के सम्बन्ध में कोई ज्ञान प्राप्त हुआ है ;

(ग) यदि हां, तो उस पर सरकार ने अब तक क्या कार्यवाही की है ; और

(घ) यदि नहीं, तो उसके क्या कारण हैं ?

रेल गंतालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) और (ख). 219/220 सवारी गाड़ी मारवाड़ जंक्शन तथा उदयपुर सिटी के बीच चलती है। सम्भवतः आशय 219/220 सवारी गाड़ी में जोधपुर तथा उदयपुर सिटी के बीच चलने वाले दो थू सवारी डिब्बों तथा मेल लेने वाली 209/210 मारवाड़ रेवाड़ी सवारी गाड़ी जो 300 कि० मी० की दूरी लगभग 15 घण्टे में तय करती है; के यात्रा समय को कम करने के लिए प्राप्त पत्र से है।

(ग) और (घ). 219/220 सवारी गाड़ी की गति बढ़ा कर इन सवारी डिब्बों के यात्रा समय को कम करने तथा मारवाड़ में ठहराव समय को कम करने के औचित्य की जांच की गई है लेकिन इसे वांछनीय नहीं पाया गया है क्योंकि ये गाड़ियां मारवाड़ में महत्वपूर्ण मेल कराती हैं। मार्गवर्ती कुछ स्टेशनों पर ठहराव को समाप्त करके गाड़ी की गति बढ़ाने का वर्तमान उपयोग कर्तव्यों द्वारा विरोध किया जायेगा और यह भी वांछनीय नहीं है।

Third Track between New Delhi and Madras

6153. SHRI PRATAP BHANU SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering any proposal to construct a

third track between New Delhi and Madras for the movement of goods train only;

(b) if so, the details thereof;

(c) if so, by what time it will be completed; and

(d) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

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

(d) The route is being progressively doubled and on completion of the doubling there will be adequate capacity to deal with future needs of traffic.

Overbridge at Vidisha

6154. SHRI PRATAP BHANU SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to construct an over-bridge on railway crossing at Vidisha in Madhya Pradesh;

(b) if so, the details thereof;

(c) how much time it will take for completion; and

(d) whether Government have written to Madhya Pradesh Government to submit estimate and detailed report in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). A proposal

for construction of a road over-bridge in replacement of existing level crossing No. 270-B at Vidisha on Bina-Bhopal Section is under the examination of the Railway and the Government of Madhya Pradesh. The State Government have been asked to furnish detailed designs, drawings and estimates for the approaches to the proposed over-bridge. On receipt of the same, combined estimate for the approaches and the bridge structure will be prepared by the Railway and the proposal processed for sanction. The bridge will be completed within three years from the date of the sanction of the work.

Footpath on Railway Bridges

6155. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a persistent demand from the public for construction of footpaths on the Railway bridges like Nijaudi, Budhabalanga, Jalaka, Oghalsenda, Nidhipanda, Tikoirapara in S.E. Railway of Kharagpur Division on which thousands of people are crossing everyday at the risk of their lives and some human lives are lost every year by incoming and outgoing trains;

(b) if so, the action taken by Government for construction of these footpaths;

(c) whether Government have drawn up a programme for construction of such footpaths on priority basis;

(d) if so, a list of such programme may please be laid on the Table of the House; and

(e) what would be the estimated cost of the construction of these footpaths and when the construction will be started, either all at one time or in phase manner?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Representation has been received from Shri Gop Narayan Das, General Secretary, Orissa Youth Congress for provision of a footpath and a trolley house on Nunajora-Budhabalanga railway bridges.

(b) Rail bridges are meant and designed for carrying rail traffic only and no provision is made therefor for footpaths for the public. Footpaths for the public may be provided, if feasible, at the instance of the State Government/Local Authority, but the entire cost thereof (both initial and recurring/maintenance) has got to be borne by them, as per extant rules. No action was taken on the construction of the footpaths as the same was not sponsored by the State Government/Local Authority.

(c) No.

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

Conversion of Rajghat and Nuagan Mayurbhanj Halts

6156. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a persistent demand from all sections of people including users to convert Rajghat and Nuagan Mayurbhanj Road passenger halts into regular flag station soon; and

(b) if so, the action taken by Government for conversion of these two halts into regular Flag stations; and by what date these conversions will be implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) & (b). The proposals for Conversion of Rajghat and

Nuagan Mayurbhanj Road halts into flag stations have been examined but not found justified.

Medical Institutes and Hospitals in States under Supervision of Central Government

6157. SHRI CHINTAMANI JENA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of medical institutes and hospitals along with their locations, in each State which are directly under the supervision of the Central Government;

(b) whether Government propose to set up some new medical institutes and hospitals during the Sixth Five Year Plan period; and

(c) if so, the names of such States in which they are going to be opened, alongwith their locations?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) A statement indicating the number of medical institutes and hospitals alongwith their locations, in each State which are directly under the supervision of the Central Government in the Ministry of Health and Family Welfare is appended.

(b) The provision has been included in the Sixth Five Year Plan under Central Health Sector for setting up of (i) National Institute of Naturopathy (ii) Institute of Naturopathy (ii) Institute of Ayurvedic Studies and Research and (iii) National Institute of Unani Medicine. In addition the North Eastern Council has pressed for Plan provision for the setting up of an Institute of Medical Sciences in the North Eastern Region.

(c) The places where these Institutes are to be set up have not been finalised as yet.

Statement

List of Medical Institutes and Hospitals along with their locations in each state, which are directly under the supervision of the Central Government in the Ministry of Health and Family Welfare.

Sl. No.	Medical Institute and Hospital	Location	State/U.T.
1	Central Institute of Psychiatry	Rachi	Bihar
2	Central Research Institute	Kasauli	Himachal Pradesh
3	National Tuberculosis Institute	Bangalore	Karnataka
4	All India Institute of Speech and Hearing	Mysore	Karnataka
5	National Institute of Mental Health and Neuro Sciences.	Bangalore	Karnataka
6	Regional Leprosy Training and Research Institute	Raipur	Madhya Pradesh
7	All India Institute of Physical Medicine and Rehabilitation	Bombay	Maharashtra
8	Regional Leprosy Training Institute	Aska	Orissa
9	National Institute of Ayurveda	Jaipur	Rajasthan
10	Central Leprosy Teaching and Research Institute	Chingleput	Tamil Nadu
11	Pasteur Institute of India	Coonnoor	Tamil Nadu
12	Central Council of Research in Homoeopathy	Ghaziabad	Uttar Pradesh
13	All India Institute of Hygiene and Public Health	Calcutta	West Bengal
14	National Institute of Homoeopathy	Calcutta	West Bengal
15	Chittranjan National Cancer Research Centre	Calcutta	West Bengal
16	Jawahar Lal Institute of Post-Graduate Medical Education and Research	Pondicherry	Pondicherry
17	Post-Graduate Institute of Medical Education and Research	Chandigarh	Chandigarh
18	Safdarjang Hospital	New Delhi	Delhi
19	Dr. Ram Manohar Lohia Hospital	New Delhi	Delhi
20	Lady Hardinge Medical College and Smt. Sucheta Kripalani Hospital and Kalawati Saran Children Hospital	New Delhi	Delhi
21	National Institute of Communicable Diseases	New Delhi	Delhi
22	National Institute of Health and Family Welfare	New Delhi	Delhi
23	All India Institute of Medical Sciences including Dr. R.P. Centre and Rotary Cancer Hospital	New Delhi	Delhi
24	Indian Council of Medical Research and Institute thereunder	New Delhi	Delhi
25	Central Council of Research in Ayurveda and Siddha	New Delhi	Delhi
26	Central Council of Research in Unani Medicine	New Delhi	Delhi
27	Central Council of Yoga and Naturopathy	New Delhi	Delhi
28	Central Council of Indian Medicine	New Delhi	Delhi
29	Central Council of Homoeopathy	New Delhi	Delhi

Memorandum of Chairman, Railway Accident Enquiry Committee by All India Station Masters Association

Damages to Bogies involved in Vaniyambadi Train Accident

6158. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

6159. SHRI N. DENNIS: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news item published in the *Indian Express* dated the 19th February, 1981 under the caption "The disaster was foreseen by S.M.s.";

(a) the number of bogies of the (i) Bombay Mail (ii) Yercad Express and (iii) wagons of the goods train that were involved in the Vaniyambadi train disaster on the 11th February, 1981 in Tamil Nadu;

(b) whether a memorandum was submitted to the Chairman Railway Accidents Enquiry Committee on the 17th December, 1979 and 22nd January, 1980 by All India Station Masters Association suggesting ways to avert accidents; and

(b) the details of the damages to them; and

(c) if so, the salient points thereof and the steps taken thereon?

(c) the date of their make and the details of the service made to them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) In this accident, 7 coaches of 20 Up Trivandrum-Madras Mail, 4 coaches of 69 Down Yercad Express and 7 vehicles of TNPM Up Goods train were involved.

(b) Ministry of Railways is not aware of any such information. However, the Committee during the course of their deliberations had collected information from zonal railways, Railway Officers and staff and the general public.

(b) The cost of damage has been estimated as under:—

(c) Does not arise.

- (i) 7 coaches of 20 Up Mail—Rs. 8,62,00 approx.
- (ii) 4 coaches of 69 Down Yercad Express—Rs 7,25,000 approx.
- (iii) 7 vehicles of TNPM Up Goods train—Rs. 3,07,000 approx.

(c) Years of built and dates of last periodical overhaul are given below:—

Coach/Vehicle No.	Year of built	Date of "last Periodical Overhaul"
20 Up Mail		
1. GR WGSCNY 9224	1978	19-9-80
2. SR WGSCNY 6456	1969	9-2-80
3. SR SYLR 4649	1966	8-1-81
4. SR WFC 3053	1968	24-10-79
5. SR WFC 3052	1968	24-10-79
6. SR WGSCNY 6805	1976	23-8-80
7. SR WGSCNY 7061	1977	26-4-80

1

2

3

69 Down Express

1.	SR WSYLR	4628	.	.	.	.	.	.	1964	12-9-79
2.	SR WGSCNY	5532	.	.	.	.	.	.	1968	22-10-80
3.	SR WGSCNY	5988	.	.	.	.	.	.	1977	31-3-80
4.	SR WGSCNY	6944	.	.	.	.	.	.	1977	14-2-80

T.N.P.M Goods Train

1.	ER TK	33114	.	.	.	.	.	.	Not readily available	22-8-80
2.	SR OMT	42378	.	.	.	.	.	.	1979	Not yet due
3.	CR BOXR	88916	.	.	.	.	.	.	1965	17-2-78
4.	SE BOXT	87318	.	.	.	.	.	.	1974	28-7-78
5.	NR BCXT	65350	.	.	.	.	.	.	1967	Not readily available
6.	CRT	12175	.	.	.	.	.	.	1979	Not yet due
7.	GRV	1426	.	.	.	.	.	.	1965	Not readily available

Permission to Orissa Government to open more Colleges in Orissa

6160. SHRI RASA BEHARI BEHERA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Government of Orissa has requested the Central Government to open some more Medical Colleges in Orissa;

(b) if so, the places recommended by Government; and

(c) the decision taken or proposed to be taken by the Central Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). The following proposals had been re-

ceived by the Central Government from the Government of Orissa:—

(i) Proposal for setting up a Postgraduate Institute in Bhubaneswar, put forward in January, 1979.

(ii) Proposal for setting up of a Central Institute for Undergraduate and Postgraduate Medical Education, mainly for foreign students at Bhubaneswar, made in January, 1981.

(c) In regard to proposal at (i) above, the State Government was informed that the Government of India have no objection to the State Government establishing a Post-graduate Centre from their own resources to meet the initial and future costs, if they were convinced about the need for the establishment of such an institution. In regard to proposal at (ii) above, the State Government were informed that their proposal would also be kept in view.

Plan to make Medical Facilities available to Common Men

6161. SHRI RASA BEHARI BEHERA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any consideration has been given by Government on the need to make medical facilities available to the common men;

(b) if so, the financial provisions being made in this connection; and

(c) the details of plan and programme chalked by Government?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (c). Provision of medical facilities is primarily the responsibility of the State Government. However the following provisions have been made during the Sixth Plan period for Health Sector:-

(Rs. in crores)

1980-85

S.No.	Programme	States & U.Ts.	Centre	Total
1.	Minimum Needs Programmes for Rural Health			
(a)	Centrally Sponsored Schemes	102.62	168.50	271.12
(b)	Other Schemes	305.84	..	305.84
	Total:	408.46	168.50	576.96
2.	Control of Communicable Diseases	235.00	289.00	524.00
3.	Hospitals and Dispensaries		45.00	720.09
4.	Medical Education and Research		62.00	
5.	Traditional Systems of Medicine and Homoeopathy	576.59	29.00	
6.	Others		7.50	
	Total :	1220.05	601.00	1821.05

Lanjigarh Road-Ambaguda Line

6162. SHRI RASA BEHARI BEHERA: Will the Minister of RAILWAYS be pleased to state:

(a) whether in view of the Indrabati Multipurpose Project work, and transporting of Bauxite Manganese and backwardness of the area, the proposed railway line from Lanjigarh Road to Ambaguda is proposed to be reconsidered; and

(b) if so, the steps which Government have taken in this regard, so far?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) Does not arise.

Proposal to run Chhatisgarh Express between Waltair and New Delhi daily

6163. SHRI RASA BEHARI BEHERA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to run Chhatisgarh Express between Waltair and New Delhi everyday instead of amalgamating Link Express with Chhatisgarh Express at Raipur;

(b) whether Government are aware of the growing public demand for the same;

(c) if not, whether Government propose to introduce a new train between Waltair and New Delhi; and

(d) what steps Government have taken to fulfil the demand of the people of Andhra Pradesh, Orissa and Madhya Pradesh in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) to (d). However, the feasibility of running the Link Express between Waltair and Raipur upto Delhi has been examined but not found feasible due to line capacity constraints on sections en route as well as inadequate terminal facilities in Delhi area. 175/176 Puri-New Delhi Neelachal Express was introduced last year on a tri-weekly basis connecting important cities of Orissa namely Bhubaneswar, Puri, Cutback, etc. with the Union Capital.

Reserved Seats/Berths at Alipurduar

6164. SHRI PIUS TIRKEY: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the reserved seats berths in First Class and Second Class for the Alipurduar, New Alipurduar,

Coochbehar, New Coochbehar, Falakata, New Jalpaiguri and Siliguri;

(b) the steps taken by Government to the long standing demand for allotment of more seats/berths to North Bengal; and

(c) the details of passengers booked from each of the above mentioned stations, category-wise, month-wise from January, 1979 to January, 1981 and the steps taken to avoid rush in all the trains passing through North Bengal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (c). The information is being collected and will be laid on the Table of the House.

दिल्ली-अहमदाबाद मार्ग पर 1 अंप/2 डाउन और 3 अंप/4 डाउन गेल एक्सप्रेस रेलगाड़ियों में और अघिक डिब्बे

6165. श्री लालचन्द डागा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि दिल्ली-अहमदाबाद मुख्य मीटर लाइन पर 1 अंप/2 डाउन, 3 अंप/4 डाउन गेल एक्सप्रेस रेल गाड़ियों के प्रथम श्रेणी के डिब्बे अत्यन्त जीर्ण-शीर्ण अवस्था में हैं और देखने में दूसरी श्रेणी के डिब्बों जैसे लगते हैं ;

(ख) उपर्युक्त रेल गाड़ियों के प्रथम श्रेणी के उन डिब्बों की कुल संख्या कितनी है जो जीर्ण-शीर्ण अवस्था में हैं और कब तक इनके स्थान पर नए डिब्बे लगाए जाएंगे ;

(ग) यदि नहीं, तो उसके क्या कारण हैं ;

(घ) क्या उपर्युक्त गाड़ियों में लगे प्रथम श्रेणी तथा द्वितीय श्रेणी के डिब्बों की संख्या बहुत कम है; और

(ङ) यदि हां, तो क्या सरकार का उनकी संख्या बढ़ाने का विचार है और यदि हां, तो उनकी कितनी संख्या बढ़ाई जाएगी और यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री श्री मल्लिकार्जुन : (क) इन गाड़ियों में प्रयोग किये गये प्रथम श्रेणी के सवारी डिब्बों का निर्माण सवारी डिब्बा कारखाने द्वारा किया गया है और ये अपेक्षाकृत नूतन बनावट के हैं। वे इस्पात ढांचे के सवारी डिब्बे हैं। इन सभी सवारी डिब्बों का अभी गत छः माह के अन्दर कर्मशाला में आवश्यक आवरहाल किया गया है। गन्तव्य स्थानों पर इन सवारी डिब्बों के उचित अनुरक्षण के लिए भी एक समुचित योजना है जहां उनकी पूर्ण रूप से जांच की जाती है और उनकी और ध्यान दिया जाता है। उनमें सुख-सुविधाओं का कोई अभाव नहीं है और इन सवारी डिब्बों की साधारण स्थिति सन्तोषपूर्ण मानी जाती है। इन सवारी डिब्बों के बारे में कोई विशेष शिकायत प्राप्त नहीं हुई है।

(ख) प्रश्न नहीं उठता।

(ग) प्रश्न नहीं उठता।

(घ) जी, नहीं।

(ङ) दिल्ली में रेल इंजनों की कर्षण क्षमता और टर्मिनल सुविधाओं को ध्यान में रखते हुए इन गाड़ियों के भार में वृद्धि करना व्यावहारिक नहीं है।

दिल्ली-पलवल सेक्शन पर बिना टिकट यात्रा

6166. श्री मूलचन्द डागा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि दिल्ली-पलवल सेक्शन पर चलने वाली स्थानीय/लोकल गाड़ियों में जांच कर्मचारियों के न होने के कारण प्रतिदिन सैकड़ों यात्री बिना टिकट यात्रा करते हैं; और

(ख) यदि हां, तो क्या सरकार उक्त सेक्शन पर पर्याप्त संख्या में जांच कर्मचारी नियुक्त करेगी ताकि बिना टिकट यात्रा करने वाले यात्रियों से जुर्माना वसूल किया जा सके, तथा राजस्व की भारी राशि प्राप्त करने के लिए अचानक छापे मारे जा सके ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) और (ख). दिल्ली-पलवल खण्ड पर कुछ यात्री लोकल गाड़ियों में बिना टिकट यात्रा करते हैं। ऐसी लोकल गाड़ियों के लिए अलग से कोई चल टिकट परीक्षक नहीं लगाया जाता। तथापि, सभी लोकल गाड़ियों की निर्धारित कार्यक्रम के अनुसार चल टिकट परीक्षकों के दस्ते द्वारा जांच की जाती है। 1-8-1980 से 31-1-1981 की अवधि के दौरान दिल्ली-पलवल खण्ड पर 618 बार जांच की गई जिसके फलस्वरूप 5502 व्यक्तियों को बिना टिकट/अनुपयुक्त टिकट या बिना बुक कराये गये सामान सहित यात्रा करते पकड़ा गया तथा रेलवे को देय राशि के रूप में 90,605 रुपये वसूल किये गये।

368-अप्र/367 डाउन पलवल-दिल्ली
शटल गाड़ियों में डीजल इंजन
लगाया जाना

6167. श्री मूल चन्द डागा : क्या
रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पलवल-
दिल्ली सैक्शन पर चलने वाली शटल
गाड़ी संख्या 368 अप / 367 डाउन
गाड़ी में डीजल इंजन लगाये जाने की
अनुमति प्रदान कर दी गई है;

(ख) यदि हां, तो इस गाड़ी में अब
तक डीजल इंजन लगाये जाने के क्या
कारण हैं; और

(ग) इस गाड़ी में कब तक डीजल
इंजन लगाये जाने की संभावना है ?

रेल संत्रालय तथा संसदीय कार्य विभाग
में उपमंत्री (श्री मल्लिकार्जुन) : (क)
से (ग) : यह मामला विचाराधीन है और यथा
व्यावहारिक कराई जाने वाली कार्रवाई
की जायेगी ।

स्वास्थ्य और परिवार कल्याण संत्रालय में राज्य संत्री (श्री नोहार रंजन लस्कर) :

(क) व्यक्ति को स्वस्थ रहने के लिए जितनी कैलोरियों की आवश्यकता होती
है वह इस प्रकार है :—

ग्रुप	किये जाने वाले काम का व्यौरा	कैलोरियों की अपेक्षित मात्रा
पुरुष	बैठे-बैठे करने वाला काम	2400
	साधारण काम	2800
	भारी काम	3900
महिला	बैठे-बैठे करने वाला काम	1900
	साधारण काम	2200
	भारी काम	3000

(ख) से (घ) : सूचना एकत्र की जा रही है और सभा पटल पर रख दी जायेगी ।

व्यक्ति को स्वस्थ रहने के लिए
कैलोरियों की आवश्यकता

6168. श्री मूल चन्द डागा :
क्या स्वास्थ्य और परिवार कल्याण मंत्री
यह बताने की कृपा करेंगे कि :

(क) इस देश में व्यक्ति को स्वस्थ
रहने के लिए कितनी कैलोरियों की
आवश्यकता है ;

(ख) देश में उन व्यक्तियों की संख्या
कितनी है जो अपने आहार में कैलोरियों
की अपेक्षित मात्रा न मिलने के कारण
बीमारियों के शिकार हो जाते हैं और
क्या इसके परिणामस्वरूप विशेष कर बच्चे
तथा गर्भवती महिलाएं रोगग्रस्त हो जाते
हैं ;

(ग) क्या सरकार ने ऐसी कोई
योजना बनाई है जिसके अन्तर्गत संतुलित
आहार न पाने वाले बच्चों को आवश्यक
विटामिन दिए जाएंगे ताकि उन्हें बीमारियों
से बचाया जा सके; और

(घ) यदि हां, तो उसका व्यौरा क्या
है और उस पर कितना व्यय किया जा चुका
है तथा कितना व्यय किए जाने का विचार
है ?

सोनपुर डिवीजन में नैमित्तिक श्रमिक

6169. श्री कमला मिश्र मधुकर :
क्या रेल मंत्री यह बताने की कृपा करेंगे
कि :

(क) पूर्वोत्तर रेलवे के सोनपुर डिवीजन में ऐसे नैमित्तिक श्रमिकों की संख्या क्या है जो 120 दिन की सेवा पूरी कर चुके हैं परन्तु जो अभी तक नियमित नहीं किये गये हैं ;

(ख) सोनपुर डिवीजन में श्रेणी तीन और श्रेणी चार के कितने पद रिक्त पड़े हैं ;

(ग) क्या पूर्वोत्तर रेलवे के सोनपुर डिवीजन के डिवीजन रेलवे मैनेजर रिक्त पद होने के बावजूद उन नैमित्तिक श्रमिकों को नियमित नहीं कर रहा है जो 120 दिन की सेवा पूरी कर चुके हैं ; और

(घ) यदि हां, तो इसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपसत्री (श्री मल्लिकार्जुन) : (क) से (घ). सूचना इकट्ठी की जा रही और सभा पटल पर रख दी जायेगी ।

Wagons for Banana Transportation

6170. SHRI SHIV KUMAR SINGH THAKUR: Will the Minister for RAILWAYS be pleased to state:

(a) whether Government are aware that the wagons shortage has hit the Banana transportation in the country as well as its export to other countries; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) There is no shortage of wagons for banana traffic.

(b) Does not arise.

Trains introduced on Ajmer-Khandwa Metre-gauge Section of Western Railway

6171. SHRI SHIV KUMAR SINGH THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of trains introduced on Ajmer-Khandwa Metre Gauge Section of the Western Railway and Bhusawal-Itarsi Section of the Broad-Gauge of the Central Railway during the last three years; and

(b) the number of trains that have either been cancelled or amalgamated in these sections?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) During the last three years from 1978-79 to 1980-81, two pairs of trains have been introduced on Bhusawal-Itarsi Section viz. 177/178 Pune-Jammu Tawi Jhelum Express and 193/194 Bi-weekly Mahanagari Express and no train was introduced on Ajmer-Khandwa section.

(b) Nil.

Road Bridge over River Ghaghra at Manjhighat

6172. SHRI HARINATH MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that there is no road bridge over the River Ghaghra at Manjhighat causing immense difficulties to the people of

Ballia in Uttar Pradesh and Saran in Bihar;

(b) whether it is also a fact that the proposed road-bridge at Manjhi-ghat has been abandoned; and

(c) if so, what steps Government propose to take to alleviate the sufferings of the people of Ballia and Saran in the absence of a road-bridges linking the two districts?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (c). The Central Government have agreed to provide a loan assistance of Rs. 4.50 crores to be shared equally by U.P. and Bihar Governments for the construction of a bridge over Ghogra near Manjhi-ghat under the Central Aid Programme of State Roads of inter-State or Economic Importance subject to the condition that the excess, if any, over and above the approved loan would be met by the State Governments from their own plan resources, Government of U.P., who are responsible for its execution, have intimated that the cost of this bridge has since increased to Rs. 7.37 crores. The U.P. and Bihar Governments have accordingly been requested to convey their concurrence to meet the excess involved from their own resources. They have not sent the requisite concurrence so far.

Rail Bridge over Ghaghra

6173. SHRI HARINATH MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the rail bridge over Ghaghra at Manjhi on Chapra-Varanasi Section of North Eastern Railways has outlived its stipulated life about a decade ago and is in such a dilapidated condition that it may collapse at any moment.

(b) if so, what steps Government are taking to replace the said rail bridge at Manjhi; and

(c) whether there is any plan for a rail-cum-road bridge at Manjhi?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No. the bridge is in satisfactory condition.

(b). Does not arise.

(c). No.

Upgradation of two Departments of Patna Medical College Hospital

6174. SHRI HARINATH MISRA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that two Departments of Patna Medical College Hospital were upgraded during the Fourth Five Year Plan period;

(b) if so, the names of Departments and the nature of help given to the institution in this connection;

(c) whether these Departments were upgraded on the clear understanding given by the State Government that the upgradation would be maintained by it after the expiry of the Fourth Plan period;

(d) whether it is a fact that the money made available by the Central Government under different heads was not fully utilised and a good amount was allowed to lapse;

(e) whether it is also a fact that the level of upgradation of these Departments are not being maintained by the State Government and as such the teaching and research work are badly suffering; and

(f) if so, the steps which Government propose to take in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (f). The information is being collected and will be laid on the Table of the Sabha.

Financial Norms of Railways

6175. SHRI BHEEKHA BHAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Dr. H. K. Paranjape has submitted his report in regard to the financial norms of Railways;

(b) whether Government have examined the recommendations;

(c) if so, how many recommendations have been accepted by Government; and

(d) whether a copy thereof will be laid on the Table of the House?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The Rail Tariff Enquiry Committee headed by Dr. H. K. Paranjape was set up to examine the structure of Railway freight fares and other charges. It examined certain aspects of Railway financial arrangements, relevant to the fixation of freight and fares tariffs.

(b) and (c). The recommendations are under examination.

(d) Some copies have been placed in the Library of Lok Sabha. However, copies of the Reports will be laid on the Table of the House in due course.

Banswara—Ratlam Line

6176. SHRI BHEEKHA BHAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have ever considered the desirability of joining

Rajasthan and Madhya Pradesh by Banswara—Ratlam Railway Line;

(b) whether it is a fact that previous surveys did not prove economical;

(c) whether Government propose to order re-surveys in view of huge infrastructural development in that region;

(d) whether it is a fact that entire area is tribal belt; and

(e) whether it is a fact that most of tribal people have not seen railway line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Preliminary engineering-cum-traffic survey for a B.G. line between Ratlam and Banswara with possibility of its extension upto Dungarpur was carried out in 1977 and different alternative alignments via Sheogarh and Sailana were investigated. It was revealed that the total cost of construction is very high due to hilly terrain and hence the project was not found financially viable.

(c) No proposal is under consideration.

(d) and (e). The proposed line will traverse through areas inhabited by Adivasis.

रेलवे के अनुसूचितवर्गीय कर्मचारी संघ
ने आठ सूत्री मांगें

6177. श्री रामावतार शास्त्री :
क्या रेल मंत्री यह बताने की कृपा करेंगे
कि :

(क) क्या अखिल भारतीय रेलवे
अनुसूचितवर्गीय कर्मचारी संघ ने उन्हें अपना आठ
सूत्री मांग पत्र पेश किया है ;

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

(ग) इस सम्बन्ध में सरकार द्वारा क्या कार्रवाई की गई है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप संत्री (श्री मल्लिकार्जुन) : (ब) जी, हां ।

(ख) मुख्य मार्गों लिपिकवर्गीय संवर्ग में भर्ती, लिपिकवर्गीय संवर्ग के ग्रेडों की पुनर्संरचना, जीवन निर्वाह सूचकांक आदि की लागत में वृद्धि के पूर्ण निरावेशन आदि के साथ-साथ पदों के सृजन पर लगे प्रतिबन्ध को पूर्णतः समाप्त करने से सम्बन्धित है ।

(ग) सरकार की नीति के अनुसार, किसी भी छोट से प्राप्त होने वाले कर्मचारी अभ्यावेदनों पर उचित रूप से ध्यान दिया जाता है और गुण-दोष के आधार पर उन पर आवश्यक कार्रवाई की जाती है आल इण्डिया रेलवे मिनिस्ट्रियल स्टाफ एसोसिएशन की ओर से प्राप्त 8 सूत्री मांग-पत्र पर भी इस नीति की सीमा के अन्तर्गत कार्रवाई की गई है ।

(c) how many times trains were attacked and loss suffered to the Railways.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

(c) Anti reservationists attacked trains five times and the loss suffered by the Railways due to damage to the Railway property is Rs. 1,12,350/-.

Children Suffering from Rheumatic Disease

6179. SHRI M. V. CHANDRASHEKARA MURTHY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether in spite of preventive measures, nearly 8 million children in India suffer from rheumatic diseases;

(b) if so, whether it has been stated that rheumatic fever in 80's was chiefly due to overcrowding and unsanitary conditions in most of the Indian houses; and

(c) whether W.H.O. has also been requested to help India in this regard?

Two Trains set on fire by Agitating Medical Students of Gujarat

6178. SHRI M. V. CHANDRASHEKARA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether six persons including a woman had been killed in Ahmedabad on 26th February 1981 when the anti-reservation stir launched by the medical students of Gujarat set fire to two trains;

(b) if so, the details of the incident; and

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) An Epidemiological study on rheumatic fever and rheumatic heart disease conducted by the Indian Council of Medical Research at six centres indicates that the national average incidence is of the order of six per thousand.

(b) Epidemiological studies on rheumatic fever conducted by the Indian Council of Medical Research in some cities reveal that children from low socio-economic strata with which over-crowding and insanitary living

conditions are associated, constituted the major group of high prevalence rate for rheumatic diseases.

(c) A W.H.O. National Workshop on Cardio-vascular diseases was held in April, 1980 at the Post Graduate Institute of Medical Education and Research, Chandigarh, and one of the sub-groups went into the details of the problem of rheumatic heart diseases in the country.

Building Construction Loan

6180. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have issued instructions for sanctioning house building advance by the Zonal Railways to their employees;

(b) if so, the number of such loans sanctioned to its employees of all categories on the North Eastern Railway stating the overdue pending applications and the reasons for not sanctioning the same; and

(c) the number of pending applications from 1975 onwards, year-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Yes, from 1st April 1978.

(b) and (c). Information is being collected from the railway and the same will be laid on the table of the Sabha

Pak US Defence Treaty

6181. SHRI B. V. DESAI:

SHRI S. M. KRISHNA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the British Prime Minister has suggested

to the President Reagan to revise the US policy towards Pakistan in view of Moscow's increasing involvement in Afghanistan during her recent visit to USA;

(b) if so, whether it has also been stressed by her that US should take seriously Pakistan's plea not only to invoke the 1959 understanding with Pakistan to give it some sort of treaty status;

(c) whether it is also a fact that Pakistan's President has sought defence treaty with US and the US Government has agreed to Pakistan's request; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). While Government have seen press reports to this effect, it is obviously not in a position to confirm what may have transpired in private meetings between two Heads of Government.

(c) The Pakistani Foreign Minister is recently reported to have said that Pakistan has withdrawn its earlier request for upgrading the 1959 Executive Agreement between the US and Pakistan into a Defence Pact.

(d) The Government of India have repeatedly urged all parties concerned to desist from any action which could lead to increased tensions in our area.

Conference on Law of Sea

6182. SHRI B. V. DESAI:

SHRI R. L. BHATIA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the UN Conference on the law of the sea which reopened in New York on the 9th March, 1981 has after seven years nearly reached

an agreement on a draft treaty on law of the sea;

(b) if so, what was the agreement reached there;

(c) whether it is also a fact that eight Western States who want to mine the rich manganese nodules on the sea-bed have secretly made a separate Bill to pass their own national laws and then recognise each others legislations;

(d) if so, whether this could sabotage the treaty;

(e) whether this has made the third World to think whether West can really be trusted to negotiate in good faith; and

(f) if so, what is India's reaction to this?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes Sir. The Tenth Session of the Third U.N. Conference on the Law of the Sea has been meeting in New York from 9th March, 1981. The Conference has so far agreed on most of the issues before it and a Draft Convention on the Law of the Sea (Informal) with 320 articles and 8 annexes was issued at the end of the Resumed 9th Session held in Geneva during July/August, 1980. At the moment, the new US Government has expressed some reservations and wanted time to review the package of agreements so far evolved at the Conference before they could finally express their readiness to conclude an international agreement.

(b) The Third U.N. Conference on Law of the Sea has so far reached consensus on the following items.

(1) A 12-mile territorial sea, over which the coastal States have sovereignty subject to the right of innocent passage for foreign ships and men-of-war.

(2) A 24-mile contiguous zone, over which the coastal States could exercise control for customs, health and immigration.

(3) A 200-mile exclusive economic zone, over which the coastal States have sovereign rights and exclusive jurisdiction and control over both the living and the non-living resources and over all other economic uses within the zone. Within this zone the coastal States also have jurisdiction over the conduct of scientific research and prevention and control of marine pollution.

(4) A continental shelf whose limits are defined in Article 76 of the Draft Convention on Law of the Sea, (which in the case of India could extend upto 350 nautical miles at some points), over which coastal States have sovereign rights and exclusive jurisdiction and control for the exploitation of non-living resources and sedantary fisheries.

(5) The establishment of various bodies to regulate exploitation of the resources of the International Seabed Area, which are the common heritage of mankind.

(c) It is a fact that certain Western States with interest in exploitation of the manganese nodules have been consulting among themselves on the question of the regime applicable to the exploitation of the resources of the International Seabed Area. It is also a fact that they have been considering the possibility of enacting unilateral national legislations to regulate seabed mining in the International Seabed Area and to provide in such legislations for reciprocal recognition of contracts awarded under similar national legislations. In fact, USA (June 1980) and West Germany (August 1980) have already passed their national legislations. U.K. also has a Bill before its Parliament. A common feature of these legislations is that no exploration licences would

be issued under such legislations before July, 1981 and any permit to authorise commercial recovery of the nodules would not be issued before January, 1988. It is also proposed by these legislations that they would cease to be in force once the countries passing the legislations become Parties to an international agreement governing the same subject matter.

(d) The main purpose of the unilateral national legislations appears to be to protect the interests of their citizens in deep seabed mining and also to provide security for the investments they may have made in the International Seabed Area, even if such interests and investments are in violation of the terms and conditions on which the proposed international regime is expected to work. To that extent they can be regarded as inconsistent with the proposed international regime and agreement relating thereto.

(e) The Chairman of the Group of 77, which represents the interests of the developing countries at the Law of the Sea Conference in respect of matters relating to the International Seabed Area, have repeatedly expressed their strong reservations against any unilateral national legislation and condemned them as illegal and unlawful. It is hoped that despite unilateral action, the countries concerned remain committed to working for a comprehensive convention on the Law of Sea.

(f) It is our belief that the only answer to the situation created by the unilateral national legislations is to conclude early a comprehensive Convention on the Law of the Sea and bring that into force.

Negligence of Mechanical Engineering Department and Vani Ambadi Train Disaster

6183. SHRI N. DENNIS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the negligence of the Mechanical Engineering Department of

the Southern Railway has been examined in the context of the Vani Ambadi train disaster in Tamil Nadu about 11th February, 1981; and

(b) if so, the steps taken to improve the Mechanical engineering department?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKKARJUN): (a) and (b). The Commissioner of Railway Safety, Bangalore, has held his statutory inquiry into this accident. His report is awaited. Action as necessary will be taken on receipt of the report.

Talks held with Kenyan President about Indian Ocean

6184. SHRI B. V. DESAI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India and Kenya have come out strongly against intensification of great powers military competition in the Indian Ocean which has serious consequences for peace and stability in this region;

(b) whether this was issued after the Kenyan president visited India in February, 1981 and had talks with the Prime Minister of India;

(c) if so, what are the other countries who have similar views about Indian Ocean; and

(d) how many countries are supporting India's stand on the Indian Ocean?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). The Joint Communique issued after the State visit of the Kenyan President in February this year states, inter alia, as follows:—

"The President of Kenya and the Prime Minister of India expressed

deep concern over the escalation of Great Power military presence and rivalry in the Indian Ocean. Despite the expressed wishes of the littoral and Hinterland States, the Great Powers were intensifying their military competition with serious consequences for peace and stability in the region. They noted with regret the suspension of the bilateral talks on naval arms limitation in the Indian Ocean between the Soviet Union and the United States. They urged all Great Powers as well as other major maritime users of the Indian Ocean to cooperate with littoral and hinterland States in preparing for the U.N. Conference on the Indian Ocean in Sri Lanka, in 1981 with a view to implementing the 1971 U.N. Declaration on the Indian Ocean as a Zone of Peace".

(c) and (d). The Commissioner Delhi in February 1981 a Declaration was adopted which, inter alia, "expressed grave concern over the growing build up of Great Power military presence in the Indian Ocean area", India along with all other Non-Aligned countries supports the implementation of the 1971 U.N. Declaration which calls for an elimination of Great Power military presence from the India Ocean area.

Madras Multi Train smash

6185. SHRI B. V. DESAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether failure of the staff caused the Madras multi-train smash in which twenty persons were killed and sixteen injured according to the interim report submitted to the Railway Board;

(b) if so, the broad details of the interim report;

(c) what action has been taken on those held responsible; and

(d) what steps are being taken to implement the suggestions?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). This accident has been inquired into by the Commissioner of Railway Safety, Bangalore. In this accident, 7 coaches of 20 Up Mail, 4 coaches of 69 Down Yercaud Express and 7 vehicles of the goods train were involved. The cost of damage to railway property has been estimated at approximately Rs. 90.79 lakhs. According to the preliminary report of the Commissioner of Railway Safety, the accident was due to failure of railway staff.

(c) and (d). The Commissioner staff. (c) and (d). The Commissioner of Railway Safety has not yet submitted his final report. On receipt of the final report, suitable action will be taken against the defaulting staff as also on the recommendations.

Mango Special Running between Vijaywada and New Delhi

6186. SHRI K. A. SWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the number of Mango special running between Vijaywada and New Delhi was drastically reduced last year;

(b) if so, the reasons therefore; and

(c) the steps which Government are contemplating to improve the situation for the current year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Three special trains were run last year as against 9 in 1979, due to less indents.

(c) The details of arrangements for clearance of mango traffic from Vijaywada will be finalised by the Railway after the meeting with the trade on 7-4-1981.

Conversion of Darbhanga-Samastipur Line

6187. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2377 on the 5th March, 1981 regarding conversion of Samastipur-Darbhanga line and state:

(a) whether financial allocations of Rs. 50 lakhs for conversion of Darbhanga-Samastipur meter gauge into Broad gauge line and Rs. 8 lakhs for surveying for conversion of Darbhanga-Jay Nagar into Broad gauge had been made in the Central Budget for 1980-81;

(b) if so, whether the amount earmarked has been spent for the work assigned;

(c) if so, the details thereof;

(d) if not the reasons therefor;

(e) the survey of railway bridge over river Koshi to reconnect Nirmali-Tharbhitha is being undertaken; and

(f) if not, reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d) An urgency certificate for Rs. 60 lakhs has been sanctioned recently for commencing work on the Samastipur-Darbhanga conversion which is an approved scheme. An expenditure of Rs. 14.15 lakhs is expected to be incurred upto 31-3-81. The outlay on this scheme during 1981-82 is Rs. 19.99 lakhs.

A survey estimate amounting to Rs. 3.25 lakhs for conversion of Darbhanga-Jayanagar section was sanctioned during 1980. The survey work is expected to be completed by 30-6-1981.

(e) No.

(f) Two surveys have already been undertaken for construction of a bridge over river Kosi during 1972-1977.

The project report for the latest survey received in May, 1977 envisaged three possible alternatives for construction of a bridge over river Kosi, which were not found financially viable and therefore were not pursued.

Engine Crew

6188. SHRI JAGDISH TYTLER: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Engine crew on the Indian Railways would in future be subjected to Breathalyser tests;

(b) if so, the reasons therefor;

(c) how these tests would be made fool-proof; and

(d) when this decision is likely to be implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) To check that the Engine crew is not under the influence of liquor on duty.

(c) The validity of these tests is well established and recognized.

(d) This is under the process of implementation.

Fare Hike in Railways

6189. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) the details of fare hike in the Indian railways (actual) from 1968-69 to 1980-81 year-wise;

(b) the total amount realised through these hikes, from 1968-69 to 1980-81 year-wise; and

(c) how far the passengers, particularly passengers travelling in the lower classes have been benefited through fare hikes?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). The details of fare hike in the Indian Railways from 1968-69 to 1980-81 are given as under:—

1. With effect from 1-4-68, A. C. Class fares were put up by 10 per cent over all distances. Passenger fares, for all other classes were put

up by 5 paise where the fare earlier chargeable was upto Rs. 5, by 10 paise where it was more than Rs. 5 and upto Rs. 15 and by 25 paise where it was more than Rs. 15. Fares for the A. C. Chaircar was brought at the same level as the then Second class Mail/Express fares.

2. With effect from 1-4-70, the bases of passenger fares were revised as under:—

Class	Basis for charge (in paise)					
	1 to 100 Kms.	Plus 101 to 600 Kms.	Plus 601 to 1600 Kms.	Plus 1601 Kms & Over	Minimum Fare Rs.	Rounding off Rule P.
Unit per Km.	Per 5 Kms.	Per 5 Kms.	Per 10 Kms.			
Air-conditioned	24	100	82	150	15'00	Next higher Rupee
First	12	48	38	60	6'00 (M/E) 1'00(Ord)	Next higher multiple of 50 paise
A.C. Chair Car	9	32	22	36	5'00	Do.
Second (M/E)	7	28	22	36	3'50	Do.
Second (Ordy)	6	24	18	32	0'50	Do.

There was no change in Third Class fares.

3. With effect from 1-7-71, fares per ticket per passenger for the various distances were increased as under:—

	No. change	Distance Zones							
		1-15 Kms	16-30 Kms	31-50 Kms	51-100 Kms	101 to 200 Kms	201- 500 Kms	501- 1000 Kms	1001 and above Kms
III Ordinary		0'05	0'10	0'15	0'20	0'25	0'25	0'25	
III-Mail & Exp.		0'15	0'20	0'25	0'25	0'50	0'75	1'00	
II Ordy.		0'50	0'50	0'50	0'50	1'00	1'50	2'00	
II Mail & Exp.		0'50	0'50	1'00	1'00	1'50	2'00	2'00	
A.C. Chair Car		0'50	0'50	1'00	1'00	1'50	2'00	2'00	
First Class		0'50	0'50	1'00	1'00	2'00	2'50	3'50	
A.C. Glass		1'00	1'00	2'00	2'00	4'00	5'00	7'00	

4. With effect from 15-11-71, a tax on passenger fares has been levied at the rate of 5 per cent of the fare on all tickets costing Re. 1/- or more, the proceeds of tax were to be credited to the State Governments.

5. With effect from 15-4-72, there was no increase in the fares for Third class. For other classes, the Existing basic passenger fares (i.e. fare excluding the 5 per cent tax in force from 15-11-71) per ticket were increased according to the chargeable distance, as under:—

(Increase in fares per ticket)

Class of travel	Distance Zone							
	1-19 Kms	20-50 Kms	51-100 Kms	101-200 Kms	201- 500 Kms	501- 1000 Kms	1001- 1500 Kms	Beyond 1500 Kms
Second (Ord)	Nil	0.25	0.50	0.50	0.75	1.00	1.25	1.50
Second (M/E)	Nil	0.50	0.50	0.75	1.00	1.25	1.50	2.00
A. C. Chair Car	Nil	0.50	0.75	1.00	1.50	2.00	2.50	3.00
First Class	0.50	1.00	1.00	1.50	2.00	3.00	4.00	5.00
A. C. Class	1.00	2.00	2.00	3.00	4.00	6.00	8.00	10.00

In addition, the passenger fare tax of 5 per cent levied with effect from 15-11-71 is also to be charged.

6. With effect from 1-4-73, the passenger fares were revised as under:—

(i) The 5 per cent tax on passengers levied with effect from 15-11-71 was withdrawn.

(ii) The existing basic fares (i.e. fares excluding the 5 per cent passenger fare tax) for A.C. Class, First class, A.C. Chair car and Second class (Mail/Express and Ordinary) were increased by 10 per cent.

(iii) There was no increase in Third class fares for the first 20 Kms. Beyond that the existing basic fares per ticket for Third class Mail/Express and Ordinary were marginal increased subject to a minimum increase of 25 paise for any distance per ticket for third class ordinary and 95 paise per ticket for Third class Mail/Expresses when compared

with the earlier fares inclusive of tax.

7. With effect from 1-1-74 an extra charge in addition to the normal passenger fares was levied in connection with enhancement of the Railways' liability to passengers involved in train accidents at the rate of 5 paise in third class, 10 paise in Second class or A.C. Chaircar, 50 paise in First Class and Re. 1 in A.C. Class.

8. With effect from 1-4-74, a major change has been made in the classes of travel in the trains in that the old second class has been abolished and the third class has been renamed as Second class. The old Second class fare structure ceased to exist and the then existing third class fare structure renamed as Second class fare structure which applies for the new second class from 1-4-74. The passenger fares were raised as under:—

A.C. Class: The then existing fares for A.C. Class (inclusive) of the compensation surcharge of Rs. 1/- per passenger levied from (1-1-74)

were increased to the extent shown below:—

Distance (Kms)	Increase per ticket	
	Rs.	P.
1—50	15	00
51—400	21	00
401—500	35	00
501—750	50	00
751—950	65	00
951—1100	77	00
1101—1250	90	00
1251—1400	110	00
1401—1500	135	00
1501—1750	150	00
Beyond 1750	160	00

First Class and A.C. Chaircar class—
The then existing first class and A.C. Chaircar class fares (exclusive of the compensation surcharge of 50 paise and 10 paise respectively levied from 1-1-74) were increased to the extent shown below:—

Distance (Kms)	Increase per ticket	
	First Class A.C. Chaircar	
	Rs.	P.
1—25	1'50	1'90
26—49	2'50	2'90
50—80	3'50	3'90
81—250	4'50	4'90
251—500	5'50	5'90
501—800	6'50	6'90
801—1000	8'50	8'90
1001—1500	10'50	10'90
1501—2000	12'50	12'90
Beyond 2000	15'50	15'90

Second class Ordinary (Revised nomenclature of old third class):—
The then existing second class ordinary fares (inclusive of the compensation surcharge of 5 paise levied from 1-1-74) were increased to the extent shown below:—

Distance (Kms)	Increase (per ticket)	
	Rs.	P.
1—25	0	05
26—49	0	10
50—80	0	25
81—100	0	35
101—250	0	50
251—500	0	60
501—1800	0	70
801—1000	0	80
1001—1500	0	90
Beyond 1500	1	00

Second Class (Mail/Express), (Revised nomenclature of old Third Mail/Express):—The then existing second class (Mail/Express) fares (inclusive of the compensation surcharge of 5 paise levied from 1-1-74) were increased to the extent shown below:—

Distance (Kms)	Increase per ticket	
	Rs.	P.
1—18	0	25
19—20	0	30
21—23	0	35
24—27	0	40

Distance (Kms)	Increase per ticket
	Rs. P.
28—49	0.45
50—80	0.50
81—100	0.65
101—250	0.90
251—500	1.25
501—800	2.00
801—1000	3.00
100—1500	4.00
1501—2000	5.00
2001—2500	6.00
2501—3000	7.00
Beyond 3000	8.00

9. With effect from 15-9-74, the

- (i) A.C. Class
- (ii) A.C. 2-tier sleeper
- (iii) First Class
- (iv) (a) A.C. Chaircar
(b) Second Class Mail/Exp.
- (v) Second class (Ordinary):—(a) No increase upto 100 Kms.

(b) 10% increase for distances over 100 Kms.

passenger fares were revised as under:—

Second Class Mail & Express—

1-250 Kms	25%
Beyond 250 Kms	20%

Second Class (Ordinary):—

1—25 Kms	No Change
26—50 Kms	25%
Beyond 250 Kms	20%

First and A.C. Chaircar Classes.

For all distances 33.3%

A.C. Chaircar Classes:—

For all distances 25%

10. With effect from 1-5-76, A.C. Class and A.C. Chaircar fares have been reduced and brought to the level of fares existed from 1-4-74.

11. With effect from 1-4-79, the special fare tables for Second Class (Ordinary) Passengers upto a distance of 50 Kms. was abolished.

12. With effect from 15-7-80, the passenger fares were revised as under:—

The existing fare per ticket was increased by 20%.

The existing fare per ticket was increased by 12.5%.

Rajdhani Express fare was increased by 20 per cent for A.C. Class and by 12.5 per cent for A.C. Chaircar and rounded off to the next higher Rupee."

No separate statistics with regard to the additional amounts realised through each hike in fares is as such maintained.

The increases in the Second Class fares have always been evolved on the consideration that the burden on

weaker section of the Society should be minimal.

Anti-social crimes in Railways

6190 SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) the Division-wise number of anti-social crimes like robbery, snatching, wagon-breaking and others separately, from 1976-77 and 1980-81 year-wise; and

(b) in how many cases, the personnel of the R.P.F. were alleged to be involved?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The information is being collected and will be laid on the Table of the House.

Doctor-patient and Nurse patient ratio in West Bengal

6191. SHRI JYOTIRMOY BOSU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what is the doctor-patient and nurse-patient ratio in the urban and rural areas of West Bengal (separately) at present;

(b) what are the schemes of Government to expand medical facilities in the rural areas; and

(c) the total outlay earmarked for this purpose in the Sixth Five Year Plan?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) The information regarding the doctor-patient ratio and nurse-patient ratio separately for the urban and rural areas of West Bengal is not available. However, the nurse-patient ratio and doctor-population ratio in the State were 1 : 2.6 on 31.12.1979 and 1 : 1760 on 1.1.1977 respectively.

(b) The following medical facilities are proposed to be expanded in rural areas during the 6th Plan periods:

1. To train additional 2.2 lakhs Community Health Volunteers.

2. To have at least one trained Dai in every village.

3. To establish 40,000 additional Sub-Centres with one Female and one Male Multipurpose Worker.

4. To upgrade 174 Primary Health Centres into 30 bedded Rural Hospitals.

5. To establish 600 new Primary Health Centres.

6. To upgrade 1000 Rural Dispensaries into Subsidiary Health Centres.

7. Under the Scheme of Re-orientation of Medical Education for extension of health care to rural areas, every medical college is to adopt 3 Blocks/Primary Health Centres in a phased programme till the whole district, in which the College is located, is covered.

(c) A total outlay of Rs. 585.46 crores both in the State and Central Sectors has been earmarked during the 6th Plan period for the implementation of the above mentioned Scheme.

Out Agency at Sagwara

6192. SHRI BHEEKHABHAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the proposal relating to the establishment of an out agency at Sagwara has not been examined by Western Railway authorities, as yet; and

(b) if so, the reasons for the delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No. The tenders for re-opening on Out Agency at Sagwara on trial basis to be served by Dungarpur station have been invited already.

(b) Does not arise.

मध्य प्रदेश में कोयला खानों से कोयला

6193. श्री बी० आर० नहाटा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि दक्षिण पूर्व तथा मध्य रेलवे द्वारा मध्य प्रदेश में कोयला खानों से प्रति मास कितना कोयला डोया जाता है और किन-किन स्थानों को ले जाया जाता है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : मध्य-प्रदेश में कोयले को खानों से रेल द्वारा अब अगस्त 1900 कोयले के माल डिब्बे मध्य प्रदेश, गुजरात, महाराष्ट्र, राजस्थान और थोड़ी मात्रा में दक्षिणी राज्यों को भी विभिन्न उपभोक्ताओं को भेजे जा रहे हैं।

मीनाश्री एक्सप्रेस का रद्द किया जाना

6194. श्री बी० आर० नहाटा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि गत तीन वर्षों के दौरान 'मीनाश्री एक्सप्रेस' गाड़ी को कितनी बार कितने समय के लिए रद्द किया गया था तथा उसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : संभवतः आशय सप्ताह में दो बार चलने वाली 69/70 अजमेर-काचेगुडा एक्सप्रेस से है। पिछले तीन वर्षों के दौरान ये गाड़ियां खण्डवा-बेरवाह खण्ड में बरार पड़ जाने के कारण 21-7-79 से 10-10-79 तक और कोयले की अत्यधिक कमी के कारण 24-1-81 से 28-2-81 तक दो बार रद्द कर दी गई थी।

खंडवा दोहित रेल लाइन

6195. श्री बी० आर० नहाटा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या खंडवा-दोहित रेल लाइन के लिए कोई सर्वेक्षण किया गया था अथवा सर्वेक्षण किये जाने के लिए आदेश जारी किये गये थे।

(ख) यदि हां, तो किस सीमा तक सर्वेक्षण कार्य पूरा हुआ है तथा कितना इस समय तक किया जा चुका है; और

(ग) किया जा रहा सर्वेक्षण कार्य कब तक पूरा हो जायगा ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) :
(क) जी, नहीं।

(ख) और (ग) प्रश्न नहीं उठता।

ट्रंक मार्ग क्षमता का उपयोग

6196. श्री बी० आर० नहाटा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य रेलवे, पश्चिम रेलवे और दक्षिण पूर्व रेलवे में मार्ग क्षमता का, जोन-वार, कितने प्रतिशत उपयोग होता है और अन्य रेलवे जोनों में मार्ग क्षमता का संकशन-वार कितना उपयोग होता है; और

(ख) उन जोनों में, जिनमें शत प्रतिशत अथवा लगभग शत प्रतिशत मार्ग क्षमता का उपयोग किया जा रहा है, मार्ग क्षमता में वृद्धि करने के लिए किये गये प्रावधान क्या हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) अनुबन्ध-1 के रूप में एक विवरण संलग्न है जिसमें मध्य, पश्चिम, दक्षिण पूर्व तथा अन्य क्षेत्रों रेलों के वे महत्वपूर्ण खण्ड दिये गये हैं, जहाँ लाइन क्षमता का उपयोग 90 प्रतिशत या इतने अधिक किया जा रहा है। [ग्रन्थालय में रखा गया। देखिए संख्या एल टी-2291/81]

(ख) एक विवरण अनुबन्ध-II के रूप में भी संलग्न है जिसमें लाइन क्षमता बढ़ाने की वे महत्वपूर्ण योजनाएँ दी गई हैं, जिन पर या तो काम चल रहा है अथवा जिन्हें 1981-82 के बजट में शामिल कर लिया गया है। [ग्रन्थालय में रखा गया। देखिए संख्या-एल-टी-2291/81]। इन निर्माण कार्यों का विस्तृत व्यौरा 1981-82 के रेलवे बजट प्रलेखों के साथ पहले से सफाई किये गये रेलों के निर्माण, मरामत और चल-स्टाक कार्यक्रम, भाग II में देखा जा सकता है।

Coal Meant for Morvi Unloaded in the Way

6197. SHRI NAVIN RAVANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a number of wagons of coal meant for Morvi and other place; of Gujarat had been actually unloaded by Railways illegally on route;

(b) if so, the number of such wagons unloaded, places where they were unloaded during February, 1980 to January, 1981 and the parties to whom these wagons belonged;

(c) the reasons for such unloading; and

(d) the action taken against Railway officials and Employees involved in the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). The Railways do at times intercept coal wagons loaded for other consumers in order to meet immediate requirement of loco coal to avoid cancellation of train services. In such cases, action is taken to compensate the parties for these interceptions. The details of such cases which took place between February, 1980 and January, 1981 in respect of coal wagons meant for Morvi and other places in Gujarat are being collected and will be placed on the table of the Lok Sabha.

Indian experts sent abroad

6198. SHRI JANARDHANA POOJARY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Indian experts are in great demand from a large number of developing countries;

(b) whether Government have been providing the services of Indian experts at their own expenses under the Indian Technical and Economic Co-operation Programme to the various under-developed countries;

(c) if so, the number of Indian experts sent under the bilateral programme and also under ITEC during 1979 and 1980; and

(d) the names of countries where the Indian experts have been sent on demand?

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

(b) The Government has been providing the services of Indian experts both under direct contracts (Salaries, etc. to be paid by the employing Gov-

ernments) and under the Indian Technical and Economic Co-operation Programme (ITEC).

(c) A separate statement indicating the country-wise number of experts selected/deputed under direct contracts and under ITEC Programme is enclosed.

(d) The deputation of Indian experts is invariably done on the basis of demand from the foreign Governments both in cases when they are deputed

under direct contracts as well as when sent under ITEC Programme. The names of countries where the Indian experts have been sent on demand are given in the enclosed statement. However, in some cases of short term deputation, particularly those linked with certain specific projects and for the purpose of preparation of feasibility studies/reports, we advise the foreign governments of the expertise that is available in India and such cases are thereafter processed in agreement with the foreign government concerned.

Statement

Countrywise Statement showing break up of Experts selected for direct assignment and ITEC assignment during the years 1979 and 1980

Country	Bilateral Programme		ITEC Programme	
	1979	1980	1979	1980
1	2	3	4	5
Algeria	13	254	Nil	Nil
Afghanistan	..	..	16	(Total)
Bahrain	..	1	..	5
Bhutan	8	18	..	..
Ethiopia	124	47	1	1
Ghana	..	1	..	..
Iran	..	5	..	..
Iraq	347	420	..	..
Jorden	2	..	..	..
Kenya	56	75	..	..
Liberia	5	..	..	..
Libya	161	49	..	..
Maldives	..	..	11	4
Mauritius	5	..	5	24
Mozambique	9	25	..	..
Nigeria	43	64	..	..
Oman	10	15	..	..
P.D.R.Y.	7	3	4	12
Seycnelles	..	5	1	2
Somalia	27	7	2	..
Sri Lanka	128	..	2	3
Syria	2	..	..	..
Tanzania	30	49	2	..
U.A.E.	6	..	..	..
Yeman]	..	10	..	..
Zambia	155	39	4	2
Total :	1138	1087	32	53

W. H. O. Recommendations to Ban some Drugs

6199. SHRI JYOTIRMOY BOSU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that World Health Organisation has recommended that some drugs should be banned throughout the world because of its injurious effect;

(b) if so, the details thereof,

(c) how many such foreign drugs have been banned in Western Countries and yet in our own country, these have not been banned; and

(d) if so, the action thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) World Health Organisation have stated that they have no statutory powers to ban drugs. They keep the member countries informed of important national regulatory decisions through their Drugs Information Bulletins and Circulars from time to time. On receipt of W.H.O. Bulletins/Circulars containing the decision of a country/countries regarding banning the use of a drug, the question as to whether similar action should be taken in this country, in respect of the specific drug, is examined by the Drugs Controller (India) in consultation with Medical experts including the Indian Council of Medical Research.

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

Short Supply of Medicines to CGHS Dispensary under Unani System of Medicines

6200. SHRI CHANDRA PAL SHAILANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a Unani Dispensary under CGHS has recently started working in Daryaganj, New Delhi;

(b) if so, the total number of medicines placed on the inventory of this dispensary and actually supplied as compared to the inventory and supply position of the Sarojini Nagar Dispensary;

(c) whether it is a fact that this dispensary is ill-equipped in comparison to Sarojini Nagar Dispensary.

(d) if so, the reasons for not supplying adequate medicines to this newly-opened Unani Dispensary in Daryaganj; and

(e) when adequate medicines necessary to feed the needs of the beneficiaries will be supplied to this Unani Dispensary?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes. A Unani Unit has started functioning in Daryaganj.

(b) when the Unit started in October 1980, 66 items were initially supplied to the Unit from the Sarojini Nagar Dispensary which functions as Unani Drugs Store as well.

(c) No. However, Sarojini Nagar is a fulfilled Unani dispensary with Unani Drug Store whereas Daryaganj has only Unani Unit attached to CGHS allopathic Dispensary.

(d) Does not arise.

(e) Does not arise.

Central Railway Land

6201. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to state:

(a) the present rate of annual licence fee to be paid by any private licensee to the Central Railway for one lakh sq. feet of land in the lucrative commercial area of Wadi Bunder and

the specific amounts at which such plots have been settled recently;

(b) whether quarterly payments by any licensee is mandatory;

(c) if so, the action taken against any defaulting party;

(d) whether any orders have been issued for decreasing or increasing the licence-fee; and

(e) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The present rate of licence fee for railway land in Wadi Bunder area is Rs. 6000/- per 100 sq. metres per annum for open plot of land and Rs. 12,000/- per 100 sq. metres per annum, where the licensee is permitted to erect installations or temporary structures for getting added benefit from the land and where special facility of nominated railway siding is available for the plot. Railway have recently licensed a plot of land measuring nearly 8500 sq. metres, to a party from 31-1-80 on a licence fee of Rs. 6000 per 100 sq. metres per annum from 31-1-80 to 31-3-80 and at Rs. 12,000/- per 100 sq. metres per annum from 1-4-80 to 31-12-80 and from 1-1-81 the licence fee to be increased by 10 per cent every year (without compounding).

(b) Yes. The parties are required to make quarterly payment, as per agreement.

(c) In case of any party defaulting payments as per agreement, action is taken under the provisions of public premises (Eviction of unauthorised occupants) Act, 1971, in order to evict such parties from railway premises and to recover damages due to non-payment of licence fees.

(d) No.

(e) Does not arise.

Bus Service from Delhi Airport to places in Punjab

6202. SHRI CHIRANJI LAL SHARMA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) at what stage is the proposal to start Delhi Airport-Punjab bus service scheme; and

(b) the name of the places in Punjab from where these services will be started to Delhi Airport?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The State Transport Authority, Delhi Administration, who are the competent authority to issue permit for inter-state operation as envisaged, has not received any such request.

(b) Does not arise.

Financial Assistance to Refugees from South Africa

6203. SHRI CHIRANJI LAL SHARMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the details regarding the refugees who have come from South Africa; and

(b) the financial assistance provided by Government to them?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Sir, there are no refugees from South Africa in India.

(b) Does not arise.

M/s. A. H. Wheeler and Company

6204. SHRI K. M. MADHUKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Ministry of Railways is continuously

reallocating the book stall contracts to M/s. A. H. Wheeler and Co. and other big contractors the reasons therefor;

(b) whether it is a fact that as per clause Nos. 17, 18, 19, 20, 21-A; 22-B and 24 of the agreement executed with M/s. A. H. Wheeler and Gulab Singh and Sons all the bookstall vendors working on platforms are the employees of the above contractors; and

(c) whether it is a fact that the above contractors do not pay any compensation and other facilities to their vendors as per Railway agreement?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Subject to satisfactory performance of the contractors, all bookstall contractors are renewed from time to time.

(b) and (c). The vendors are engaged by the Agents of M/s. A. H. Wheeler & Co. and M/s. Gulab Singh & Sons and are, therefore, not employees of the bookstall contractors.

Indian Ports Association

6205. SHRI K. A. RAJAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Chairman of all Major Port Trusts have an Association called Indian Ports Association (IPA);

(b) if so, the nature of control which Government have over the same;

(c) how the organisation secures revenues;

(d) whether it is a fact that the Indian Ports Association appointed a retired Port Official as its Adviser;

(e) what is the control of Government on this Officer; and

(f) what are the jobs duties entrusted to this Officer?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The Indian Ports Association is a registered Society with Chairman of all Major Port Trusts as members of its Governing Body.

(b) Government do not exercise any control over the Society.

(c) The expenditure of the Association is met by contributions from all the Major Port Trusts.

(d) Governing Body of the Indian Ports Association at its meeting held on 13th November, 1980, approved a proposal to appoint Chairman of a Major Port Trust as Adviser (Port Operations) after his retirement.

(e) The Adviser (Port Operations) keeps liaison with the Ministry of Shipping and Transport for monitoring the operation of the Major Indian Ports.

(f) The broad duties entrusted to this officer are as under:—

(i) to set norms for various activities sub-activities for individual Ports;

(ii) to evolve suitable performance for monitoring the efficiency of the operations of the major Ports; and

(iii) to evolve procedures which lead to the efficient solution of Port Operational Problems.

RE. MOTIONS FOR ADJOURNMENT ETC.

SOME HON. MEMBERS rose.

श्री सतीश अग्रवाल (जयपुर) : अध्यक्ष महोदय, सोमवार को जिस लड़के की दिल्ली में डेथ हुई थी, उस के बारे में हमने एडजॉर्नमेंट मीशन दिया था आपने आश्वासन दिया था कि किसी दूसरे तरीके से इस की चर्चा कराएंगे। मैंने इस सम्बन्ध में कॉलिंग एटेंशन दिया है। चार दिन से हजार लोग होम मिनिस्टरके घर पर बैठे हैं और लड़के की लाश अभी तक उसके घर वालों को नहीं मिली है। इस कारण वहाँ बहुत ज्यादा एटेंशन हो रहा है। इसलिए मेरा निवेदन है कि आप इस पर चर्चा कराएं।

अध्यक्ष महोदय : आप मुझ से मिलिये।

श्री जाजं फर्नाण्डिस (मुजफ्फरपुर) : मेरा प्रिविलेज मोशन है।

अध्यक्ष महोदय : मैंने बुलाया था, आप थे नहीं।

श्री जाजं फर्नाण्डिस : वह बहुत जरूरी है।

SHRI JYOTIRMOY BOSU (Diamond Harbour): I have given notice of a privilege motion yesterday against one Shri Tapankumar Mitra, President of the Youth Congress of Malda where Mr. Ghani Khan Choudhary supplied him...

MR. SPEAKER: I have not received it...

SHRI JYOTIRMOY BOSU: I have written to you...

MR. SPEAKER: I will enquire—

Not so far.

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SHRI JYOTIRMOY BOSU: Not so far? Notice had been sent yesterday. Notice had been sent yesterday.

MR. SPEAKER: Not yet.

SHRI JYOTIRMOY BOSU: It should have come up before you.

MR. SPEAKER: It does not matter. I shall see.

श्री रामावतार शास्त्री (पटना) : अध्यक्ष महोदय, कॉफी बोर्ड ने कॉफी के दाम बढ़ा दिए हैं।

MR. SPEAKER: What do you want Shastriji? Is it a point of order you are going to raise?

श्री रामावतार शास्त्री : मैंने आप के पास नोटिस दिया है कि कॉफी के दाम बढ़ा दिये हैं, नास्ते के दाम बढ़ा दिये हैं और इससे कर्मचारी लोग परेशान हैं और हम लोग भी परेशान हैं उस पर कुछ होना चाहिए।

श्री जाजं फर्नाण्डिस : आप को रहत यह कैसे हो गया।

MR. SPEAKER: This is not time for that. You can come to me.

श्री जाजं फर्नाण्डिस : आप की इजाजत के बगैर यह कैसे हो गया।

श्री रामावतार शास्त्री : मैंने इस के बारे में नोटिस दिया है।

MR. SPEAKER: I will look into it.

SHRI K. P. UNNIKRISHNAN (Badagara): you would recall that I had sent you two motions of privilege...

MR. SPEAKER: I will call you... We will bring it.

SHRI INDRAJIT GUPTA (Basirhat): I had tabled a call attention motion...

MR. SPEAKER: Please come to me, Sir, for call attention notices.

SHRI INDRAJIT GUPTA: ...on the question of assault and atrocities on College girls here on the Holi day...

MR. SPEAKER: Please come to me.

SHRI INDRAJIT GUPTA: This pertains to Delhi Administration. You should admit it, Sir. This is a very serious matter...

MR. SPEAKER: No, No.

SHRI INDRAJIT GUPTA: No? Not serious?

MR. SPEAKER: Please come to me. I say calling attention notices are not to be discussed here.

श्री रामावतार शास्त्री : हर मामले में आप कह देते हैं कि चेम्बर में मिलिए ।

MR. SPEAKER: No, no. Chamber is there. It is not my Chamber. It is your Chamber.

DR. SUBRAMANIAM SWAMY (Bombay North East): There is a matter of privilege under your consideration that I have given notice of. I would request you to please give us an opportunity here to make some points...

MR. SPEAKER: No, No. I have to be satisfied myself. I have to see the rules.

DR. SUBRAMANIAM SWAMY: Don't you want our assistance in this matter?

MR. SPEAKER: You are welcome any time. Have I ever debarred you, Sir?

SHRI JAGDISH TYTLER (Delhi Sadar): Two days back I have given a call attention notice on the incidents in West Bengal...

MR. SPEAKER: For call attention notices, you can see me in my Chamber. Now Prof. Kurien.

... (इयबधान) * ...

अध्यक्ष महोदय : आप क्या कर रहे हैं ।

PROF. P.J. KURIEN (Mavelikara): I have given a privilege motion against one Sardari Lal...

MR. SPEAKER: Let it come to me. ...I will consider it. Not here.

SHRI HARIKESH BHADUR (Gorakhpur): I have given an adjournment motion...

MR. SPEAKER: Adjournment motion not allowed.

SHRI HARIKESH BHADUR: **

MR. SPEAKER: Not going on record. About Banaras Hindu University, I have allowed something under Rule 377.

SHRI V. KISHORE CHANDRA S. DEO (Parvathipuram): Two days back under Rule 222 I have given a notice...

MR. SPEAKER: We will consider.

SHRI BAPUSAHEB PARULEKAR (Ratnagiri): I have given notices under Rule 184 and 193 about the shooting of a Delhi boy...

MR. SPEAKER: No adjournment motion on that.

SHRI BAPUSAHEB PARULEKAR: I have given under Rule 193.

MR. SPEAKER: We will consider.

SHRI R. K. MHALGI (Thane): I have given an adjournment motion...

MR. SPEAKER: No, no—not to be discussed here. No adjournment motion allowed.

DR. VASANT KUMAR PANDIT (Rajgarh): Ten days back I have sought your permission to raise the matter of 'Deadly toxin in scented supari' but nothing has been done.

MR. SPEAKER: Let me consider it. It is a serious thing. We will consider it.

श्री सत्यनारायण जटिया (उज्जैन) :
टैक्सी ड्राइवर का बच्चा मारा गया है ...

(Interruptions)**

MR. SPEAKER: वह हो गया This is the way. You see me in my Chamber. Nothing is going on record. (व्यवधान)

देखिए आप ऐसा करते हैं। मैं सब की बात सुन लूंगा, आपकी भी बात सुन लूंगा। (व्यवधान)।

(Interruptions)**

MR. SPEAKER: Nothing is going on record. मोती भाई, वैसे मैंने आपको 377 अलाऊ कर दिया है। (व्यवधान) मैंने अलाऊ किया है, मुझे पता है। आप 377 यहाँ नहीं पूछ सकते।

(Interruptions)**

MR. SPEAKER: Nothing is going on record.

श्री राजेश कुमार सिंह (फिरोजाबाद) :
अध्यक्ष महोदय, एक तो पढ़ाई बन्द हो रही है जिससे छात्रों में असंतोष है। मान्यवर ... (व्यवधान) हमने कालिग अटेंशन दिया है।

MR. SPEAKER: I have already allowed. You cannot discuss Calling Attention here. You must see the rules.

श्री राजेश कुमार सिंह :
आप परमीशन देते रहे हैं।

MR. SPEAKER: I can consider the Calling Attention in my Chamber. Not here.

श्री जगपाल सिंह (हरिद्वार) :
मैंने बनारस यूनिवर्सिटी और गोरखपुर यूनिवर्सिटी में पुलिस का

(Interruptions)**

MR. SPEAKER: I have already decided. No. Nothing. Not allowed. No question here. Come to my Chamber. Not allowed.

श्री जगपाल सिंह कश्यप (घांवला) :
प्रसिद्ध साहित्यकार, भारतेन्दु परिशचन्द्र की मूर्ति

(Interruptions)**

MR. SPEAKER: Not going on record. Irrelevant. I have not allowed you.

Shri Jai Pal Singh Kashyap then left the House

MR. SPEAKER: What is this?

SHRI KRISHNA CHANDRA HALDER (Durgapur): rose.

MR. SPEAKER: मि० हाल्दर आपको बड़ी तकलीफ होती है Please sit down. यह अच्छा नहीं लगता है।

श्री आर. एन. राकेश : (चैल)
मुगल वंश के अन्तिम बादशाह ...

MR. SPEAKER: This is not the time. राकेश जी आप क्या करते हैं ? आप तो बड़े सज्जन आदमी हैं इस पर कोई एडजोर्नमेंट मोशन नहीं होता है। आप इसका 377 दीजिए।

SHRI ANANDA GOPAL MUKHOPODHYAY (Asansol): On 30th, there has been unprovoked firing on the rally in (Interruptions)**

MR. SPEAKER: It cannot be discussed here. Now, Papers to be Laid.

Shri B. Shankaranand
(Interruptions)

12.10 hrs.

PAPERS LAID ON THE TABLE

DRUGS AND COSMETICS (AMENDMENT)
RULES, 1981

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): I beg to lay on the Table a copy of the Drugs and Cosmetics (Amendment) Rules, 1981 (Hindi and English versions) published in Notification No. G.S.R. 27(E) in Gazette of India dated the 17th January, 1981, under section 38 of the Drugs and Cosmetics Act, 1940. [Pleased to Library. See No. LT-2262/81].

ANNUAL ACCOUNTS OF DELHI TRANSPORT CORPORATION, NEW DELHI, FOR 1979-80 AND REVIEW THEREON, DELHI MOTOR VEHICLES (1ST AND 2ND) AUDIT RULES, 1979 AND STATEMENT FOR delay.

DELAY

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): On behalf of my colleague, I beg to lay on the Table :-

(1) (i) A copy of the Annual Accounts (Hindi and English versions) of the Delhi Transport Corporation, New Delhi, for the year 1979-80 together with Audit Report thereon, under sub-section (4) of section 33 of the Road Transport Corporations Act, 1950.

(ii) A copy of the Review (Hindi and English versions) by the Government on the Accounts. [Placed in Library. See No. LT-2263/81].

(2) A copy each of the following Notifications (Hindi and English versions) under sub-section (4) of section 138 of the Motor Vehicles Act, 1939:—

(i) The Delhi Motor Vehicles (First Amendment) Rules, 1979, published in Notification No. SECE. 3(45)/74-Tpt/13726 in Delhi Gazette dated the 5th November, 1979.

(ii) The Delhi Motor Vehicles (Second Amendment) Rules, 1979, published in Notification No. SECE. 3(93)/79-Tpt./14232 in Delhi Gazette dated the 14th November, 1979.

(3) A statement (Hindi and English versions) showing reasons for delay in laying the above Notifications. [Placed in Library. See No. LT-2264/81].

12.11 hrs.

COMMITTEE ON PUBLIC UNDERTAKINGS

FOURTEENTH REPORT

SHRI BANSI LAL (Bhiwani):

Sir, I beg to present the Fourteenth Report (Hindi and English versions) of the Committee on Public Undertakings on Action Taken by Government on the recommendations contained in the Eighty-third Report of the Committee on Public Undertakings (Fifth Lok Sabha) on Indian Dairy Corporation (Ministry of Agriculture—Department of Agriculture and Cooperation).

COMMITTEE ON PETITIONS

THIRD REPORT

SHRI RAGHUNATH SINGH

VERMA (Manipur): Sir, I beg to present the Third Report (Hindi and English versions) of the Committee on petitions.

MR. SPEAKER: Now matters under Rule 377. Smt. Gurbrinder Kaur Brar.

(Interruptions)**

MR. SPEAKER: Nothing without my permission will go on record

12.12 hrs.

MATTERS UNDER RULE 377

(1) WATER LOGGING IN MUKTSAR TOWN, DISTRICT FARIDKOT, PUNJAB.

SHRIMATI GURBRINDER KAUR BRAR (Faridkot): Sir, waterlogging and salinity in soil is a national problem which is faced in many parts of the country and needs the attention and help of the Central

Government for its solution. Removal of water logging and salinity in soil will help in increasing agricultural production in the country.

One such area which is beset with problem of water logging is the town of Muktsar in Faridkot district. Pilgrims in arge numbers visit this town while touring shrines associated with the lives of Sikh Gurus.

The soil around Muktsar is eminently suitable for cultivating the American variety of cotton. But because of the water logging problem, a large number of cultivators are experiencing difficulties in growing this variety of cotton. With the elimination of the water logging problems, the American variety of cotton will once again be cultivated extensively in this area bringing economic benefits to the poor cultivators.

Unfortunately, Muktsar presents an unpleasant appearance during most part of the year. Several areas in the town and the approach roads are water logged and the underground water level is only six feet below the surface. The whole area is contaminated and becomes a breeding ground for mosquitoes and poses a health hazard to the people of the town.

The water logging problem of the town requires both short-term and long-term schemes to solve the problem. The short-term solution include installation of pumps at several locations which can constantly pump-out contaminated water into the 'Nalahs' and disinfecting the area. The long-term solution also involve laying down proper drainage lines which can drain out the water from Muktsar and surrounding areas throughout the year and in particular during the rainy season.

The Government is requested to give earnest attention to the water logging problem of Muktsar town and

[Smt. Gurbrinder Kaur]

the surrounding areas and draw up both short-term and long-term plans for its early solution.

(ii) DRINKING WATER SUPPLY IN MADRAS

SHRI K. MAYATHEVAR (Dindigul): Sir, the problem of augmenting drinking water supply in the cosmopolitan City of Madras is a matter of all-India importance and requires the attention of the Central Government for evolving a practical and viable scheme for its solution.

In this context it may be mentioned that the Veeranam Scheme was prepared at an estimated cost of Rs. 28 crores, out of which Rs. 11 crores have already been spent.

It is, however, understood that instead of implementing this economical and practical scheme which would have brought the much-desired relief to the City of Madras, the authorities have prepared a highly inflated Kattalai Scheme at an estimated cost of Rs. 459 crores. Apart from the colossal financial implication, this would affect the agricultural production in the State, as it would take away valuable land. That is the reason why it has been opposed by the farmers of all sections.

I therefore call upon the Central Government to take interest in the problem of augmenting drinking water supply in Madras City and help the State Government to evolve and implement a practical and viable scheme in this regard.

(iii) MEASURES TO CREATE MORE EMPLOYMENT OPPORTUNITIES IN WEST BENGAL

SHRI SOMNATH CHATTERJEE (Jadavpur): Sir, the problem of the unemployed in the State of West Bengal is so acute that all the developmental measures sponsored by the State Government will remain unimplemented unless the Central Government comes forward to step up their investment in the State for the establishment of new industrial units in the Central Sector. Therefore, the people of West Bengal are agitating

for the last few years for new Central Investment in West Bengal. And, for that purpose, I urge that the Central Government should set up a Major Ship Repair Complex, a Ship-building Yard at Haldia; expand the refining capacity of the Oil Refinery at Haldia, establish a coastal-based Steel Plant at Haldia, expand the steel-making capacity of the Durgapur Steel Plant, Alloy Steel Plant, Indian Iron and Steel Company; and establish new units in West Bengal by Bharat Electronics Ltd., the Central Chemical and Pharmaceutical units; and the Circular Railway in Calcutta. From a perusal of the Sixth Five-year Plan (1980-85) document of the Planning Commission which has been recently discussed at the meeting of the National Development Council held in New Delhi, it transpires that despite repeated requests, the demands of the State of West Bengal have not received due consideration.

For the last 14 years, except the Metro Railway, there were no major Central investment in West Bengal. Moreover, whatever Head Offices of the Central Government were there, uncalled for moves to shift Head Offices from West Bengal are going on. May I ask the Government why the whole Eastern Region is neglected by not giving proper attention to the problem? The highest number of educated unemployed is in West Bengal. But, what is the Central Government doing? Instead of solving the problems they are putting hurdles and interfering in the State matters—whether it is on the Food-for-work programme, or in the educational institutions.

Under these circumstances, I urge upon the Government to sanction the project considering the huge unemployment situation in the State of West Bengal.

(iv) REPORTED FALLING OF TREES IN DELHI

DR. VASANT KUMAR PANDIT (Rajgarh): I wish to bring a serious matter of public interest to the notice of this august House and for quick action by the Government.

Since the last few years, hundreds of high-grown trees, old trees of 30—50 years growth and rare varieties which have been beautifying Delhi and giving shelter to several people are being slaughtered by the NDMC, DDA and other authorities.

The Prime Minister has always warned the authorities against this. But the officials have turned a deaf ear to this human devastation of Nature. The entire ecology of the City will change, ushering in pollution and barrenness. It seems that the Government has not taken any lesson from such vandalism in Cities like Bombay, Madras and other Metropolises.

The Grow More Trees and Tree Plantation Weeks are merely followed by giving pictures of big leaders planting trees. Sometime back, several trees were hacked down on School Lane Lal Bahadur Shastri Marg, Mathura Road etc.

The DDA, NDMC and even the Delhi Metropolitan Government have felled trees under the pretext of Road Widening, Constructions and Buildings. We are told of Transplantation, but, the results are very poor. Sufficient awareness is yet to dawn.

Now, another 250 trees are awaiting the axe at Lodi Gardens where the Boundary Wall is being shifted. Many other trees will be uprooted for new Hotels and constructions in the name of Asian Games of 1982.

I am glad that the organisation—SAVE TREE IN YOUR AREA—SATYA—will offer Satyagraha against this human destruction of Trees.

The Trees on the Lodi Road to be massacred are the rare varieties like Neem, Sheesham, Babul, Mulberry, Jamun, Silver Oak, Pipal, etc. The results of transplanting old-grown trees particularly in Delhi climate, are very, very poor. New plantation will take at least two decades to be shady.

Sir, may I fervently appeal to the Government and to the new Lieut. Governor to immediately take steps to save as many of the trees as possible? Posterity will not excuse the Government for this devastation of Nature. A complete review of this alarming situation is the urgent need of the day and I hope that the authorities would awaken to this public warning.

(v) NEED FOR ADDITIONAL FINANCIAL ASSISTANCE FOR IMPROVING PRIMARY EDUCATION IN THE COUNTRY

श्री रामावतार शास्त्री (पटना) :
चीथे अखिल भारतीय शैक्षणिक सर्वेक्षण के अनुसार देश के 2937 प्राइमरी स्कूलों में अध्यापक नहीं हैं। इनमें से इककेले 600 स्कूल उत्तर प्रदेश में हैं। ऐसी है, प्राइमरी स्कूलों में शिक्षा की दैनिकीय स्थिति।

बिहार में ऐसे स्कूलों की संख्या 497, मध्य प्रदेश में 411, कर्नाटक में 381, आन्ध्र प्रदेश में 292, उड़ीसा में 243 महाराष्ट्र में 114, तमिलनाडु में 104, राजस्थान में 96 तथा गुजरात में 68 हैं, जहाँ अध्यापक बिल्कुल नहीं हैं।

देश में 1,64,931 स्कूल ऐसे हैं जहाँ मात्र एक एक अध्यापक हैं। दिल्ली में ऐसे चार स्कूल हैं। मध्य प्रदेश में ऐसे स्कूलों की संख्या 25,201 है जो सब से अधिक है। आन्ध्र प्रदेश का 21,544 स्कूलों के साथ दूसरा स्थान है। इसी प्रकार महाराष्ट्र में 17,827, बिहार में 17,085, कर्नाटक में 16,341, उड़ीसा में 14,698, राजस्थान में 11,978 ऐसे स्कूल हैं जहाँ केवल एक अध्यापक हैं। केन्द्र शासित पप्रदेशों में भी ऐसे स्कूलों की संख्या काफ़ी है। देश में इस प्रकार के स्कूलों का प्रतिशत 34.75 है।

देश में 1,29,541 प्राइमरी स्कूल ऐसे हैं जहाँ केवल दो अध्यापक हैं, मध्य प्रदेश

[श्री रामावतार शास्त्री]

बिहार एवं कर्नाटक में ऐसे विद्यालयों की संख्या सब से अधिक है।

जिन प्राथमिक विद्यालयों में तीन अध्यापक हैं उनकी संख्या 71,658 है। इसी प्रकार 38,726 स्कूलों में प्रत्येक में चार अध्यापक तथा 24,908 स्कूलों में प्रत्येक में पांच अध्यापक हैं।

कुल 4,74,636 प्राथमिक विद्यालयों में 8.85 प्रतिशत ही ऐसे स्कूल हैं जहाँ पांच से अधिक अध्यापक हैं। राष्ट्रीय स्तर पर औसत छात्र अध्यापक अनुपात प्राइमरी स्तर पर 41 छात्रों के पीछे एक अध्यापक, मिडल स्तर पर 25 छात्रों पर एक अध्यापक तथा सेकेंडरी एवं हायर सेकेंडरी स्तर पर 18 छात्रों पर एक अध्यापक है।

शिक्षा के प्रति भारत सरकार तथा राज्य सरकारों के लिए ये आंकड़े इस बात के ज्वलंत उदाहरण हैं कि हमारी भावी पीढ़ी के प्रति सरकार का रवैया क्या है? क्या सरकार इसी प्रकार से देश के उत्थान में नौजवानों एवं छात्रों का सहयोग चाहती है? इस ओर भारत सरकार को विशेष ध्यान दे कर प्राइमरी स्कूलों की इस दयनीय स्थिति में सुधार के लिए राज्य सरकारों को विशेष वित्तीय सहायता प्रदान करने की दिशा में कदम उठाना चाहिए। इस दिशा में अब और विलम्ब करना देश के लिए घातक सिद्ध होगा।

(vi) Closure of Banaras Hindu University

श्री हरिकेश बहादुर (गोरखपुर) :

यह अत्यन्त दुर्भाग्यपूर्ण है कि छात्रों एवं डाक्टरों के बीच संघर्ष हो जाने के कारण काशी हिन्दू विश्वविद्यालय के चिकित्सा विज्ञान संस्थान का सर सुन्दर लाल अस्पताल बन्द हो गया है जिससे जनता को चिकित्सा सम्बन्धी भीषण कठिनाई का सामना करना पड़ रहा है। संघर्ष इतना बढ़ गया है कि

पुलिस को हस्तक्षेप करना पड़ा है और विश्व-विद्यालय परिसर में अनेक प्रकार की हिंसा की घटनाएँ हुई हैं तथा विश्वविद्यालय अनिश्चित काल के लिए बन्द हो गया है। चूँकि काशी हिन्दू विश्वविद्यालय एक केन्द्रीय विश्वविद्यालय है अतः भारत सरकार को तत्काल उक्त मामले में हस्तक्षेप कर समस्या का समाधान करना चाहिए अन्यथा स्थिति और भी अधिक बिगड़ सकती है जो उक्त विश्वविद्यालय तथा छात्रों एवं जनता के हित की दृष्टि से अत्यन्त घातक सिद्ध होगी। विश्वविद्यालय का शीघ्र खोला जाना छात्रों की पढ़ाई के लिए अति आवश्यक है।

(vii) ACTION AGAINST SOME OFFICIALS OF RED CROSS SOCIETY CHARGED FOR BREACH OF TRUST

SHRI GEORGE FERNANDES (Muzaffarpur): Sir, under rule 377, I wish to raise the following:

The metropolitan Magistrate, Mr. Jawant Singh has day before Yesterday issued summons to major General S. S. Maitra (Retd.) Mr. Ajit Bhowmik, Vice Chairman and Joint Secretary respectively of the Indian Red Cross Society, and three other employees of the Society to appear before him on May 30 in a case of criminal breach of trust in respect of funds and relief material, to the tune of Rs. 11 crores, meant for the Bangladeshi refugees.

The order summoning them was made by the Magistrate after he, on the basis of the testimony of the witnesses examined before him to give preliminary evidence, came to the conclusion that a *prima facie* case against them had been established.

The case has been instituted by Mr. Mehar Chand Yadav, former Deputy Chairman of the Delhi Water Supply and Sewage Disposal Undertaking and All-India treasurer of the Socialist Party of India. In his criminal complaint

to the Court, Mr. Yadav had alleged that the the five accused had, in relation to the relief material, committed offences of criminal breach of trust and defalcation of accounts in furtherance of a criminal conspiracy. The relief material had been donated by various humanitarian international organizations for the Bangladesh refugees.

In the circumstances, the concerned officials must be suspended from posts forthwith and prevented from causing further damage to the to the interests of the Red Cross Society and to its activities.

(viii) REMUNERATIVE PRICE FOR BIDI-TOBACCO GROWERS IN GUJARAT

श्री सोती भाई अरार० चौधरी (महसना) :

अध्यक्ष महोदय, गुजरात में जो ज्यादातर पैमाने में देशी तम्बाकू-बोड़ी तम्बाकू पैदा होती है, उसके मूल्य में भारी गिरावट आई है, जिससे वहाँ के तम्बाकू किसान बहुत कठिनाई में हैं। जिसका दाम 80 से 200 रुपये प्रति मन होना चाहिए, वह अभी 20 से 40 रुपये प्रति मन से अधिक दाम नहीं मिल रहा है। इससे किसानों में बहुत असंतोष है। सन् 1978 में ऐसे ही तम्बाकू के दाम गिर गये थे, तभी उस समय की जनता सरकार ने नाफ्रेड द्वारा उचित दाम पर तम्बाकू खरीदने का इन्तजाम करके किसानों को बचाया था। उसी तरह एस० टी० सी० या नाफ्रेड द्वारा उचित दाम पर तम्बाकू खरीदने का गुजरात में इन्तजाम किया जाये जिससे कि किसानों को सरकारी क्रय-व्यवस्था के माध्यम से लाभप्रद मूल्य मिल सके। गुजरात तम्बाकू बाजार समिति ने भी ऐसी मांग की है। इस पर फौरन ध्यान दिया जाये और स्थाई रूप से देशी तम्बाकू पकाने वाले किसानों को उचित दाम पर तम्बाकू खरीदने की व्यवस्था मिल सके। इसलिए तम्बाकू

बोर्ड के कानून के अन्तर्गत इस तम्बाकू को भी लाया जाये। इस हेतु भारत सरकार ने जो निष्णात समिति बनाई थी, उसने भी यही सिफारिश की है तो इस बारे में भी जल्दी से प्राधान्य करके बोड़ी तम्बाकू पकाने वाले गुजरात के किसानों को मदद की जाये।

12.29 hrs.

[MR. DEPUTY-SPEAKER in the Chair]
DEMANDS* FOR GRANTS, 1981-82—Contd.

(i) MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS—Contd.

MR. DEPUTY-SPEAKER: Now we take up further discussion and voting on the Demands for Grants under the control of the Ministry of Petroleum, Chemicals and Fertilizers. Shri Nawal Kishore Sharma.

श्री नवल किशोर शर्मा (दौसा) :
उपाध्यक्ष महोदय, मैं पेट्रोलियम, कॅमिकल्स और फर्टिलाइजर्स के बजट अनुदानों की मांगों के समर्थन के लिये खड़ा हुआ हूँ। यह मंत्रालय अपने आप में बहुत महत्वपूर्ण है। यह तो सही है कि पिछले साल भर में इस मंत्रालय ने सभी क्षेत्रों में कुछ अच्छे काम करने की कोशिश की है, लेकिन इससे हम संतोष नहीं कर सकते चेलेंजेज बहुत हैं और उनका मुकाबला करने लिये लगातार परिश्रम और निगरानी रखने की जरूरत है।

यह मंत्रालय एक और तेल, क्रूड आयल, पेट्रोलियम प्रोडक्ट्स से संबंधित है, तो दूसरी ओर कृषि के क्षेत्र में अत्यावश्यक फर्टिलाइजर्स से भी संबंधित है और तीसरी ओर जिन्दगी के लिये जरूरी दवायों से भी संबंधित है।

[श्री नवल किशोर शर्मा]

जहाँ तक तेल का ताल्लुक है, अन्तर्राष्ट्रीय परिस्थितियाँ बदलती जा रही हैं, तेल की कीमतें बढ़ती जा रही हैं। पिछले साल के दौरान तेल की कीमते दो दफा बढ़ी, और वे कब कितनी बढ़ जायेंगी, यह हमारे नियंत्रण से बाहर है। इसलिए इस बात की बहुत जरूरत है—इस बारे में सतर्कता से काम करने की जरूरत है—कि हमारे देश में तेल, क्रूड आयल का उत्पादन तेजी से बढ़े।

ओ०एन०जी०सी०ने तेल के क्षेत्र में अच्छा काम किया है, लेकिन उसकी अपनी क्षमता लिमिटेड है, और इसलिए यद्यपि मैं साधारणतया विदेशी तेल कम्पनियों के भारत में आने का विरोध करने वाले लोगों में से हूँ, लेकिन बदलती हुई अन्तर्राष्ट्रीय परिस्थितियों के कारण विदेशी कम्पनियों को यहाँ आने की जो कोशिश की जा रही है, मैं इसका स्वागत करता हूँ। यह अच्छी बात है कि इस दिशा में तेजी से कदम उठाए जा रहे हैं।

मैं तेल के मामले में आँकड़ों में नहीं जाना चाहता। पिछले साल हमारा तेल का इम्पोर्ट बिल 5600 करोड़ रुपये का था और आने वाले साल में उन्हीं कीमतों के आधार पर 4855 करोड़ रुपये का इम्पोर्ट बिल होने वाला है। यह भी ठीक है कि देश के अन्दर हमारा उत्पादन बढ़ा है, लेकिन हमारी जरूरत 10 प्रतिशत के हिसाब से बढ़ती जा रही है और इस बढ़ती हुई जरूरत को पूरा करने के लिए तेल के बारे में तेजी से खोज की जानी चाहिए। यह खुशी की बात है कि मंत्रालय इस बारे में सजग है और मंत्री जी ने व्यक्तिगत स्तर पर इस काम को देखने का निर्णय कर लिया है उसके परिणामस्वरूप कुछ गतिशीलता आई है।

जैसा कि मुझे मालूम हुआ है, विदेशी कम्पनियों के लिए वे ब्लाक्स तय किये गये हैं, जिनमें ओ०एन०जी०सी०या आयल इंडिया का म नहीं कर सकते। कुछ लोग कह सकते

हैं कि ओ०एन०जी०सी० और आयल इंडिया को ज्यादा काम करना चाहिए, लेकिन उनके हैंडज फुल हैं। जब हमें तेल का उत्पादन बढ़ाना है, तो हमारे लिए इसके सिवा कोई दूसरा रास्ता नहीं है कि हम विदेशी कंपनियों का सहयोग लें। लेकिन एक बात का ध्यान रखना होगा: विदेशी कंपनियाँ आयें, लेकिन उसमें ओ एन जी सी का शेयर अदम्य होना चाहिए, और सबस्टेंशल शेयर होना चाहिए, उसका ईक्विटी पार्टिसिपेशन होना चाहिए, और साथ ही जो तेल निकले, वह किसी भी कीमत पर विदेशी कंपनियों को ले जाने की इजाजत नहीं होनी चाहिए। सदन को यह आश्वासन दिया जाना जरूरी है।

जहाँ हम तेल का उत्पादन तेजी से बढ़ाने की कोशिश में लगे हुए हैं, वहाँ हमें तेल की वचत करने की दिशा में भी कुछ कदम उठाना चाहिए। इसके लिए रिसर्च एंड डेवलपमेंट को विकसित करना जरूरी है। मुझे खुशी है कि एक ऐसा वर्नर ईजार किया गया है, जिसमें 15 परसेंट गैस की वचत होगी। अन्य क्षेत्रों में भी इस तरह की रिसर्च की जानी चाहिए। आज की बदलती हुई परिस्थितियों में रिसर्च एंड डेवलपमेंट को इस देश में जितना महत्व मिलना चाहिए, उतना नहीं मिल रहा है। इसलिए आर एंड डी को स्ट्रेंथन किया जाना चाहिए और हर क्षेत्र में रिसर्च करके तेल की खपत को कम करने की कोशिश की जानी चाहिए।

जहाँ तक सम्भव हो, पेट्रोलियम प्राइक्ट्स के इस्तेमाल में भी वचत करनी चाहिए। यद्यपि आज के वैज्ञानिक युग में पेट्रोलियम प्राइक्ट्स का उपयोग अनेक लाभदायक तरीकों से हो सकता है और इसलिए हमें इस देश को उससे वंचित नहीं रखना है, लेकिन साथ ही उसमें भी नये तरीके और आर एंड डी का इस्तेमाल करके उसकी उत्पादन क्षमता को बढ़ाना चाहिए।

यह तो सही है कि पिछले साल डीजल के वितरण की स्थिति ठीक रही और केरोसिन में भी आम तौर पर लोगों को तकलीफ का सामना नहीं करना पड़ा, लेकिन पिछले कुछ दिनों से गैस के वितरण के बारे में शिकायतें मिल रही हैं। मैं राजस्थान की बात कह सकता हूँ। जयपुर में पिछले तीन महीने से गैस नहीं मिल रही है। कल मेरे एक मित्र रांची की बात कह रहे थे। तो यह स्थिति है। ऐसी स्थिति में ब्लैक मार्केट पैदा होता है। इस स्थिति को रोकना चाहिए। मंत्रालय को इस बारे में सजग रहना चाहिए।

डीजल के वितरण के बारे में मैं एक सुझाव देना चाहूँगा। आपने अपनी रिपोर्ट में यह कहा है कि हमने 80-81 में 175 नये आउटलेट्स खोलने की बात की है। पता नहीं कितने खुले, पर मैं एक बात कहना चाहूँगा कि ये आउटलेट्स खोलते वक्त जॉन्क्रिटिकल एरियाज हैं उनका ध्यान रखा जाय तो ज्यादा अच्छा है। कुछ क्षेत्र, कुछ प्रान्त हमारे देश के अन्दर ऐसे हैं जहाँ बिजली का उत्पादन कम होता है, किसान को बिजली नहीं मिल पाती। ऐसे क्षेत्र में प्राथमिकता के आधार पर आउटलेट्स खोलने पर ध्यान देना चाहिए और मैं समझता हूँ कि ऐसे क्षेत्र में ज्यादा आउटलेट्स खोलने चाहिए। 175 से इतने बड़े देश में काम नहीं चल सकता।

तेल के संबंध में इतना कहने के बाद मैं फटिलाइजर के बारे में भी कुछ सुझाव देना चाहता हूँ। फटिलाइजर्स के उत्पादन में दुर्भाग्य से नाइट्रोजन का उत्पादन बहुत कम रहा। 27.5 लाख टन के बजाय 22 या 23 लाख टन उत्पादन हुआ। इसके कारण तो दिए हैं आपने कि इन इन कारणों से, बिजली की कमी थी या फीड स्टॉक की कमी थी, आदि आदि, जिससे यह हुआ पर हम लोग तो असल में इन कारणों में इन्टरेस्टेड नहीं

हैं और देश की आम जनता भी इन कारणों में इन्टरेस्टेड नहीं है, रिजल्ट्स में इन्टरेस्टेड है और कोई कारण नहीं है कि जब हमारा इन्स्टाल्ड कैपैसिटी 5 मिलियन टन से ज्यादा है तो हमारा उत्पादन उसके आधे से भी कम हो। हमारा कैपैसिटी यूटिलाइजेशन नाइट्रोजन फटिलाइजर्स में 56 प्वाइंट्स र्माथिंग है। यह दुर्भाग्य की बात है। क्या बजह है? क्यों नहीं हमारा कैपैसिटी यूटिलाइजेशन बढ़ सकता? इसके बारे में वर्षों से शिकायत है। लेकिन कुछ किया नहीं जा रहा है। मेरा यह मानना है कि इन्स्टाल्ड कैपैसिटी का अगर पूरा उपयोग नहीं किया जाता तो फ्यूचर इन्वैस्टमेंट बेमानी हो जाता है। इन्वैस्टमेंट होना चाहिए। मैं इन्वैस्टमेंट के खिलाफ नहीं हूँ और इसलिए गवर्नमेंट आफ इंडिया को मुबारकवाद भी देना चाहता हूँ कि आने वाले दस सालों के लिए जो फटिलाइजर्स के बारे में प्लानिंग किया है वह अपने आप में एक अच्छी चीज है। छः प्लान्ट्स गैस के आधार पर लगाने जा रहे हैं। मैं इन गैस के आधार पर लगाये जाने वाले प्लान्ट्स के बारे में यह निवेदन करना चाहूँगा कि जब मथुरा रिफाइनरी की बात चल रही थी तो राजस्थान के भरतपुर और सवाई माधोपुर को भी उसमें दिवार करने के लिए सम्मिलित किया गया था। पर किसी भी कारण से सही मथुरा का नम्बर आया। दुर्भाग्य की बात है, ठीक कह रहे हैं इन्द्रजीत गुप्ता जी इसलिए कि राजस्थान का नम्बर रह गया, यू पी का नम्बर आ गया, इसलिए नहीं, बल्कि इसलिए कि राजस्थान का नम्बर रह गया तो मैं यह कह रहा था कि अब इस गैस बेस्ट फटिलाइजर के बारे में राजस्थान को नेलेक्ट नहीं किया जाना चाहिए। मैंने सुना है इसके बारे में कमेंटी ने जांच भी की है और शायद सवाई माधोपुर के बारे में कुछ फेबरेबल रिपोर्ट है। इसलिए मेरा निवेदन है कि जैसा कल सुखाड़िया जी कह रहे थे, राजस्थान में पब्लिक सेक्टर का इन्वैस्टमेंट बहुत कम है बल्कि करीब-करीब लोयस्ट है। (व्यवधान) वहाँ पर दौलत तो है लेकिन

[श्री नवल किशोर शर्मा]

दौलत का फायदा दूसरे लोग उठाते हैं, दिये तले अंधेरा है। इसलिए मैं कह रहा था कि उस तरह ध्यान दिया जाना चाहिए।

सलादीपुरा को पायराइट प्रोजेक्ट की कहानी बहुत पुरानी है। मैं स्वयं वहाँ गया था, मैंने उसको देखा है और मैं चाहूँगा मन्त्री महोदय भी एक बार देख लें तो अच्छा होगा। आपने अपनी रिपोर्ट में कहा है :

"Based on the results of the tests, the Company has made studies and prepared a preliminary report for production of sulphuric acid and phosphatic fertilizers from Saladi-pura Pyrites. The report is under the consideration of the Government."

यह कांसिड्रेशन कहीं द्रौपदी के चोर की तरह न हो जाए। मैंने 6 महीने पहले इसके बारे में सवाल किया था तब भी (ए) का यह जवाब था :

"The report is under consideration."

इस कांसिड्रेशन का कहीं अन्त होना चाहिए।

MR. DEPUTY-SPEAKER: For 'consideration' suggest some other word.

SHRI NAWAL KISHORE SHARMA: I would suggest, expeditiously taking it into consideration and deciding the matter within a short span of time.

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI SITA RAM KESRI): Immediate disposal.

SHRI NAWAL KISHORE SHARMA: That is what the Minister has suggested. I am thankful to him.

मैं यह निवेदन कर रहा था कि इस बारे में निर्णय तुरन्त लिया जाना चाहिए। कोई वजह नहीं है कि इस निर्णय में देरी की जाए।

झाबर कोटला के बारे में सुबाइयाजी ने जो कहा था उसका मैं भी सनर्थन करता हूँ।

मैं ड्रग्स के बारे में भी दो बातें कहना चाहता हूँ। मुझे खेद है कि ड्रग्स के क्षेत्र में इंडियन सेक्टर को तरजीह नहीं दी जा रही है। अभी भी इस क्षेत्र में मल्टीनेशनल्स और फेरा कम्पनीज की मातापत्नी है। मैं अभी रिपोर्ट पढ़ रहा था, 7 फेरा कम्पनीज में से 4 का एकवीटी पार्टिसिपेशन 40 परसेंट में आया है और अभी भी कार्यवाही चल रही है। हिन्दुस्तान में ड्रग्स के मामले में आत्मनिर्भरता अब ऐसी स्थिति में आ गई कि अगर सरकार चाहे और ड्यू एनकरेजमेंट मिले तो कोई वजह नहीं है कि मल्टीनेशनल कम्पनीज को देश के बाहर दौलत ले जाने की इजाजत मिले। हमें अपने इंडियन सेक्टर को, इंडियन कम्पनीज को एन्करेज करना चाहिए लेकिन इस सम्बन्ध में अभी रफ्तार बहुत धीमी है। कल राज्य मंत्री ने जब डिबेट में इन्टरवान किया तो मैं उसको सुन रहा था। मुझे सुनकर हैरत हुई। मैं शायद सही हूँ, अगर मैंने ठीक सुना है, उन्होंने कहा कि छोटी पंचवर्षीय योजना में हम फेरा कम्पनीज से भी इन्वेस्टमेंट की उम्मीद करते हैं, सर्वेन एमाउन्ट जो था वह मुझे याद नहीं है। मैं यह निवेदन करना चाहता हूँ कि यह बात अपने आप हमारी घोषित नीति के विपरीत है। आज हम फेरा कम्पनी से कैपिटल इन्वेस्टमेंट के लिए उम्मीद करते हैं, तो क्या इसका मतलब यह नहीं है कि हम फेरा कम्पनी को बढ़ावा देना चाहते हैं। मैं मंत्री महोदय से मांग करता हूँ कि वे इस पर पुनर्विचार करें। ड्रग्स के संबंध में यह कोशिश की जानी चाहिए, बल्कि कुछ आइटम्स तो ऐसी हैं जो पब्लिक सेक्टर प्राराम से बना सकता है। लाइसेंस के मामले में हमें हैरत हुई कि पांच लाइसेंस फेरा कम्पनी को दिए गए हैं। मेरा यह मानना है कि इस नीति में परिवर्तन करने की जरूरत है। किसी भी कीमत पर फेरा कम्पनी को इस देश में बढ़ने की इजाजत

नहीं देनी चाहिए—मेरी मंत्री महोदय से यह मांग है।

इन शब्दों के साथ उपाध्यक्ष महोदय आपको धन्यवाद देता हूँ कि आपने मुझे बोलने के लिए समय दिया।

श्री सूर्य नारायण सिंह (बलिया) : उपाध्यक्ष महोदय, कल सदन में ड्रग्स और फर्टिलाइजर के मामले में स्वावलम्बन प्राप्त करने के दृढ़ निश्चय की घोषणा सरकार की ओर से की गई और इसी तरह के उद्गार हमारे माननीय सदस्यों ने भी व्यक्त किए, लेकिन चिन्ता की बात यह है कि एक ओर आप कहते हैं कि हम स्वावलम्बन हासिल करना चाहते हैं, लेकिन जिन नीतियों का आप अनुसरण कर रहे हैं, उससे स्वावलम्बन हासिल करने का कोई सवाल पैदा नहीं हो सकता है। उस उद्देश्य की पूर्ति कभी नहीं हो सकती है।

आज हमारा देश तेल के संकट से गुजर रहा है। जैसा कि पूर्ववक्ता, श्री नलब किशोर शर्मा जी ने बताया कि गत वर्ष इम्पोर्टबिल 56 अरब के करीब देना पड़ा और अगले साल भी इसी तरह की बात होगी। इसीलिए युद्धस्तर पर तेल की खोज की समस्या हमारे सामने है, लेकिन दुर्भाग्य हमारा यह है कि तेल की खोज करने के लिए और हायर-टेक्नोलॉजी के नाम पर फारन मल्टी-नेशनल के साथ आप जो कोलाबोरेशन कर रहे हैं वह हमारे राष्ट्रीय हित के खिलाफ है और यह कितनी दुर्भाग्यपूर्ण बात है। हम उनको तेल की खोज के लिए कहते हैं और 32 ब्लाक्स इसके लिए निर्धारित किए गए हैं। इन 32 ब्लाक्स का सर्वे ओ एन जी सी ने किया था और यह कोलाबोरेशन हो रहा है, यह उनको टर्म्स-एण्ड-कंडीशन्स पर हो रहा है। मैं पूछना यह चाहता हूँ कि क्या यह हमारे राष्ट्रीय हित के अनुकूल है। वह टर्म्स-एण्ड-कंडीशन्स क्या

है—जो कुछ हमारे साइंटिस्टों ने सर्वे किया है, वह मुफ्त उनको दे दिया जाए। वे जो डाटा तैयार करेंगे, जानकारी हासिल करेंगे, उसकी कोई जानकारी हमारे इंजीनियर्स को नहीं दी जाएगी, उन पर उनका पूरा अधिकार होगा। इतना ही नहीं रैदावार में हिस्से के आधार पर उनके साथ कोलाबोरेशन हो रहा है। जो तेल निकलेगा, उसका 20 से 25 प्रतिशत तक देने की बात अखबारों में हमने देखी है। इससे और दुर्भाग्यपूर्ण बात हमारे देश के लिए क्या हो सकती है। एक ओर तेल के संकट से हमारा देश गुजर रहा है और हमारे ओ एन जी सी के जो साइंटिस्ट हैं, इंजीनियर्स हैं और टेक्नीशियन्स हैं, जो कि तेल की खोज के मामले में और देश को आत्मनिर्भर बनाने के लिए जिन्होंने पिछले दिनों काफी प्रयास किया है लेकिन आज हम ऐसा सम्झौता करने जा रहे हैं कि जो मल्टी-नेशनल कम्पनियाँ यहाँ पर आयेंगी, तेल की खोज करने के लिए, उन से ओ. एन. जी. सी. को अलग रखा जायगा। उपाध्यक्ष महोदय, पिछले दिनों यहाँ पर इस सम्बन्ध में जो प्रयास किये गये, टैकनालाजी को बढ़ाने के लिए जो कार्य किये गये, वह इस बात का सुबूत है कि ओ. एन. जी. सी. पास योग्य साइंटिस्ट तथा इंजीनियर्स की कमी नहीं है, उन के कामों के लिए हमारा देश गौरव महसूस करता है। अगर उन को पूरा मौका दिया जाता, आधुनिक टेक्नोलॉजी से उन को लैस किया जाता तो आज हम जिस अभाव से गुजरते हैं वह दिन देखने का मौका नहीं मिलता।

आज आप सेल्फ-रिलायंस की बात करते हैं। शर्मा जी ने अभी ठीक ही कहा है—जो हमारी इंस्टाल्ड कैपैसिटी है, चाहे पेट्रो-लियम इण्डस्ट्री हो, चाहे ड्रग्स या फर्टिलाइजर की इण्डस्ट्री—हम पूरी कैपैसिटी का इस्तेमाल नहीं कर पाते। इस का क्या कारण है ?

[श्री सूर्य नारायण सिंह]

सरकार नये इन्वेस्टमेण्ट करती जाये, सेल्फ-रिलाएंस की बात करती जाये— तो इस से सेल्फ-रिलाएंस नहीं आ सकती है। एक बात मैं गौरव के साथ कह सकता हूँ— हमारे यहाँ बरौनी में जो फर्टिलाइजर्स का कारखाना है वह शायद हिन्दुस्तान में अकेला कारखाना है जो 80-90 परसेण्ट लोड पर चलाता है, अगर वहाँ हम 80-90 परसेण्ट कैपेसिटी को यूटिलाइज कर सकते हैं तो दूसरी जगह पर क्यों नहीं कर सकते हैं :— इस पर गम्भीरतापूर्वक विचार करने की जरूरत है। हमें चाहिए कि हम अपनी इन्स्टाल्ड-कैपेसिटी का अधिकतम उपयोग करें और जो स्थान इन्फ्रास्ट्रक्चर से पहले से लैस है उन कारखानों का ज्यादा विस्तार करना चाहिए, हम इण्डस्ट्रियल रिलेशन्स में सुधार कर के पूरी क्षमता का प्रयोग कर सकते हैं। लेकिन यह एक विडम्बना है कि जो इन्स्टाल्ड कैपेसिटी है उस का 50 प्रतिशत भी उपयोग नहीं कर पा रहे हैं। इण्डस्ट्रियल रिलेशन्स रोज-ब-रोज खराब होते जा रहे हैं। कमी बिजली के नाम पर, कमी किसी अन्य चीज के नाम पर काम बन्द हो जाता है।

मैं यहाँ पर बरौनी की चर्चा विशेष रूप से करना चाहता हूँ— बरौनी में जो खाद का कारखाना है उस के लिए एक कैपिटल पावर प्लांट लगाने का सरकार ने निर्णय किया था जिस से कि उस कारखाने को लगातार चालू रखा जा सके, लेकिन आज तक उस को नहीं लगाया गया है। हम लोगों ने इस सम्बन्ध में बार-बार सरकार से मांग की कि उस को शीघ्र लगाया जाय। मालूम नहीं उस में क्या कठिनाई है और कब तक वह लगेगा—कुछ भी कहना मुश्किल है। बिहार में आज जो बिजली की स्थिति है उस के चलते वहाँ पर कारखाने बन्द होते रहते हैं जिस से करोड़ों रुपये का

घाटा होता है। बरौनी को भी बिजली की आपूर्ति न होने से बहुत जबरदस्त घाटा उठाना पड़ा है। इस तरफ़ सरकार को तुरन्त ध्यान देना चाहिए।

बरौनी रिफ़ाइनरी का कारखाना 1964 में शुरू हुआ था। उस समय से लेकर अब तक जितने पेट्रोलियम मिनिस्टर्स आये सभी ने इस बात का आश्वासन दिया कि बरौनी में पेट्रो-कैमिकल काम्प्लेक्स बनायेंगे। आप दूसरी जगहों पर भी बनाइये, हमें उस से ऐतराज नहीं है, लेकिन इस बात को ध्यान में रख कर प्राथमिकता दी जाय कि कहां पर इन्फ्रास्ट्रक्चर मौजूद है। यदि आप किसी ऐसी जगह पर लगाते हैं जहां साधनों की कमी है तो उस में बहुत अधिक समय लगेगा तथा सफलता भी नहीं मिलेगी। लेकिन बरौनी इस दृष्टि से एक आइडियल लोकेशन है जहां इन्फ्रास्ट्रक्चर पहले से मौजूद है। इस के चारों तरफ़ नेशनल हाई-वे है तथा रेलवे लाइनों से घिरा हुआ इलाका है। उस का माल नेपाल भूटान, बिहार, बंगाल, उत्तर प्रदेश सब तरफ़ जाता है। मैं आप को यह भी याद दिलाना चाहता हूँ—जनवरी, 1980 में आप ही ने कहा था कि बिहार में पेट्रो-कैमिकल का कारखाना जरूर लगायेंगे, लेकिन कहां लगायेंगे—इस के लिए एक कमेटी का निर्माण किया गया है, उस कमेटी की रिपोर्ट आने के बाद फ़ाइनल निश्चय करेंगे। लेकिन शायद आज तक उस कमेटी ने अपनी रिपोर्ट दाखिल नहीं की है—इस का क्या औचित्य है? बिहार—जिस की आबादी के 60 प्रतिशत लोग गरीबी की रेखा के नीचे हैं—आज तक वहां कैमिकल इण्डस्ट्रीज के सम्बन्ध में कोई डेवलपमेण्ट नहीं हुआ है। इस काम को वहां पर करने की बहुत सम्भावना है—हमारे यहाँ जो नाफ्था पैदा होता है उसमें एरोमेटिक-फ़ेन्टेड्स बहुत ज्यादा हैं, फर्टिलाइजर बनाने के नाम पर

जो उसमें वैल्यूबिल कैमिकलल्स हैं उन को जला दिया जाता है—इस से बढ़ कर राष्ट्रीय अनहित दूसरा क्या हो सकता है ? इस पर आप को गम्भीरतापूर्वक विचार करना चाहिए और हमारे मंत्री जो इस सदन को अविलम्ब आश्वासन दें कि बरीनी में पेट्रो-कैमिकल का कारखाना लगायेंगे तथा जो वहां पर फर्टिलाइजर का कारखाना है उस का विस्तार होगा, कैपिटल पावर प्लांट वहां अविलम्ब लगाने की ओर सरकार कदम उठायेगी ।

खाद की कमी की यहां पर बहुत चर्चा की गई है । बिहार के पिछड़ेपन के सवाल को ध्यान में रखते हुए नेशनल डेवलपमेंट कौन्सिल की अभी हाल की मॉटिंग में हमारे मुख्य मंत्री डा० जगन्नाथ मिश्र ने भी इस बारे में सवाल उठाया था लेकिन हम को इस गवर्नमेंट की नीति समझ में नहीं आती कि जहां पर प्रचुर मात्रा में कोयले की खदानें होती हुए भी उस पर आधारित खाद का कारखाना क्यों नहीं बन सकता है और सस्ता खाद तैयार क्यों नहीं हो सकता है, वहां पर वह कारखाने नहीं लगाती है । कोल कार्बोनाइजेशन की वाई-प्राइक्ट और फाइटो-केमिकल्स पर अगर सही तरीके से रिसर्च की जाए, तो सस्ते रेट पर दवाइयों का निर्माण किया जा सकता है और औषधों के कारखाने लगाए जा सकते हैं । इस में बिहार का क्या कसूर है कि यह सरकार इस सम्बन्ध में कई निर्णय नहीं ले रही है और इस तरह से बिहार को उपेक्षा कर रही है ।

अन्त में मैं एक बात और कहना चाहता हूँ । पाइराइट्स की खानें बिहार के अमरकोट स्थान, जोकि रोहतास जिले में है, काफी मात्रा में उपलब्ध हैं । वहां पर ५००००० एल० का हैडक्वार्टर है मगर इस का क्या जवाब मंत्री जी के पास है कि जबकि उसका हैडक्वार्टर अमरकोट में है, उस के मैनेजिंग डाइरेक्टर और

जनरल मैनेजर, उन का निवास स्थान दिल्ली में है । इस से आप समझ सकते हैं कि वे कैसे वहां काम करते होंगे । पाइराइट्स में फास्फेट का कन्टेंट बहुत ज्यादा है और इस से वहां पर फास्फेटिक कारखाना बन सकता है लेकिन इस पर विचार करने वाला कौन है जबकि उस के मैनेजिंग डाइरेक्टर और मैनेजर अपने हैडक्वार्टर पर नहीं रहते हैं । उसमें फास्फेट का कन्टेंट ज्यादा है और आप के कई तरह के कारखाने वहां बन सकते हैं, फास्फेटिक कारखाने बन सकते हैं और दूसरे कारखाने बन सकते हैं और इस तरह से बिहार के पिछड़ेपन को दूर करने के लिए एक बहुत बड़ा कदम उठाया जा सकता है । मैं विनम्र निवेदन करना चाहता हूँ कि बिहार के पिछड़ेपन को दूर करने के लिए वहां पर रासायनिक कारखाने पेट्रो-कैमिकल्स और दूसरे कारखाने बनाने के सवाल पर आप को गम्भीरतापूर्वक विचार करना चाहिए । अब यह कहने से कोई लाभ नहीं होने वाला है कि बिहार में आज एक क्षेत्रीय उन्माद पैदा हो रहा है । यह शायद मंत्री जी को मालूम होगा, हम तो इस के बारे में जानते ही हैं कि अभी कुछ दिन पहले पार्टियों की दीवार तोड़ कर बेगूसराय में यूथ्स और स्टूडेंट्स की जितनी जमायतें हैं, वे एक जगह जमा हुई थीं और उन्होंने यह कहा था कि हमारे यहां पेट्रो-कैमिकल्स का कारखाना लगाया जाए क्योंकि बिहार एक बैकवर्ड स्टेट है । इस का फायदा बिहार के एक जिले को ही नहीं बल्कि पूरे बिहार राज्य को और पूरे देश को होगा । इस के लिए उन्होंने दो दिनों तक सरकारी कार्यालयों का घेराव किया । मैं यह कहना चाहता हूँ कि इस के पहले कि स्थिति संभाल के बाहर हो जाए, इस पर गम्भीरता पूर्वक विचार किया जाना चाहिए और बिहार

[श्री सूर्य नारायण सिंह]

की किस्मत के साथ जो खिलवाड़ किया जाता है, उस को आप बन्ध कीजिए। बिहार का विकास किया जाए और जो वहाँ की आवश्यकताएँ हैं, उन को पूरा करने के लिए अखिलम्ब कदम उठाए जाएं।

इन शब्दों के साथ मैं अपनी बात समाप्त करता हूँ।

13 hrs.

श्री कृष्ण प्रताप सिंह (महाराजगंज) : उपाध्यक्ष महोदय, शर्मा जी ने ठीक ही कहा है कि इस मंत्रालय का सम्बन्ध जहाँ किसानों से है, मनुष्यों की जिन्दगी से है, वहाँ देश की प्रगति से भी है और मुझे खुशी इस बात की है कि इस देश में जो प्राकृतिक गैस आयोग है, उस की उपलब्धियाँ इस बात की द्योतक हैं कि हमारा देश इस संकट से ऊपर एक दिन उभरेगा जिस की ओर माननीय सूर्य नारायण सिंह जी ने और दूसरे कई सदस्यों ने इशारा किया है और अपनी चिन्ता व्यक्त की है। कि विदेशी कम्पनियों के साथ जो हमारा समझौता हुआ, उसका अक्षर इस प्राकृतिक गैस आयोग पर भी पड़ेगा, उनके कार्य में कुछ रुकावट होगी। मैं समझता हूँ कि..

MR. DEPUTY SPEAKER: You can continue after lunch.

The House stands adjourned for Lunch. We shall meet again at 2.00 p.m.

13.01 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock ..

The Lok Sabha reassembled after Lunch at seven minutes past Fourteen .. of the Clock

[MR. DEPUTY-SPEAKER in the Chair].

DEMANDS FOR GRANTS, 1981-82—

Contd. . . .

MINISTRY OF PETROLEUM CHEMICALS
AND FERTILIZERS—Contd.

श्री कृष्ण प्रताप सिंह : उपाध्यक्ष महोदय, मैं कह रहा था कि तेल के उत्पादन के क्षेत्र में हम किस तरह विकास कर रहे हैं। बम्बई हाई में सागर विकास के आने के बाद जिस तरह से हमारे अधिकांश युद्ध स्तर पर काम कर रहे हैं उसको देखने का मुझे मौका मिला है और मैं निश्चित रूप से कह सकता हूँ कि हमारा देश एक न एक दिन इस क्षेत्र में आत्म-निर्भर बनेगा।

वैसे बीस सूत्री कार्यक्रम इस देश में चल रहा है। लेकिन आज भी पूरे बिहार के सभी सदस्य एक प्वाइंट प्रोग्राम को ले कर चल रहे हैं चाहे विरोधी पक्ष के लोग हों या सरकारी पक्ष के और उस में भी हम को सफलता नहीं मिल पा रही है। बीस सूत्री कार्यक्रम की समय-समय पर समीक्षा होती है कि किन-किन स्तरों पर हमें कहां तक सफलता मिली है लेकिन मुझे खेद के साथ कहना पड़ता है कि हमारा जो एक सूत्री कार्यक्रम भी है उस में भी हमें सफलता नहीं मिल पा रही है। बरौनी में पेट्रो-कैमिकल्ज की स्थापना का यह कार्यक्रम है। वहाँ से यह मांग चली आ रही है। बिहार के कितने ही मंत्री आए और गए, आश्वासन भी लोगों को दिए गए लेकिन आश्चर्य की बात है कि उसके बाद कितने ही पेट्रो-कैमिकल्ज के कारखाने की स्थापना की जा चुकी है या उसकी योजनाएँ बनाई जा चुकी हैं परन्तु बरौनी में इसकी स्थापना सम्भव नहीं हुई है। बरौनी में किस बात की कमी है? आप कहते हैं कि

वहाँ नेपथा उपलब्ध नहीं है परन्तु वहाँ का नेपथा दूसरे प्रान्तों को दिया जाता है। उस स्थिति में आप चाहते क्या हैं ? इस क्षेत्र में एक कदम तो आप आगे बढ़े होते।

1974 में जब बिहार में हमारे इसी सदन के एक माननीय सदस्य चन्द्र शेखर बाबू उद्योग मंत्रों थे उस समय उन्हीं को पहल से एक यूनिट भी वहाँ के लिए स्वीकृत हुआ था, कैप्रोलैकटम प्लांट स्वीकृत हुआ था। आज वह भी कहाँ है ? आप कब वहाँ पूरा पेट्रो कैमिकल प्लांट स्थापित करने जा रहे हैं ? कोई पेपर प्लान ही तो बना कर आप बताएं ताकि लोगों का भरोसा जमे, लोगों को विश्वास हो कि आप भी हमारे लिए कुछ सोच रहे हैं। क्या आप यह चाहते हैं कि हम भी उसी तरह से और उसी राह पर चलें जिस तरह से और जिस राह पर असम के लोग चल रहे हैं, क्या आप यही चाहते हैं कि जिस तरह से असम में आज हो रहा है, उसी तरह से वहाँ भी हो। हम नहीं चाहते कि हमारे प्रान्त के नौजवानों को इस तरह की किसी बात पर उतारू होने के लिए मजबूर होना पड़े। मैं चाहता हूँ कि सरकार अपनी हठ धमिता छोड़े। आप वहाँ एक्सपर्ट्स से जांच करा चुके हैं। उनकी सहमति आपको प्राप्त हो चुकी है। आप वहाँ पर पेट्रो-कैमिकलज की स्थापना का निर्णय लें ताकि हमारे लाखों नौजवानों का भविष्य जो अंधकारमय है, उसको एक प्रकाश की किरण मिल सके।

बहुत बड़ी संख्या में शिक्षित बेरोजगारों का दृष्टि आपके ऊपर लगा हुई है। कि जो आप एजेन्सीज देने जा रहे हैं, इस बात के लिये मैं आपकी बधाई देता हूँ कि इसे विकलांग वर्ष में जो आपके

विभाग ने पहल की है कि उनको भी पेट्रोल और डीजल की एजेन्सीज दी जायेंगी इससे विकलांगों को बहुत बड़ी उपलब्धि होगी। जो अल्प लोग शिक्षित और बेरोजगार हैं उनका कोई रोजी का सहारा नहीं था, लेकिन अब आप इस तरह के लोगों को भी रोजगार दे रहे हैं। साथ ही देश के अनेकों ऐसे नौजवान हैं जो इंजीनियर हैं, शिक्षित हैं एम० ए० पास करके बेकार थे, उनको भी आप रोजगार देने जा रहे हैं।

एफ० सी० आई० और एच० एफ० सी० की जो एजेन्सीज हैं उनमें भी इसी तरह की प्रक्रिया अपनायी जाये कि हर प्रखंड स्तर पर शिक्षित बेरोजगारों को एजेन्सी दी जाये, और जो विकलांग हैं उनके लिये भी आरक्षण होना चाहिए।

दूसरी बात यह है आदिवासियों के लिये जो आप आरक्षण करते हैं वह कहाँ होना चाहिए इस बारे में मेरा निवेदन है कि जो आदिवासी क्षेत्र हैं जहाँ उनकी आबादी अधिक है वहीं उनके लिये आरक्षण होना चाहिए, न कि दूसरी जगह जहाँ उनकी आबादी नहीं है। मैं इस बारे में पहले भी कह चुका हूँ, फिर मंत्री महोदय से कहना चाहता हूँ कि हमारे सारन जिले में 1 प्रतिशत भी आदिवासी नहीं हैं वहाँ अगर पेट्रोल पम्प का आरक्षण आदिवासियों के लिये करते हैं तो इसका कोई औचित्य नहीं है। दक्षिण बिहार में उनके लिये आरक्षण काँजिये क्योंकि वहाँ आदिवासी अधिक रहते हैं। इसी तरह से हमारे निर्वाचन क्षेत्र में, रसूलपुर में इसकी एजेन्सी आदिवासियों के लिये आरक्षित की है जहाँ आदिवासी ही नहीं। इसलिए मंत्री जो इस बात पर विचार करें कि आरक्षण वहाँ ही जहाँ उनकी आबादी अधिक हो ताकि वहाँ आदि-

[श्री कृष्ण प्रताप सिंह]

वासी और हरिजन ज्यादा से ज्यादा लाभ उठा सकें।

माननीय शर्मा जी ने कहा है था कि इस विभाग का काफी महत्व है क्योंकि इसमें जीवन रक्षा के लिये आवश्यक दवाइयों का भी उत्पादन होता है। मैं समझता हूँ कि हमारी सरकार की जो नीति है वह काफी स्पष्ट है और देश में जीवनोपयोगी दवाओं का काफी हद तक उत्पादन हमारे देश में होगा।

इन्हीं शब्दों के साथ मैं आपको धन्यवाद देता हूँ।

श्री राम सिंह यादव (अलवर) :
उपाध्यक्ष महोदय, माननीय मंत्री महोदय ने सदन में जो मांगे पेश की हैं मैं उनका समर्थन करता हूँ। मंत्री जी को मैं इस वर्ष विशेष रूप से इसलिये भी धन्यवाद देना चाहता हूँ कि केवल इस महकमे के सामने नहीं, बल्कि सारे देश के सामने ईरान-ईराक युद्ध ने एक बहुत बड़ा चैलेंज प्रस्तुत किया था और 17 मिलियन टन जो क्रूड आयल हम बाहर से मंगाते थे उसका बहुत बड़ा अंश 11 मिलियन टन, केवल ईराक और ईरान सप्लाई करते थे। हमको ऐसा लगता था कि इस कमी की पूर्ति के लिए हमारे राष्ट्र को बड़ा प्रयत्न करना होगा। लेकिन मैं मंत्री जी की दक्षता और उनकी चतुराई और विशेष रूप से विदेशों में जाकर के जिस तरह से उन्होंने सम्पर्क स्थापित किया और सोवियत रूस, कुवैत, बल्गेरिया या और दूसरे देशों से जिस तरह से क्रूड आयल की सप्लाई के लिये प्रयत्न किया उसके लिये यह सदन ही नहीं बल्कि सारा राष्ट्र कृतज्ञ है।

इस बात के लिये मैं धन्यवाद देता हूँ कि 1980-81 के बजट में जो क्रूड आयल का निर्यात करने के लिये 5,600 करोड़ रु० खर्च किया है, आशा यह है कि आने वाले वर्ष में केवल राष्ट्रीय कोष से 4,855 करोड़ रु० ही खर्च होंगे।

यही नहीं, जैसा कि बम्बई हाई और, दूसरे क्षेत्रों से हम क्रूड आयल प्राप्त कर रहे हैं, अपने देश में यही प्रगति रही, जैसा माननीय मंत्री जी ने सदन में आश्वासन दिया है, उससे आशा है कि 1 हजार करोड़ रुपये की सेविजज इस वर्ष हम अपने बजट में कर सकेंगे। उसके मुकाबले में जो क्रूड आयल आयात करने पर हम खर्च करते थे।

क्रूड आयल और पेट्रोलियम प्रोडक्ट्स को मुहैया करने और सप्लाई करने में जहाँ देश में एक कीर्तिमान स्थापित किया गया है, उसके साथ-साथ मैं कहना चाहूंगा कि हमारी इस नीति में और सुधार की आवश्यकता है।

इस सुधार के बारे में मैं सब से पहला सुझाव यह देना चाहता हूँ कि एच० एस० टी०, (हाई स्पीड डीजल) या एल० डी० ओ० जो भी इस्तेमाल होते हैं, खासतौर से एल० डी० ओ० किसान अपने कुएं में पंपिंग सैट चलाने के लिए या ट्रेक्टर चलाने के लिए इस्तेमाल करता है, उसके लिए विशेष अवसर उसका होता है चाहे जुलाई-अगस्त का महीना हो या नवम्बर-दिसम्बर का महीना हो, उस समय उसकी प्राप्ति के लिए वह विशेष रूप से मुखापेक्षी रहता है। आप उस समय इसकी व्यवस्था के लिए बफर स्टॉक कायम कीजिए। वह व्यवस्था ऐसी होनी चाहिए कि जिस समय विशेष रूप से इसकी मांग की जाती है, खासतौर से एग्रीकल्चर सैक्टर में या

इंडस्ट्रियल सैक्टर में और उस समय जो बहुत बड़ा अभाव होता है, वह नहीं होना चाहिए। डीजल या दूसरे पेट्रोलियम प्रोडक्ट्स पर उस समय दुकानदारों को ब्लैक मार्केट करने का मौका नहीं मिलना चाहिए।

वितरण प्रणाली के बारे में भी मैं कहना चाहूंगा कि वह आज विकासशील देशों की मांगों के अनुरूप नहीं है। आपने जो नार्म्स स्वीकार किये हैं, वह यह हैं कि आपकी एवैलेबिलिटी क्या होगी, कितना आपके पास है? उसके साथ सेल्स और कंजम्पशन की पालिसी को लेकर जो आप चलते हैं; सभी राज्यों के लिए कुछ ऐसा समय होता है जिसमें वह पूर्णतया लागू नहीं होती। इस मामले में मैं राजस्थान का उदाहरण देना चाहूंगा। वहां 3 वर्ष से अकाल है। आपने इस वर्ष भी और गत वर्ष भी वहां डीजल आयल और पेट्रोलियम प्रोडक्ट्स सप्लाय करने के जो नार्म्स मुकर्रर किये हैं, उनकी मान्यता कायम की है, उसमें यह है कि पिछले वर्ष जितना डीजल दिया गया है, उससे 10 प्रतिशत और बढ़ा कर दे सकते हैं।

मैं निवेदन करना चाहूंगा कि राजस्थान में इस वर्ष बिजली का उत्पादन बिल्कुल गिर गया है क्योंकि चम्बल नदी में पानी नहीं था। रात भाटा अणु-शक्ति बिजली घर का इतिहास आपके सामने है कि महीने में 5, 10 दिन वह चलता है और बाकी दिनों बन्द रहता है। किसानों को बिजली नहीं मिल पाती है वहां आप डीजल के लिए यदि यह शर्त लगा दें कि पिछले वर्ष में जितना डीजल आपने दिया है, उससे केवल 10 प्रतिशत ही ज्यादा दे सकते हैं, तो मैं समझता हूँ कि यह उस प्रान्त के लिए और देश के उस भूभाग के लिए औचित्यपूर्ण व्यवहार आपके विभाग का नहीं है। मैं चाहूंगा कि आपने जो नीति निर्धारित की है, उसमें

संशोधन करें। आपकी कोई कमेटी नेशनल लेवल पर रहे या कोई दूसरा तरीका हो, जो वहां स्टेट में जाकर वहां की मांग का जायजा ले अपनी सिफारिश करे और उसके अनुरूप आप उस जगह सप्लाय करें।

पहली बार आपके विभाग में एक और बात देखने को मिलती है, जिसको आपने भी अनुभव किया होगा। आपने सबसे इस महकमे का चार्ज लिया है, मैं मानता हूँ कि उसमें डीजल की सप्लाय इतनी पर्याप्त मात्रा में की है कि उससे ब्लैक मार्केट के चांस बहुत कम हैं रहे हैं और आपने उस संभावना को समाप्त ही कर दिया है, लेकिन फिर भी आप देखते हैं कि डीजल की कीमत में और किरोसिन आयल की कीमत में 93 पैसे का फर्क है, जिसकी वजह से आपके प्रदत्तों के बावजूद भी डॉलर लॉग डीजल में किरासन आयल मिलते हैं और उसमें एडल्ट्रेशन बहुत बढ़ जाती है। इस सम्बन्ध में यह सुझाव है कि डीजल को कलॉरिंग कर दिया जाये, जिससे मिलावट का चांस न हो। लेकिन मैं एक दूसरा सुझाव यह भी देना चाहूँगा कि उस व्यक्ति को कभी भी कैरॉसिन आयल का हॉलसेल डोलर मुकर्रर न किया जाये, जो डीजल को भी डॉलर हो, और अगर ऐसे कोई डोलर मुकर्रर किये हुए हैं, तो उन्हें समाप्त कर दिया जाये। इन दोनों चीजों के डोलर अलग अलग व्यक्ति होने चाहिए। आम तौर पर स्टेट्स से रिपार्ट्स आ रही हैं कि जो व्यक्ति कैरॉसिन आयल का हॉलसेल डोलर है, यदि उसके पास डीजल का भी लाइसेंस है, तो वह निश्चित रूप से मिलावट करता है और उसको चैक करने के लिए सरकार के पास कोई एजेन्सी नहीं है। इस लिए मंत्री महोदय अपने विभाग को यह निर्देश दें कि कैरॉसिन आयल और डीजल का डॉलर एक ही व्यक्ति न हो।

[श्री राम सिंह यादव]

सरकार ने जो क्रेट पालिसी बनाई है, जिसके अन्तर्गत क्रेट में कनसेशन दी गई है, वह पालिसी बहुत अच्छी है। लेकिन जो लोग एग्रीकल्चरल सैक्टर में काम करते हैं, उन्हें विशेष सुविधायें देने के बारे में घोषणा करनी चाहिए। सरकार जिस रेट पर किसान को डीजल देती है, एग्रीकल्चरल प्राइसिज कमीशन उसी रेट को कनसिडर करता है। लेकिन किसान कोई कई बार ब्लैक से भी डीजल खरीदना पड़ता है। यदि किसान को अप्रैल, मई में 100 लिटर डीजल को जरूरत है, तो जुलाई में उसको डिमांड 200, 300 लीटर की हो जाती है। सरकार ने डीजल को डिस्ट्रिब्यूशन के लिए राशन कार्ड सिस्टम लागू किया हुआ है, हालांकि वह उसको खत्म कर रही है—कई जगह उसको खत्म भी कर दिया गया है और फ्री सेल की व्यवस्था कर दी गई है, लेकिन इम सिस्टम के अन्तर्गत किसान को डिमांड बढ़ जाने की वजह से मार्केट में दूसरे तरीके से खरीदना पड़ जाता है। इसीलिए मैंने यह मुझाव दिया है कि सरकार को एक बफर स्टॉक कायम करना चाहिए, ताकि जब किसान को अधिक आवश्यकता हो, तो सरकार उसे पर्याप्त मात्रा में डीजल दे सके। मुझे आशा है कि मंत्री महोदय इन मुझावों पर उचित ध्यान देंगे।

जहां पावर कट है, वहां इन्डस्ट्रिज को ज्यादा से ज्यादा डीजल दिया जाना चाहिए। यह महकमा इस देश की आर्थिक प्रगति के साथ जुड़ा हुआ है, चाहे वह प्रगति कृषि के क्षेत्र में हो अथवा औद्योगिक क्षेत्र में। हमारे देश की प्रगति बहुत कुछ पेट्रोलियम प्राडक्ट्स और क्रूड आयल पर निर्भर करती है। इस लिए मंत्री महोदय को इस बारे में सुचारु रूप से कदम उठाने होंगे।

जहां तक उर्वरकों का सम्बन्ध है, इस देश में नाइट्रोजन्स या फास्फेटिक फर्टीलाइजर की खपत होती है। विभाग की रिपोर्ट के अनुसार 1980-81 में नाइट्रोजन्स फर्टीलाइजर के उत्पादन का लक्ष्य 27.5 लाख टन निर्धारित किया गया था, जबकि केवल 22 लाख टन उत्पादन होने की संभावना है। पंजाब, हरियाणा और राजस्थान जैसे अन्न पैदा करने वाले जो बहुत बड़े सूबे हैं—खास तौर से राजस्थान जहां राजस्थान नहर जा रही है,—वहां फर्टीलाइजर की मांग सरकार की एसेसमेंट से ज्यादा है जिसके परिणामस्वरूप वहां पर किसानों को ब्लैक में खरीदना पड़ता है। इस लिए सरकार को इस बारे में पहले से ही व्यवस्था कर लेनी चाहिए। राजस्थान में श्री राम यूरिया फर्टीलाइजर पैदा होता है, लेकिन वह राजस्थान के किसान को नहीं मिलता है, वह राजस्थान से बाहर भेजा जाता है। सरकार को किसानों को पर्याप्त मात्रा में फर्टीलाइजर देने की व्यवस्था करनी चाहिए।

हालांकि महकमे का ध्यान फास्फेटिक उर्वरक की तरफ कम है, लेकिन किसानों को उसकी सबसे बड़ी आवश्यकता है। खास तौर से कांटा, में, जहां वाटरलॉगिंग प्राबलम है और एल्केलाइन सॉयल (Soil) डेवेलप होने लगी है, जब तक इस खाद को और बढ़ावा नहीं दिया जायेगा, वहां पर उसके कनजम्प्शन और एवेलिबिलिटी को नहीं बढ़ाया जायेगा, तब तक हमारा उत्पादन गिरता चला जायेगा।

एक चीज मैं यह निवेदन करना चाहूंगा कि जहां तक इस उर्वरक का सम्बन्ध है, इस के बारे में आप को विशेष रूप से कोई इस तरह की व्यवस्था करनी होगी, क्योंकि अभी आपने जो भी उर्वरक कारखाने लगाने के निश्चय किए हैं वह उन प्रान्तों

में हैं खास तौर से जहाँ पर या तो आप को कोल मिलता है या जहाँ गैस मिलती है, गुजरात में आप को गैस मिलती है, मुझे उस बात से कोई गुरेज नहीं है, आप उन प्रान्तों में लगाएँ, लेकिन इस के साथ-साथ जो दूसरे प्रान्त हैं उन के साथ भी मैं समझता हूँ कि आप एक औचित्यपूर्ण व्यवहार करेंगे। राजस्थान में गैस बेस्ड प्लांट लगाने की जो बात है उस के बारे में आप ने अभी तक एक भी प्लांट का निर्णय नहीं किया है। जैसा मैंने अखबारों में पढ़ा है, सवाईमाधोपुर और भरतपुर के बारे में यह देखा जा रहा है कि कहां तक ओजिविलिटी वहाँ फर्टिलाइजर प्लांट लगाने की है लेकिन अभी तक आप के मुहकमे की तरफ से कोई उस की घोषणा नहीं हुई है। मैं यह मांग करूँगा कि कम से कम दो गैस बेस्ड फर्टिलाइजर प्लांट राजस्थान को दिए जायें। उस का कारण है। आज राजस्थान जिस तरह से आगे बढ़ रहा है और राजस्थान नहर की जो तरक्की चल रही है जिस की वजह से आज केवल राजस्थान के कहीं बल्कि दूसरे प्रान्तों के भी किसान जा कर वहाँ जमीन खरीद रहे हैं, उस को प्रोबिडो बढ़ रही है, वैसे हालत में वहाँ फर्टिलाइजर की मांग आगे जाकर बढ़ेगी और बढ़ती जा रही है। तो उस आवश्यकता की पूर्ति के लिए आप को पहले से ही उस का असेसमेंट करना है और वहाँ पर ज्यादा से ज्यादा फर्टिलाइजर प्लांट लगाने की सुविधा आप को देनी चाहिए। इसलिए इस बात को आप बड़ी गंभीरता से ले और वहाँ पर फर्टिलाइजर प्लांट लगाने के लिए विशेष रूप से एक औचित्यपूर्ण व्यवहार राजस्थान के साथ करें।

ड्रग्स के बारे में जो आप ने नीति निर्धारित की है उन के बारे में मैं निवेदन करना चाहूँगा और इस बात को इस सदन में कई बार उठाया गया है कि जो लाइफ सेविंग ड्रग्स हैं उनका इस देश

के अन्दर अभाव है। इस के बारे में जो आप ने बजट पेश किया है और जो आप के विभाग की ओर से विवरण आया है उसमें आप ने इस तरह का कोई विशेष कदम नहीं उठाया है जिस से कि राष्ट्र को और सदन को आश्वस्त कर सकें कि जो लाइफ सेविंग ड्रग्स की कमी पिछले दो तीन सालों से चली आ रही है वह नहीं रहेगी। तो उस के लिए आप को कोई इस तरह का प्रावधान करना चाहिए और लाइफ सेविंग ड्रग्स या दूसरी आवश्यक दवाओं के वितरण की व्यवस्था पर भी आप को कण्ट्रोल करना चाहिए। उस की कीमत के बारे में भी आप को एक यूनिफार्म पालिसी निर्धारित करनी चाहिए। उस के लिए भी मैं ऐसा मान कर चलता हूँ कि आप कोई ऐसा विशेष कदम उठाएंगे जिससे गरीब आदिमियों को, साधारण आदिमियों को आवश्यक दवाएँ उचित कीमत पर मिलें।

अन्त में मैं निवेदन करना चाहूँगा कि दवाओं में खास तौर से एडल्टरेशन के केंसेज बहुत ज्यादा आते हैं, इंजेक्शंस में भी टेबलेट्स में भी और और दूसरी चीजों में भी। इस को रोकने के लिए कारगर कदम उठाने की आवश्यकता है। कई केंसेज जो ऐसे आए हैं कि जहाँ पर एडल्टरेटेड ड्रग्स जिन को दिए हैं उसी वक्त उन पेंशेंट्स की मृत्यु हो गई है। इसलिए यह जो एडल्टरेशन ड्रग्स के अन्दर होता है उस को रोकने के लिए और भविष्य में इस तरह के एडल्टरेशन के अक्सर कम से कम मिलें इसके लिए आप को विशेष सावधानी बरतने की आवश्यकता है।

SHRI HARIKESH BAHADUR (Gorakhpur): Mr. Deputy Speaker, Sir, I would like to begin with the non-availability of diesel and Kesosene oil in my district Gorakhpur in particular and the whole country in general. It is a big problem before the people and, therefore, Government

[Shri Harikesh Bahadur]

must try to solve this problem. Sir, since this Government came into power and till today they have increased the prices of petroleum products twice and again in future they are, perhaps, going to increase. Even the prices of sixty bulk drugs have been increased recently. Poor people of this country are not getting drugs. They are having a very limited purchasing power. They are always being suppressed by this Government. Several types of problems are created. Prices are being increased and that is why our people are in great trouble. This shows that this Government is completely an anti-people Government.

Sir, the hon. Petroleum Minister has been touring around the world for oil but he did not get oil. How much oil he has been able to get? That is the point. (Interruptions) Now, Sir, enormous money was spent on the tours of the hon. Minister who had toured several foreign countries but did not get oil. Or, if he has got oil, that is of very little significance. What is the reason? Because, men of stature are required to take oil from foreign countries. Not everybody can do that. And this Government lacks such types of people. This is my charge. People of stature should be appointed in the Union Cabinet. Now I am glad to hear that the hon. Prime Minister said that she is very much against corruption. It is a very good news, that the Prime Minister is against corruption. It is said that several corrupt people are going to be brought to book; yes, very good news and I welcome this news. But I would like to ask 'Where is the corruption?' Sir, Corruption is in the Petroleum Ministry. I am not talking of Kisan rally; I am not talking of Maruthi Take-over; I am not talking of the submarines deal; I am not talking of the Centurian tanks deal I am not going to talk of a book "the dangerous place" which was written by Mr. Moynihan who was working as the Ambassador of the United States. But I am going to talk of this Petroleum Ministry. Several types of things are

being done. Several scandalous activities are going on. The worst is the Thal Vaishet project about which Mr. Unnikrishnan spoke already in this House. Then the hon. Minister in his reply said:

"Therefore this very fact—how did he get copies—requires a CBI probe and requires a thorough investigation.

The main thing is, if the secret files and document of the Government of India are made available to people who are interested in raising such questions, then, it will be very difficult to save this country from the Defence point of view."

Sir, the hon. Minister is telling us that he is interested in saving this country, while, in fact, they are selling this country. They want that the country should be robbed but nobody should raise his voice against that. They want this country to be looted, but they do not want that we should raise our voice. (Interruptions). It is our national duty. If we come to know about any scandal, we must expose that scandal. If we are not doing that, then, we will not be performing our duty properly.

MR. DEPUTY-SPEAKER: Mr. Harikesh Bahadur, Government has called for tenders. Is it for selling the country?

SHRI HARIKESH BAHADUR: That also I will let you know. I am going to talk of many things today. You just please listen. Several cases are going to be fabricated because the Government has got baroarious design, evil design, cruel design, to suppress the opposition and the people who are in the opposition. If they could arrest men like Jayaprakash Narayan then they can commit any kind of crime also for which they are preparing. In fact, half a dozen ministers of this cabinet are involved in money-collection, Sir. But no action will be taken, I know. No enquiry will be instituted.

SHRI ANANDA GOPAL MUKHOPADHYAY (Asansol): He has got the

access to know the story. His leader was a Minister for a long time and he has access to facts. (Interruptions)

SHRI HARIKESH BAHADUR: Please listen. If I become Minister I will tell you how to administer the country. He is an old friend of mine; I don't want to say anything against him. (Interruption)

MR. DEPUTY-SPEAKER: He has got freedom of speech.

SHRI HARIKESH BAHADUR: For their knowledge I would like to say one thing more. Just listen. What is the reason that every contract is being given to the Italian firm? What is the reason behind it? Does the Minister have courage to say about it? I know he does not have the courage. It is a fact that this Italian firm which has been given this contract has not been doing well. You go and see RCF; I have visited RCF. They are not doing well. But then big contracts are given to this firm. What is the reason behind it? I don't want to say anything at this point of time but you can understand what is the reason behind it. Now, Sir, this is a thing which I am saying to the Minister because I am listening to many things outside; so I am telling this to the Minister. Let him deny it. Then I will accept it. People say that Rs. 9 crores have been taken by the people in the Government to give this Thal Vaishet contract. I would like to know whether it is a fact or not. If it is so, it is most unfortunate. Because, this country is being sold. If the hon. Minister denies it I will accept it. Let him say what the real position is. It is being said everywhere that Thal Vaishet is a very big scandal. Because, Rs. 950 crore is involved in that. Now, Sir, it may be that because of political designs or some other designs they may be taking action against some other people, fabricating charges, and so on. Now, Sir, in 1977 an Expert Committee was appointed.

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): Did you say Rs. 9 crores or Rs. 950 crores?

SHRI HARIKESH BAHADUR: Rs. 9 crores had been taken. Then the contract was finalised. But the project cost was Rs. 950 crores. These are two things. This must be properly understood. (Interruptions)

श्री रणवीर सिंह (केसरगंज): प्रापके समय की बात नहीं बोल रहे हैं। जो पहले हो चुका है, उसको बोल रहे हैं। (ब्यवधान) . .

श्री हरिकेश बहादुर: प्राप उसी को मान लीजिए।

SHRI G. M. BANATWALLA (Ponnani): Sir, I have a point of order. Now, this statement is a very general statement. It is defamatory and incriminatory in character and therefore it should not be allowed.

SHRI HARIKESH BAHADUR: Why, Sir? (Interruptions)

MR. DEPUTY-SPEAKER: Mr. Hari-kesh, he has raised a point of order. No allegation of defamatory or incriminatory nature is allowed. You have said that the Government has taken 9½ crores or something like that. Anyway I will go through the records if there is any allegation.

(Interruptions)

SHRI HARIKESH BAHADUR: If he denies, I am reply to accept. (Interruptions)

MR. DEPUTY-SPEAKER: Mr. Hari-kesh, when you make some allegations I know that you take the responsibility also. But you should have given to me in writing. Then you could make a mention about it.

SHRI HARIKESH BAHADUR: All right, Sir, I am withdrawing it. (Interruptions)

MR. DEPUTY-SPEAKER: He has already withdrawn it.

SHRI BAPUSAHEB PARULEKAR (Ratnagri): Why don't you advise the Members sitting on that side also? You advise us only. (Interruptions)

MR. DEPUTY-SPEAKER: Mr. Parulekar, these things happen on both the sides.

(Interruptions)

SHRI BAPUSAHEB PARULEKAR: But you never give them the advice. Why don't they listen to the criticism also. They should listen to this very patiently. *(Interruptions)*

MR. DEPUTY-SPEAKER: Mr. Banatwalla raised a point of order and I upheld it.

(Interruptions)

MR. DEPUTY-SPEAKER: For the information of the hon. Members, when an hon. Member is speaking, you can get up and ask him whether he is prepared to yield, unless you raise a point of order. If he is not yielding, then you cannot ask anything for clarification. *(interruptions)*

SHRI HARIKESH BHADUR: In 1977, the Government of India instituted an Expert Committee and in 1979, the letter of intent was issued. They did not take more than three months' time in deciding the entire consultancy contract when they came to power. Mr. Bahuguna was at that time the Petroleum Minister during the Janata Government regime. Nobody could raise a finger against him, I can tell you and they have no guts and courage to say anything against him. They are selling this country. Note it down and you people who are working like** do not behave like that.

(Interruptions)

MR. DEPUTY-SPEAKER: Mr. Harikesh, you continue your speech.

SHRI RANA VIR SINGH: Sir, he has mentioned like* it is highly objectionable.

AN HON. MEMBER: How can he say that? *(Interruptions)*

MR. DEPUTY-SPEAKER: I will go through the proceedings and see.... You please sit down.

श्री रणवीर सिंह : नहीं, नहीं—
आप बार-बार इस तरह की बात नहीं कर सकते हैं। इन्होंने कहा है कि

we are working like** This is highly objectionable and this should be expunged.

MR. DEPUTY-SPEAKER: I will go through the proceedings and see if any defamatory remarks are there.

(Interruptions)

श्री रणवीर सिंह : श्रीमन्, यह वापिस होना चाहिए, इसको आप देख लें।
(व्यवधान)

इन की आदत है बार बार** कहने की। यह आदत छोड़नी चाहिए और ये शब्द इनको वापिस लेने चाहिए। ..
(व्यवधान) ...

MR. DEPUTY-SPEAKER: You speak to me. Please, you leave it to me.

SHRI HARIKESH BHADUR: I am not going to withdraw. I am putting on the record.

MR. DEPUTY-SPEAKER: Now, please continue.

श्री रणवीर सिंह : आप का निर्णय क्या हुआ, इस विषय में? इन्होंने जो** कहा था, उस के सम्बन्ध में आप का निर्णय क्या हुआ? *(व्यवधान)* ...

श्री रामावतार शास्त्री : किसी का नाम तो लिया नहीं इन्होंने। एक जनरल बात कही है।

MR. DEPUTY-SPEAKER: I am sorry to say he used some words. You think that it is against you and you have brought to my notice. I will go through the proceedings. If there are any aspersions, anything derogatory or defamatory against anybody in the House or outside, I will take care of it. I will go through the proceedings.

Mr. Harikesh Bahadur, please continue and conclude.

SHRI HARIKESH BAHADUR: Now, Sir, the Expert Committee, which was constituted by the Janata Government, submitted its Report when the Janata Government went out of power. And then the final decision was taken by these people. They are the main people who are responsible for taking the decision. When Mr. Bahuguna was Petroleum Minister, he had written against the Technimont. I think the Minister will be knowing this thing. And at the same time he had also talked of proven technology and whatever was forwarded by that Department, Secretary or the experts, he had simply agreed with their suggestions and nothing else.

Now, they wanted to give this entire Bombay High gas to Tatas. But Janata Government took a decision and they said no Fractionation Plant must be set up. It was decision of the Janata Government. Sir, I would like to tell you when the decision was being taken at that time, one Member of Parliament of Congress (O), who was in Opposition at that time and now he is in the Cabinet and he had been also in the Sub-Committee to decide the things regarding consultancy contract, had written a letter to Mr. Bahuguna to consider the case of Humphrey Glasgow of the United Kingdom that their technology also should be considered. This type of letter was written by the Member of Parliament, who is now in the Cabinet. And since then they have been lobbying for this. They are not innocent people. They are just showing themselves to be innocent and now he is a Minister also. And that Member of the Congress (I) just talked a Calling Attention Motion also. That Motion was also discussed and Mr. Bahuguna also replied to it.

MR. DEPUTY-SPEAKER: No Minister is a innocent as you are.

SHRI HARIKESH BAHADUR: I am talking of all these things only because of this reason because the World Bank has cancelled this loan. They

had given this loan only at the interest rate of 7.5 per cent. Now they are taking from Euro-Dollar market etc. I do not know what is the percentage of interest on loan which they are going to pay. They are very much happy that they have got the loan. But they are not unhappy to the fact that they are just going to pay more. More burden is being put on the national Exchequer. For this they are not sorry. They are the actual custodians of national interest. We are the culprits. We are not talking of the nation and national interest. This is what they are saying.

Now, the Janata Government did its best and if the Minister is really interested to know something or do some something, then he must institute an Inquiry Committee headed by a sitting Supreme Court Judge and let him give his findings. Who is responsible for this? Will he be prepared to do this? I know, Sir, the Minister would not agree to this.

Again, Sir, I would like to tell you there had been an interview. It was conducted by four Oil Corporations for appointment of 70 LPG dealers and 140 diesel and petrol dealers in October and November last year. Sir, what happened? The selections made were nullified at the whims of the Minister. I do not know whether he had his own axe to grind. But it was nullified. I would like to quote from a news item. It says:

“Executives of oil companies were summoned....”

SHRI RAM SINGH YADAV: A paper cannot be quoted.

श्री हरिकेश बहादुर : क्यों नहीं ?
यहां पर किया जाता है । आपको मालूम नहीं है ।

MR. DEPUTY-SPEAKER: He is only quoting. He can. He can quote from any document. He cannot read from a written speech. He can quote any document.

SHRI HARIKESH BAHADUR: I am forced to say this, because I have been told by somebody that an enquiry committee is going to be instituted against me also because we are speaking here. That is why I wanted to say what is correct and what is wrong. I must clarify the position. Now I quote:

"Executives of oil companies were summoned to New Delhi on December 8, 17 and once again in the third week of the month.

Mr. Sethi, it is learnt, first congratulated the officers for conducting the interviews and selecting candidates. He then presented a list of candidates he wanted to be accommodated.

Mr. Sethi's list included certain persons who had neither applied, nor did they qualify under the guidelines circulated before the interviews.

On January 5, the head office of one of the oil corporations sent telex messages to its divisional offices instructing them to scrap the interviews and send a list of eligible candidates to the Head Office."

All this has happened

There is not much time left for me. They have taken my time.

MR. DEPUTY-SPEAKER: Only five minutes were allotted to you.

SHRI HARIKESH BAHADUR: No, Sir; you gave me ten minutes. That is why I am speaking.

Now about the drug industry. Glaxo came here with an investment of Rs. 2 lakhs. Their turnover now is Rs. 62 crores, and their assets, Rs. 60 crores. Pfizer came with an investment of Rs. 1.5 lakhs, and now they have assets worth Rs. 48 crores. How has this occurred? Only by manipulation and exploitation.

There had been some changes in the drug policy also; and that policy was laid on the Table of the House on the

28th March 1978. Why were the changes made? What kind of changes were made? I will tell them in the form of points. The first one is: retention price and common selling price not specified in the new drug policy. In 1978, the Janata Government decided to plug some loopholes. They wanted to open it, so that many things can be done. I don't know what kind of things they want to do.

Next: provisional prices of bulk drugs mentioned in DPCO 1979 but not specified in new drugs policy. Then comes power to fix retention price and pool price for sale of bulk drugs stated in DPCO 1979 but not mentioned in the new drug policy guidelines. Then we have: deviation from the new drug policy guidelines on the provisions of mark-ups for formulations. Then: provision of drug price equalization account under DPCO 1979—contravening provisions of new drug policy, Essential Commodities Act and Import Trade Control Act.

The last point is very important. It is about the discrepancies between the paper approved by the Cabinet, and DPCO 1979. I would request the hon. Minister to go into all the things. I am stating. If they are incorrect, he must tell me so.

MR. DEPUTY-SPEAKER: If they are incorrect, what will you do?

SHRI HARIKESH BAHADUR: I will stand corrected. Now, about the ONGC, I would like to say something. I had been there. I had gone to the Bombay High. as part of a committee; and I could study many things. I would like to say one thing now.

They are not having housing facilities for the employees. Many of the employees are being given about Rs. 2400 to Rs. 3600 i.e. per head per month. This amount is spent on each employee, so far as the accommodation problem is concerned, i.e. to solve it. But they are not providing housing facilities. What for are they doing this?

They are bringing in a Bill here, regarding ONGC. It will be discussed. It has already been introduced, ac-

According to it, any Member of ONGC can be removed at any moment, without giving even a show cause notice. Why has this Bill been brought in, in this House? The only motive is that several contracts are going to be decided—regarding oil exploration. Several foreign companies will be giving their tenders. Now the Minister may be interested in someone. If he asks an officer to do it and the officer does not do it, then he will be asked to get out. This is their democracy; this is their functioning.

The last point which I would like to say is that they are going to set up several fertilizer plants. Two fertilizer plants have already been set up in Thal Vaishet and also R.C. F is there. But again they are going to give two more fertilizer plants to Maharashtra. The Industry Minister of Maharashtra said this thing. I have got no grudge against it, but at least they should give some fertilizer plants to other States also. They should give some plants in Bihar and U.P. also. Shri Bishmababu is interested in that. That is why I want them.

The involvement of a Minister is more significant than anything else as indicated by the *Hindustan Times* of 21st March, 1981. I would like to know who is the Minister? What was he doing? All such type of informations must be given by the Minister. He should not just try to make other—scapegoat for what they are doing.

श्री दिलीपसिंह धूरिया (झाबुआ) :
 उपाध्यक्ष महोदय, माननीय मंत्री जी ने जो मांगें प्रस्तुत की हैं, मैं उनका समर्थन करने के लिए खड़ा हुआ हूँ।

उपाध्यक्ष महोदय, आजादी के बाद से हमारे देश में हर क्षेत्र में पेट्रोलियम पदार्थों की खपत बढ़ी है। उपाध्यक्ष महोदय, भारत में जितने खनिज भरे हुए हैं, उनको देखते हुए रूस के एक विशेषज्ञ ने कहा था कि भारत तेल पर बसा हुआ है। आप देखें कि हमने

थोड़े से प्रयत्न से आसाम, गुजरात और अन्य बहुत सारे स्थानों पर इस क्षेत्र में सफलता प्राप्त की है। छोटी पंचवर्षीय योजना में इसके लिए सिर्फ 4 हजार 3 सौ करोड़ रुपए का प्रावधान किया गया है, इसको और अधिक बढ़ाया जाना चाहिए, ताकि हम इस क्षेत्र में आत्म-निर्भर बनें। हमारी पूरी कोशिश है कि हम आत्म-निर्भर बनें। अभी हमारे यहां प्रति व्यक्ति पेट्रोलियम पदार्थों की खपत दो बैरल है, इसकी पूर्ति के लिए काफी कोशिशें की जा रही हैं, मंत्री जी भी कोशिश कर रहे हैं, इस बात के लिए मैं उनको धन्यवाद देना चाहता हूँ। आगे अभी बहुत कुछ करने की आवश्यकता है। मंत्री महोदय ने पेट्रोलियम के लिए जो योजना बनाई है वह बहुत अच्छी योजना है और आम आदमी की आवश्यकताएं, चाहे वे डीजल, घासलेट, फटिलाइजर अथवा दवाइयों की हों, उनकी पूर्ति के लिए अच्छी योजना बनाई गई है और उसके लिए मैं विभाग को धन्यवाद देता हूँ।

माननीय उपाध्यक्ष महोदय, कई प्रदेशों में बांबे हाई प्रैस पर आधारित कारखाने खोलने की योजना है। इसके लिए मध्यप्रदेश के बारे में मैं कहना चाहता हूँ कि मध्यप्रदेश शासन ने झाबुआ और रतलाम के बीच मोरवानी नामक स्थान पर यह कारखाना खोलने का प्रस्ताव भेजा था और इसके लिए भारत-शासन की जो पहली कमेटी बनी थी, उसने भी इस जगह के लिए अपनी सिफारिश की थी, लेकिन मुझे अफसोस है कि उसके बारे में फिर से कमेटी बनाई गई है।

14.55 hrs.

[SHRI CHINTAMANI PANIGARHI in the Chair]

वहां माही नदी है। पानी वहां उपलब्ध है वह कम्प्लीटली आदिवासी एरिया है। वहां रेलवे लाइन है। बस्टन रेलवे का डिवाजन रतलाम है। सब सुविधायें वहां पर उपलब्ध होते हुए किसी दूसरी जगह इसको अगर आप ले जाते हैं तो वहां के लोगों

[श्री दिलीप सिंह भूरिया]

में आक्रोश पैदा होगा। इस वास्ते मंत्री महोदय इस पर विचार करें। हमारी नेता श्रीमती इंदिरा गांधी गरीब लोगों को, आदिवासी लोगों को ऊपर उठाना चाहती हैं। यदि उनको ऊपर उठाना है तो आपको चाहिये कि झाबुआ और रतलाम के बीच मोरवानी में ब्रम्बई हाई पर आधारित फर्टिलाइजर कम्प्लैक्स की स्थापना की जाए और मेघनगर में जहां फास्फेट निकला है वहां पर सुपर फास्फेट कारखाने की स्थापना की जाए। इससे जो लोग मजदूरी की तलाश में बाहर जाते हैं उनको वहीं रोजगार मिल सकेगा और उनको लाभ पहुंचेगा।

कारवा के अन्दर 1973 में प्रधान मंत्री जी ने एक यूरिया के कारखाने का शिलान्यास किया था। उस पर 120 करोड़ लागत आने वाली थी और 495 टन यूरिया का वहां उत्पादन होने वाला था। वह भी मध्यप्रदेश में था। लेकिन आज भी उस योजना को ठंडे बस्ते में रखा हुआ है। जो काम चल रहा है वह बहुत धीमी गति से चल रहा है। इस समय जो पेट्रोलियम मंत्री हैं सैठी जी तब वह उस प्रदेश के मुख्य मंत्री थे। उन्होंने ही इस कारखाने का शिलान्यास करवाया था। मैं अनुरोध करता हूँ कि तेजा के साथ उस यूरिया कारखाने की स्थापना के काम को चालू करवाया जाए ताकि उस प्रदेश के पिछड़े हुए और गरीब लोगों को लाभ मिल सके।

आज हमारा जीवन पेट्रोलियम पदार्थों से जुड़ गया है। घासलेट की बात को ही आप लें। शहरों में बिजली आ गई है और वहां लोगों को बिजली मिल जाती है। गांवों के आदमी को घासलेट तक नहीं मिलता है। शहरी लोग जो हैं वे तेजा के साथ लपक कर उसको ले लेते हैं। गांवों और शहरों में भेदभाव नहीं होना चाहिये। ग्रामीण इलाकों में भी लोगों को पर्याप्त मात्रा में घासलेट की सप्लाई होनी चाहिये और उनको भी यह आसानी से उपलब्ध होना चाहिये।

डीजल की आवश्यकता भी निर्विवाद है। बसों, ट्रकों, गाड़ियों के लिए इसकी बहुत आवश्यकता है। किसान जो पैदा करता है उसके लिए भी उसको डीजल की बहुत ज्यादा आवश्यकता पड़ती है। अगर किसान को समय पर डीजल उपलब्ध नहीं कराया जाता है तो वह परेशान होता है, हताश हो कर बैठ जाता है और उसकी खेती बरबाद हो जाती है, फसल बरबाद हो जाती है। तब वह बैंकों तथा दूसरी एजेंसियों से जो ऋण उसने लिया होता है उसको चुका नहीं पाता है। किसान की खेती का समय आए तो उसको समय पर डीजल मिल जाना चाहिये और पर्याप्त मात्रा में मिल जाना चाहिये। इस देश को हमारे किसानों ने बनाया है। आज दूसरे देशों के आगे हम अन्न के लिए भीख मांगने नहीं जाते हैं। किसान ने अनाज के मामले में अपनी मेहनत से हमको आत्मनिर्भर बना दिया है। इस वास्ते उनकी जो डीजल की आवश्यकतायें हैं उन पर हमको विशेष ध्यान देना चाहिये। समय पर गांव में ही डीजल सप्लाई करने की व्यवस्था हो जानी चाहिये। मैं चाहता हूँ कि जो भी उसकी आवश्यकतायें हैं उनकी पूर्ति ब्लाक लेवल पर हो जानी चाहिये। अगर उसकी आवश्यकताओं की पूर्ति समय पर और तेजा के साथ की जाएगी तो भारत को वह खुशहाल बना देगा।

गांधी जी कहा करते थे कि भारत गांवों में बसता है। आप और हम सभी जो चुन कर आए हैं, अधिकतर गांवों के रहने वाले हैं। लेकिन आप देखें कि जितनी गैस की एजेंसियां दी गई हैं या जितने गैस के कनेक्शन दिए गए हैं सब शहर वालों को ही दिए गए हैं, गांवों में न गैस दी गई है और न उसकी एजेंसियां दी गई हैं। सारा लाभ शहर वालों को ही उपलब्ध कराया गया है। गांवों और शहरों में भेदभाव नहीं होना चाहिए। पहाड़ी लोग, हरिजन लोग, आदिवासी लोग,

वीकर सैकशज के लोग अधिकतर गांवों में रहते हैं। वहां जंगलों में आज लकड़ी नहीं है। खाना वो पका नहीं सकते हैं। ऐसे लोगों को गांवों में आपको गैस एंजिनियां देने की व्यवस्था करनी चाहिए और वहां आपको गैस-कनेक्शन भी देने चाहिये। और मैं तो मंत्री जो से कहना चाहता हूँ कि शहर और गांवों की जनसंख्या का बंटवारा होना चाहिए और उसी आधार पर गांवों के लोगों को भी गैस एंजिनी का लाभ मिलना चाहिए।

15 hrs.

सार्वजनिक क्षेत्र के कारखानों की रिपोर्ट मैंने पढ़ी है इसमें काफ़ी लोग लगे हुए हैं। जितने भी कोरपोरेशन्स बने हुए हैं उसके चाहे चेरमैन हो या मैनेजर हो, जो पिछड़े हुए समाज के लोग हैं इन उच्च स्थानों पर उनके रिजर्वेशन का कोटा पूरा होना चाहिए और उनको उस रिजर्वेशन का पूरा लाभ मिलना चाहिए क्योंकि वह भी आगे बढ़ना चाहते हैं और इस डिपार्टमेंट में काम करना चाहते हैं। उनको अपने रिजर्वेशन का कोटा पूरा मिलना चाहिए।

गांवों में किसान फर्टिलाइजर दूर दूर से लेते हैं। तो जो सेण्ट्रल स्टोसडी है वह गांवों के क्षेत्र में अधिक से अधिक किसानों को देनी चाहिए।

आपका अधिक समय न लेते हुए, क्योंकि आप घंटों भी बजा रहे हैं, मैं मंत्री महोदय से यह निवेदन करना चाहता हूँ कि माननीय सेठी जो हमारे प्रदेश के हैं जो बॉम्बे हाई गैस पर वेस्ट फर्टिलाइजर का कारखाना मोरवानो में खोला जाय उसमें जल्दी की जाय और दूसरे कोरवा, जिला विलासपुर में यूरिया खाद का कारखाना भी स्थापित किया जाय जिसका शिलान्यास हमारी प्रधान मंत्री जो पहले कर चुकी हैं।

MR. CHAIRMAN: Mr. K. P. Unnikrishnan, you have given intimation that during your speech on the Demands for the Ministry of Petroleum, Chemicals and Fertilizers, you would quote certain documents.

I have looked into the matter. It has been held by the Speaker on 26 February, 1965 that—

“A Member can ordinarily quote from a document that is treated by Government as secret or confidential, and which government have not disclosed in public interest.”

It has also been held that—

“While Government cannot be compelled to admit or deny the correctness of any alleged copy of a document, which is classified as secret or confidential, it is necessary for the Member who quotes from such a document, to certify that he has verified from his personal knowledge that the document is the true copy of the original with the Government and the Member will do so on his own responsibility, and the Chair will permit him to proceed. In case the Member is not prepared to give a certificate in these terms and he insists on quoting from such document the Chair may find out from the Government about the authenticity of such a document and the facts placed by the Government before the Chair will be final in determining whether such a document is genuine or not. Where Government decline to admit or deny the correctness of any alleged copy, the Chair will allow the Member to proceed and it will be for the Government to give such answer, as they think fit.”

In the light of the ruling quoted by me above, I would like to know from Shri Unnikrishnan whether he is prepared to certify that he has verified from his personal knowledge that the documents from which he wants to quote are a true copy of the originals with the Government and he will do so on his own responsibility.

SHRI K. P. UNNIKRISHNAN (Badagara). Yes, Sir. I take full responsibility and I shall authenticate it when I lay* it on the Table.

MR. CHAIRMAN: They are true copies of the original?

SHRI K. P. UNNIKRISHNAN: Yes.

SHRI G. M. BANATWALLA : If he quotes from some document, we do not have that document. He should also be prepared to lay a copy of it on the Table of the House.

SHRI K. P. UNNIKRISHNAN' I shall. This is a long-settled practice in this House.

Sir, over the years I have been taking part in the debate on the Demands for Grants of this Ministry. It has been my great pleasure to see during the earlier years also the hon. Minister having been associated with this Ministry. And, today, it is my pleasure to see him back at his desk and in this seat, not only because I have great personal regard and affection for him but also because I know he is a very able man and obviously a trusted colleague of the Prime Minister. Again whatever I may say or whatever I have said on anything, it is only out of my concern for the national interest and in discharge of my duties as a member in the service of this House.

This is a vital and crucial Ministry because the energy policy, if you have one, will determine not only the course of economic development but also in the long run the direction that we will take. Today it is important not only from the angle of industry but also in various other field like agriculture which is more fundamental to the Indian economy, transport etc. The report of the Ministry says:

"Our total requirements of imported crude oil during the year will be of the order of 16.7 million

tonnes... 7.98 million tonnes of petroleum products, and value of our imports—Rs. 5600 crores."

I would like to have a clarification from the Minister. In the succeeding paragraph, they say:

"During 1981-82, we shall have to import 15.2 million tonnes of crude and 4.73 million tonnes of petroleum products. Total foreign expenditure on these imports at the level of existing prices is likely to be of the order of Rs. 48.55 crores."

I am unable to understand these projections. In a market of escalated energy costs where prices of petroleum products are going up, this year the cost has gone upto Rs. 5600 crores for 16.7 million tonnes of crude oil. For 1981-82, they say that it will only be Rs. 48.55 crores for 15.2 million tonnes of crude oil. Last year while the volume of crude/petroleum products imported had increased only by one million tonne, in value terms the increase in price was 80.3 per cent, because there was about 75 per cent increase in the unit prices of petroleum products. You might argue that resumption of production in Assam might bring down imports. But what about other factors like international developments and growth in consumption? In this climate—political, global and economic—where is the guarantee that prices will, at least, remain stationary? Please remember that our per capita consumption of oil is one of the lowest in the world. Are you going to tell the House that our consumption growth will remain stationary? It needs some clarification.

We ought to continue to take steps for exploration of off-shore and on shore sectors. For that we had a path of self-reliance laid down by his distinguished predecessors and particularly I would like to recall the pioneering work done by Shri K. D.

* Shri K. P. Unnikrishnan laid four documents on the Table of the House which were placed in the Library. See No. LT-2311/81.

Malaviya. It requires further strengthening of ONGC and particularly its management practices and R&D effort. I know that Mr. Sethi is a busy man not only as a Minister but even otherwise also. Obviously, he is so pre-occupied. However I hope, he will find some time to attend to this basic task of strengthening the ONGC. The Engineering and Development Division in ONGC is a big division. But see the attention it gets. You can imagine this from the fact that there was no Member (Engineering and Development) for the last five years! I do not know whether anybody has been appointed now.

The energy requirements in India would be around 32 million tonnes in 1983-84 and 50 million tonnes in 1990-91 in petroleum and oil products. That was envisaged by the National Committee on Science and Technology. That is why, I doubted the earlier figures. So, it is very important that he should pay lot of attention to this and above all, to the evolution of an integrated energy policy which the Government has not been able to frame so far, though it claims that it will put the economy back on the rails. What is the energy policy pursued by this Government? Do they have an integrated energy policy or energy strategy? The Ministry of Petroleum looks after our petroleum products and imports. Coal, hydro and thermal generation in the central sector is handled by the Ministry of Energy. I do not want to comment on this Minister because this is not the appropriate occasion. My point is that it calls for an integrated energy development strategy which in many industrial section is one of the lowest in the world. So, it is very important to identify the areas of self-reliance and alternative sources of energy.

Before I come to fertilizers, I would like to say that ONGC has decided to go in for production-sharing, which has not been explained to the satisfaction of this House. You will have

to convince Parliament and the public that technology was not available except on production sharing basis and how this decision can be justified, because our refining capacity will also have to be enlarged.

Now I come to the fertilizer scene. I do not want to hurt his sensibility, because I find that has already hurt his sensitivity. The whole government, the entire governmental machinery has been let loose against innocent people. So, I hope he will forgive me, if I make some remarks about the speech he made in this House on the 23rd December 1980. While defending the position of the Government of India, he had stated:

"It is becoming absolutely clear how Braun had prejudiced the whole matter and how these reports were prepared."

—you mark the words "how these reports were prepared"

"barring the facts which should have been taken into consideration."

who are these people who prepared these reports? Probably Mr. Sharma in the first round. Mr. Lavraj Kumar headed the second group; he is now elevated, and rightly so, as the Secretary of Petroleum Ministry.

AN HON. MEMBER: Rhodes scholar.

SHRI K. P. UNNIKRISHNAN: Then you have Mr. Paul Pothan, Dr. Mukerji and Dr. Man Mohan Singh, who is now a member of the Planning Commission. The entire Government of India, the whole gamut of Secretaries are there, the technical experts known to us in the fertilizer field are there. Yet the charge that he has made is: "how these reports were made by these people". Here is the Minister of Petroleum and Chemicals, speaking in Parliament, and saying "how these reports were prepared, barring the facts which should have been taken into consideration" which means that they have deliberately suppressed vital facts leading to this

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decision. It is a very serious charge. What action has he taken, or does he contemplate taking against these people? My contention here today is that a Minister, who has to depend on the crutches of a feeble one-line note of a former Minister of State to reverse this decision has no moral authority to talk about these experts, our technologists, who are the best experts we have and our Secretaries. He has now no use for legal experts, for he says:

"Sometimes it happens, even the legal experts may not be able to see the defects."

All right, Mr. Sethi's Ministry and the Government of India have poor legal experts even though the Ministry of Law is presided over by our distinguished friend, a former High Court Judge! Probably, they were put in there by the Janata Government. Now about this opinion he is not bothered. He consciously took a decision to appoint a committee, called the B. B. Singh Committee, a second expert committee, and the Committee has, I still repeat, in clear positive terms recommended, suggested, that two plants be given to Braun, defending basically the value judgment of the previous expert committee, and the Committee of Secretaries. He does not accept this. So, what Selhi accepts is the principle of division of contracts, which offends the principle of standardisation of technology and the consequent economic advantage of economies of scale and smoothness in the transfer of technology, accepted by earlier Committees.

But he told the House that day: "To say that the Government of India has totally overruled the Expert Committee's opinion is absolutely wrong." Then he talked about experience in India. May I know from him what experience Kellog had before KALOL contract was signed? Here, from the files of the Ministry answering this criticism, I quote a note from Nawal Kishore, whoever he may be, as follows:

"C. F. Braun's letter of experience on project management under Indian conditions has been referred to as a drawback. A previous note submitted to the Committee of Special Secretaries on this matter has put it in proper perspective. I had pointed out that Braun's competitors had at one stage or the other been awarded contracts in Indian conditions when their record of experience here was no better. For example, Kellog had never built an ammonia plant themselves in India till the KALOL contract was awarded to them."

I have no comments to make!

He talked about the Technical Committee which he confused with the Committee of Secretaries. He said, and I quote:

"The Technical Committee did not realise this. It is a Committee of Secretaries. If they did not realise anything, do you mean to say the Government does not have any authority?"

Mr. Sethi, through your medium, Mr. Chairman, may I say that we are not questioning your authority? We know that you are fully conscious of your authority and you mean to use it legally, sometimes illegally and more often illegally and unconstitutionally. We know that you are conscious of the authority because this is the kind of political perspective which leads to authoritarianism. Now, we are only questioning, Mr. Minister, a small thing, a remarkable *volte face* by the Government which has resulted in an international scandal. If you want consciously to get involved, that is your choice and I have no objection! But he is willing to accept anything from Kellog. For example, Braun's letter from Kellog making a patently false claim is in the files of the Ministry that 'Braun's plant for Essochemie in Holland was shut down for 8 months'. I quote a letter from Pullman Kellog dated 29th January 1980 to the Ministry of Petroleum. Although normally I thought business-

men only send their letters to the Ministry and to the Secretary, they have not forgotten to endorse a special copy of this to Mr. P. C. Sethi, Minister for Petroleum and Chemicals. Here I quote:

“(c) We wish to confirm the telephone call which we had subsequent to our meeting, when we advised you that it has come to our attention that C. F. Braun’s plant for Essochemie at Rozenberg, Holland, has now been shut down for 8 months.”

What is the result of verification? I would like to know. Is it a fact? What action has he taken for securing business, by making a false claim? This is a question he will have to answer.

All I had suggested and demanded in this House was this. Let it go to a Committee of Technical Experts. Let the charges that have been publicly made and levelled in this House be probed by a parliamentary Committee or at least let the Prime Minister send all these files to a Supreme Court Judge for a preliminary opinion, a thing which has been done in the case of Mr. T. T. Krishnamachari or Mr. K. D. Malaviya or several others as distinguished or more distinguished than the present Minister for Petroleum and Chemicals and some of his colleagues.

When I was in his party and when I had demanded an inquiry and he was good enough to concede on Takru Commission with which Mr. Indrajit Gupta, myself and other Members were concerned. He asked me. He posed a question on 23rd. “Similarly, out of other enquiry commissions Reports nothing has come out. All these enquiry commissions, what are they? Only on the political bias such things are referred to here.” Such were his charges.

So, Mr. Sethi is only against an enquiry under the Commission of Enquiry Act and judicial and Parliamentary probes! I have demanded,

we have demanded judicial and parliamentary probe. But C. B. I. enquiry ‘yes’! Into what? C. B. I. an executive investigative agency armed under the Ministry of Home Affairs Resblution of 1963, I do not want to get involved in the details. I shall come to that later.

Now the purpose is very clear. The Government of India is busy finding alibi and talking about, briefing the press, of a deep ‘deep rooted conspiracy’, ‘international ramifications’ and so on obviously they want to get at some of us and particularly the former Minister who has left their party, Shri Bahuguna. But on the files, I find that he was all the time making queries, queries after queries; I will take a small point. He writes, “Paul Pothen in his report under consideration refers to some points which need clearance with the World Bank. May I know what they are.” And again according to this note—

“These proposals were discussed with the Minister on 17-1-1979 when the Minister in addition to this query raised above sought further clarification regarding the precise objectives, etc. etc.”

But witch hunting squad is active! That is their political style.

Mr. Chairman, in conclusion I want to say, I would like to say more on other occasions as this is not an occasion. I am sure there will be many more appropriate occasions to go back to this again. Please do not think that we will succumb to your threats and blackmail. I am not so chicken hearted that I will get scared by your illegal and un-Constitutional enquiries against any of us; threats or shadowing and telephone tapping.

To-day a police van, a wireless van is around my house. 24 hours.... (Interruptions). I have reliable information because I have some friends in police also! Police wireless vehicle No. DB 1395 is constantly parked around my house. (Interruptions) In recent days this van has a peculiar habit of going round about my house!

[Shri K. P. Unnikrishnan]

I have also reliable information that in my telephone junction box something has been put in!

SHRI HARIKESH BAHADUR: I need security. ?

SHRI K. P. UNNIKRISHNAN: I am not so chicken hearted that I will succumb to this blackmail. That distinction of being chicken hearted, in the face of CBI enquiries belong to many of his colleagues. At least I have seen one of them—I do not want to name him or embarrass him sitting at the feet of Shri Chandra Shekhar in the year of grace 1977 pleading with him, touching his feet to telephone some Chief Minister so that police should not follow him or to tell Shri Charan Singh that they should not be pursued!

I shall not wet my parts nor shall I run away. I shall repeat these charges all over again. Parliament has a function to perform.

They talk continuously about parliamentary supremacy, supremacy only over judiciary? This Parliament has certain inalienable rights. These rights and jurisdiction belong to the people of India. We shall be failing the people of India, if this Parliament is converted into any other kind of forum. We shall relentlessly assert these rights, the rights of its jurisdiction, the rights guaranteed by the Constitution, the rights given to the people. This is limited not only to the Ministry of Petroleum and Chemicals, we shall also probe into every Ministry, because that is our job, because that is the oath we have taken. Even in the face of these threats more intensified, we promise you, we shall put more and more files, expose more and more the misdeeds of every Ministry and this I mean as a promise.

MR. CHAIRMAN: The hon. Minister.

SHRI HARIKESH BAHADUR: I did not oppose the demands; I am opposing the demands.

MR. CHAIRMAN: It is sweet opposition!

SHRI G. M. BANATWALLA: It was an after-thought.

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): Mr. Chairman, Sir, I am thankful to the hon. Members who participated in the debate supporting the demands and also a few opposing the demands although late.

During the debate, the hon. Members have raised many points with regard to various facets of the Ministry. They have brought out important points before the House and also for the consideration of the Ministry. It is a fact that this is a Ministry which is very important from the energy point of view as well as from the point of view of fertiliser production, pesticides, insecticides, drugs, etc. All these very important subjects are assigned to this Ministry. Therefore, the attention of hon. Members is bound to be drawn to the various points which are being dealt with by this Ministry.

First of all, I will take the question of oil. As far as oil is concerned, it is a fact that due to the foresight of late Pandit Jawaharlal Nehru we got in our country an organisation like the Oil and Natural Gas Commission. Oil was struck in various places with the help of Soviet Union. When the help from other countries was not forthcoming, the Soviet Union came to our help and, with their help and collaboration, we could find oil in many parts of Gujarat and, apart from Assam which was producing oil, India started producing oil.

Then in the year 1969-70, when I was in charge of this Ministry in 1970-71, a decision to carry on with Bombay High was taken and it was also natural that in the case of Bombay High, we required some foreign collaboration which was obtained from France. I am happy to say that Bombay High has proved a very great success. Bombay High's production last year

was 5 million tonnes. Mr. Unnikrishnan asked me a question that this year's import bill is Rs. 5600 crores and how the import bill is going to be less next year both in terms of petroleum products as well as in terms of crude oil. Bombay High is producing at present at the rate of about 7.5 million tonnes per year. The rate of production from Bombay High has gone up by 2.5 million tonnes and it is expected that by the end of this year, Bombay High is likely to produce at the rate of about 9 million tonnes per year. Therefore, the production of Bombay High is increasing. Even if the OPEC countries increase the prices, the total content of import is not going to worry us. In spite of the fact that our demand is growing at a much faster rate and as expected by the previous Government, while the growth rate should have been 5 per cent, the growth rate in many sectors like diesel is roundabout 10—12 per cent. In spite of the fact that the growth rate of consumption is increasing at a very high speed the production of oil is also increasing. Then, we also going to use the second recovery methods for on-shore fields and by water injection and gas injection, the production on the on shore is also likely production on the on-shore is also likely tonnes and that is why the import bill is going to be less.

In this connection, I would like to point out that the Oil and Natural Gas Commission and the Oil India who are carrying on the survey, conducting the seismic survey, drilling, and exploring oil, are doing very good work and our full appreciation goes to the technicians and engineers and workers of both these organisations.

They are working in very difficult fields. For example, in the Godavari basin where the ONGC was carrying out the operation, the currents were very fast, the mud was too much and, therefore, we lost the B.O.P. and some equipment but we did not lose heart. And therefore we are carrying on even in such difficult areas.

In such areas it might become necessary, although we have reserved that item of work for ONGC, to go in for foreign collaboration for technical advice and equipment. Therefore, when the Government of India in 1980, by a Cabinet decision, decided to throw open 32 blocks, 17 off-shore and 15 on-shore for oil exploration to the foreign companies, it was only with this view that the country has got to be self-sufficient to meet the growing demand of petroleum and petroleum products.

I would come to the broad question of energy policy, which has been raised by many hon. Members. But the question is that if we want to survive and save our foreign exchange, then, the oil exploration has to be carried out at a very fast pace and, therefore, ONGC and Oil India, whose hands are full, would be doing their job. But these 32 blocks which comprises a very vast part of the country, both on-shore and off-shore, we have thrown open for the foreign companies. 67 companies entered the pre-qualifying bids. 35 were short-listed. Out of these 35 companies who were short-listed, only 23 or 22 companies have come here for discussions. They are still showing interest. They are very important companies, very experienced companies, with lot of technical know-how and a financial capacity to do the job.

We have issued a second letter and we have asked them to give a final bid which we hope that by the end of this month, April, would be received and after it is received, we shall enter into negotiations with them. We do not know as yet what would be their terms. But, I can assure the hon. Members and through the House the entire country that the interest of the country would be well taken care of and, at the same time, the Oil and Natural Gas Commission would be also taken care of. We are going to provide a clause in the agreements wherein after exploration, if oil is struck by these companies, Oil and Natural Gas Commission will have the

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option of obtaining upto 50 per cent participation with these foreign companies who are here. Therefore, Oil and Natural Gas Commission will be fully associated. And not only that. It has been pointed out by one of the hon. Members, that data would not be given by these companies to ONGC. Shri Suryanarayana Singh said and that, they will be kept also. Perhaps. But this is not the case. Oil and Natural Gas Commission would get full process data. They will get completely in touch with them, if necessary. We are keeping the option of acquiring upto 50 per cent participation in the functioning of these companies. It might be possible that, during the course of the offer and the negotiations, these companies might ask for a share in oil. In the case of Bombay High also where we are discussing at present with C.F.P. France technical collaboration for increasing the Bombay High's production from twelve million tonnes which they had earlier promised by 1983-84 to 17 million tonnes, from the North and South fields only, we are not agreeing to any sharing of oil because this field has been exported by the ONGC; our technicians have done the job, and, therefore, the question of any sharing of oil in Bombay High does not arise. But, at the same time, we are discussing with them the various norms and the various milestones on which they are prepared to work. Their Team had a second visit to India and they are going back today. We are hoping that they would be coming back again some time by the middle of this month for a final negotiation and by that time the ONGC and the Government would be in a position to take a view. But our interests is even apart from the explorations which we are going to offer to the foreign companies, our effort and objective is to increase the production of Bombay High from the present rate of 7.5 million tonnes per year to a rate of 17 million tonnes per year from the present fields by the middle of the year 1983 and, if possi-

ble, to work on B-37, B-38, R-9 and R-12 structures which are the structures in Ratnagiri and to take up further exploratory work and production work there; and if that could be possible, it is possible that Bombay High and the adjoining structures might give us oil to the tune of 20 million tonnes by the end of 1983. Therefore, this will be a great achievement. In view of the fact that there is a great possibility of oil in the off shore areas, we are ourselves—the ONGC and Oil India—carrying on exploration work in Mahanadi, Godavari and other basins, and we shall continue that effort and also ask these foreign companies. These foreign companies, when they come, will have to do a minimum work of exploration and survey, they will have to do a minimum rigging of a few wells and the question of any expenditure on our part does not arise till such time that oil is struck. Therefore, from the economical point of view, from the point of view of early find of oil, from the point of view of acquiring the technical know-how and from the point of view of keeping the ONGC in close collaboration with them, we are following a path of self-reliance. We are not selling away or bartering away any interest of India, and even if any oil-sharing clause comes in there, we will try our best to the best extent possible—to see that actually oil is not shared with them till India becomes self-sufficient. Therefore, our effort in this area is to make India self-sufficient as early as possible in view of the fact that the OPIEC prices—seeing the rate at which they are increasing—may go up further.

With regard to the ONGC also, I may point out—Mr. Unnikrishnan also raised the point that the ONGC is not functioning with full members, the Engineering Member is not there, the case for strengthening of the other Members have also pointed out ONGC—that, till now we can have only nine members, including the Chairman of the ONGC; but, now, we have taken a decision to fill up all the vacancies, and increase the total num-

ber of members on the Commission be, instead of nine to eleven. We have now the Chairman, a Member (Finance), Mr. Banerjee, Member (Materials), Mr. B. N. Jha, Member (Off-shore), Mr. Malhotra, Member (On-shore), Mr. Woodward; and for Member (Exploration), recruitment is going to take place shortly. There are three official members, and the ONGC is being fully equipped. And whatever vacancies were there, are being filled in. Similarly, we are taking quick steps to take over Oil India and completely nationalise it. Hon. Members may be knowing it—that at present it is an organisation wherein the Government of India shares 50 per cent equity and 50 equity is held by a foreign company. What we are trying is to make the oil front as fast as possible.

In this connection I would also like to point out to the hon. Members and I am grateful to the hon. Members who have pointed out that thing—I think it is Mr. Yadav who said it—that in very difficult times and particularly during the war between Iraq and Iran, when we were on the brink of a great shortage of petroleum products, not only by my going—Sir, I went abroad once and that too, at the invitation of foreign governments like France and Romania and there I did not go for oil and therefore, whatever was said by Mr. Harikesh Bahadur that I went abroad many times in search of oil is not correct, although it is a fact that Mr. Bahuguna, when he was Oil Minister, went to Libya, could not meet Mr. Gadafi for three days and had to come back—but it is the policy of the Government and it is the prestige of the Prime Minister of the country which has enabled us to get oil from other countries. Our net is already quite wide. Iran is already supplying us and we hope Iraq's supplies will also commence soon. But, with regard to this oil business, I must again very much emphasize that the prestige of the Government of India and the Prime Minister, particularly, has helped us in getting oil from Mexico, Kuwait, Qatar, Algeria, UAE, Saudi Arabia and various other

countries. Even at present, Libya which had once not very clearly given us any assurance of giving any oil has also come forward to give us 1 million tonnes of oil, but there are certain discussions pending with regard to quality of oil which we want and which they want to supply. We have also received an offer from Indonesia for their oil. Therefore, the supply of oil, in spite of the fact that Iraq-Iran war broke out, is quite sufficient. USSR which was giving us 1.5 million tonnes from the Iraqi oil-fields have now agreed to give us instead of 1.5 million tonnes, after the visit of the President Brezhnev, 2.5 million tonnes. Therefore, there is no shortage of oil or oil products. But that does not mean that we should be spending these precious products....

PROF. N. G. RANGA (Guntur):
There is a need for rationing.

SHRI P. C. SETHI: Therefore, that does not mean that we can spend these products in a merciless manner. Wherever we can conserve them, we should try to conserve them.

I now come to the distribution of oil products. I would like to say that with regard to distribution, points have been raised by Mohanlalji Sukhadia, Girdharilalji Vyas, Ydavji and also by Nawal Kishoreji. It appears that out of 17 odd members—it was the Rajasthan Day for the Petroleum & Chemicals Ministry—more than 4 or 5 Members from Rajasthan participated and they all complained that the supply of diesel and other products is very short in Rajasthan. Sir, I would like to point out that as far as Rajasthan and other States are concerned, we have written to all the States that diesel is available in good quantity. Now they must denation it. I am happy to say that from the 1st week of March, even Rajasthan has de-controlled diesel. Except Delhi, all other States have de-rationed diesel. In the month of March, we gave Rajasthan 48,000 instead of 42,490. Similarly, we gave them kerosene according to their requirements. Apart from this, I have written practically to all the Chief Ministers that if

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there is any particular shortage or demand in agricultural season, they can write to me and I would give them ad hoc quota over and above the supplies. Therefore, there is no shortage of these products.

With regard to captive units, I would like to point out that in case of shortage of electricity, power, particularly, it is possible that many of the people might have established power generation sets based on diesel. They are getting full supplies from the quota of the State Governments. I can assure the hon. Members that on that account if we have to increase the diesel to any State we will be doing so. In this very connection, I need not repeat it. Mr. Das who was the opening Batsman of this debate also had questioned about the multi-nationals lobbies and the political pressures being used which will affect the ONGC. I have tried to clarify the point with regard to the foreign parties which are coming in for this.

I would shift to the question of distribution and opening up of the new points. It has been said by Shri Harikesh Bahadur. It may surprise my friend Mr. Shejwalkar who comes from Madhya Pradesh. He knows me personally very well. He also knows my way of working. It was said that money was being exchanged for granting these agencies. I must now clarify this position. When I came over, these agencies were decided by the companies. I took a decision. These companies had taken a decision that out of the persons who had applied, they had shortlisted forty people and the rest were not invited even for the interview. The first thing that I did was to revise the decision of shortlisting.

As regards unemployed graduates, the percentage of marks did not come in their way. Anybody who is a graduate—1st class, second class or third class—must be called for interview. Therefore, my first instruction was that in the shortlisting, if they have invited only forty people for interview, that is not correct. My instruction was that those who are local

residents and who produce bona fide certificates and all those who are unemployed graduates must be called for interview. Therefore, technically, although the first interview was cancelled, all those forty people were again invited and, in order to meet the legal lacuna, a second interview was held. Irrespective of the percentage of marks they possessed, they were interviewed and these lists are being prepared.

In this connection, I would also like to clarify that there are two types of points. Thirty per cent are the general points which are not reserved to any type of categories. I issued instructions that as far as general points are concerned, the companies can take a decision on their own on the commercial basis and, on the basis of their capacity. With regard to the other seventy per cent points, 25 per cent is for the harijans and adivasis, 25 per cent for the unemployed graduates and 10 per cent for war widows and 10 per cent for handicapped persons. I am also going to revise this from the month of May. I have added a category of freedom fighters and social workers—10 per cent. For the new points, they will be considered. I have said that they may call everybody for interview and prepare a panel of fit and unfit persons and pass it on to me. It is possible that all those who had been hit by this decision—the decision is taken in the ministry—might be talking otherwise. But this is the only Ministry which is in a way trying to meet the 20-Point Programme of the Prime Minister by giving employment to the unemployed graduates and socially backward people. Therefore, this decision cannot be left in the hands of those who give it is to the moneyed people or to those who are not wedded to the philosophy. I must make it clear that a thought it may pinch somebody; this Division is going to be taken on the basis of those who believe in this philosophy and who are prepared to work for this philosophy. This decision will be deliberately taken in the ministry even if somebody says that money

is being taken. I can assure this House that not a single penny is being taken and no money will be taken.

All this propaganda that money will be taken is absolutely false. No money will be taken. As far as I am concerned Mr. Shejwalkar knows it very well.

SHRI N. K. SHEJWALKAR: (Gawaliar): Sir, I want to seek a clarification. Earlier the decisions which were being taken were based on some guidelines issued by his Department. I want to know whether those guidelines have been changed.

MR. CHAIRMAN: The Minister has explained it.

SHRI P. C. SETHI: They were the guidelines of the Ministry and these are also the guidelines of the Ministry. The question is which are the latest.

SHRI N. K. SHEJWALKAR: Why were they changed at the eleventh hour?

SHRI P. C. SETHI: Sir, I have explained the reason. There is no question of collection of any type, namely for the party or for myself or even for anybody. As far as this point is concerned it is rather very unfortunate that based only on the rumours of this type such type of allegations are made on the Floor of the House by a responsible Member.

SHRI N. K. SHEJWALKAR: It all appeared in the newspapers.

SHRI P. C. SETHI: Anything that appears in the newspapers is not a gospel truth.

Then, Sir, I would come to the question of fertilizers.

SHRI N. K. SHEJWALKAR: Would you like to say something about liquid gas?

श्री रामाबतार शास्त्री (पटना) :
पटना में 100 रु० में एक सिलेंडर बिकता है, यह बात मैं सरकार की नज़िब में लाना चाहता हूँ ।

श्रीमती कृष्णा साहू (बेगूसराय) :
कहाँ 100 रु० में बिक रहा है ?

श्री रामाबतार शास्त्री : एक इन्क्वायरी बैठे दीजिये । अगले महीने साबित हो तो मैं इस्तीफा दे दूँगा, नहीं तो आप इस्तीफा दीजिये । आपका आसानी से मिलता होगा, मुझे मिलता है, लेकिन दूसरे साधारण लोगों को नहीं मिलता है । पटना के बारे में तो मैं यह कह सकता हूँ । देवी जी ने मुझे चैलेंज किया इसलिए मैं ने कहा ।

(Interruptions)

SHRI P. C. SETHI: Sir, as far as LP gas is concerned I am really sorry that LP gas requirement is much more than what is being produced. Today we have got a production capacity of about 4 lakh metric tonnes, but on account of various strikes, problem have been faced. For example, there was a strike in Koyalı recently and which had been closed and only yesterday the strike had been called off. Instead of 10,000 cylinders only 500 cylinders were being filled. Recently in Shakurbastı we had go-slow tactics as a result of which we had short supply. Then on account of closure of Barauni there was short supply in Barauni areas, in Bihar particularly, and also U.P.

Sir, I must admit the fact that in many places the cylinders are not readily available. Sometimes it takes fifteen or twenty days or even one month. As Mr Nawal Kishore Sharma pointed out in Jaipur it takes almost two and a half months. In this connection I must say that as far as the situation at the present moment is concerned it has improved. There is no go-slow or any strike anywhere and moreover I am happy to announce that Uran plant has started production.

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since yesterday. Therefore, now we are going to have instead of 4 lakh tonnes during the course of the year or so, from Mathura and also from Bombay High, about 9 lakh metric tonnes. In this connection, I may just point out that I have issued instructions that before catering to the requirement of new consumers who are on the waiting list, whatever short supply is there, must be got over completely. I have issued these instructions. Henceforth there should be no short supply and no delay in supplying. Regarding unauthorised connections, since these are causing blackmarketing, I have issued instructions that they may be regularised. Therefore they are going to be regularised. And before issuing any new connections we would see that the old people who are our customers are catered to and their requirements are fully met. This will be ensured. And at the same time we have asked every company to open up a Department of Complaints. I would request hon. Members to do this. Whenever there is any complaint of short supply or less weight, or cylinder-gas mixed with water, or anything of this nature, whenever such things come to light, let a written complaint be made. We will also be taking necessary steps in the Ministry with regard to the question of short supply of cylinders and delay in the supply of cylinders and we would like to rectify the situation to the extent that we could possibly do.

SHRI N. K. SHEJWALKAR: What is your future policy? You said some time back that you will supply now 60,000 connections from February and then one lakh connections later. Now you say this about new connections; that there will be no new connections. So I am asking, what is your future policy.

अभी तो कह दिया कि नहीं देंगे ।

SHRI P. C. SETHI: I have not said we will not give. I have not said that (Interruptions).

SHRI N. K. SHEJWALKAR: This is a point I raised in the Debate. This

is not a new point. Please be attentive.

SHRI P. C. SETHI: I may point this out. I have not said that we will not give. What I said was this. I said that we would start giving connection to the persons who are on the waiting list only after we have assured ourselves that the old people who are our customers are regularised. Now, with regard to new connection we would be in a position to give one lakh new connection every month henceforth, because Uran has started and we would be opening up gas agencies practically in every town with a population of one lakh.

SHRI G. M. BANATWALLA (Ponnani): May I just interrupt for a minute—if you allow me? Mallapuram District in Kerala has not got even a single gas connection. May I request you to consider their case?

SHRI P. C. SETHI: I have taken note of it.

As far as Fertilizers are concerned.

AN HON. MEMBER: What about Jaisalmer?

SHRI P. C. SETHI: Exploration work will be taken up this year.

PROF. N. G. RANGA: It is too close to Pakistan.

15.58 hrs.

[MR. DEPUTY-SPEAKER in the chair.]

श्री चन्द्रमाल मणि तिवारी
(बलरामपुर): क्या गैस सिलेन्डर्स की कमी इस वर्कटपूरी की जा सकती है ?

श्री प्रकाशचन्द्र सेठी : मैंने कहा कि पूरी की जायेगी ।

I have already accepted that on account of the factors which have been explained in my note and the Ministry's report, sometimes on account of the shortage of supply of naphtha, sometimes shortage of coal, sometimes power cuts, sometimes labour trouble which has been occurring often and sometimes on account of some plants which are historically diseased which are sick plants our production has not been of the requirement or the capacity which should have been. But that does not mean that we do not have fertiliser plant which can produce up to the rated capacity. For example, the Madras Fertiliser plant is working about 90 to 95 per cent of the rated capacity. Therefore, the plant and the equipments which we have got can do well provided all the other factors are all right. It is a fact that we have got an established capacity, as far as nitrogenous fertiliser is concerned, of about 4.5 million tonnes of production. But unfortunately the production this year was only 22.1 lakh tonnes. Therefore, there was a great shortfall in the production of nitrogenous fertilisers. As far as phosphatic fertilisers are concerned, the production was to some extent less. But even then as compared to the nitrogenous fertilisers, it was about 8.5 lakhs tonnes and it was much better than nitrogenous fertilisers. We have now opened up particularly to chase each and every plant and the requirement of every plant, a Cell in the Ministry and this year we have fixed a target of about 29 lakh tonnes of production of nitrogenous fertilisers. But I will try my best to see that instead of 29 lakh tonnes, we fixed this target at 30 lakh tonnes not for the pleasure of fixing it at 30, but for achieving the production target of 30 lakh tonnes this year as far as nitrogenous fertilisers are concerned. Similarly, we are also taking steps to see that the production of phosphatic fertilisers is also increased.

16 hrs.

In this connection, I would also like to point out that we are aware

of the fact that the fertiliser consumption is growing at a very fast pace and therefore the fertiliser production has to be increased. It is with this view that a decision has been taken that now the fertiliser plants should be based as far as India is concerned—I am not talking of the phosphatic fertilisers, but as far as the nitrogenous fertilisers are concerned—either on gas or on coal—Now, the hon. Members are aware that as far as Bombay High gas is concerned, we have decided in the Sixth Plan period to have 10 plants out of which 2 have gone to Maharashtra, two will go to Gujarat, one will go to Madhya Pradesh, the location is yet to be decided by the Committee and it has to submit its report, one will go to Rajasthan and 4 plants will go to Uttar Pradesh. These 10 plants will be based on the Bombay High gas.

Then we are hopeful of putting up 11 Phosphatic fertiliser plants in the Sixth Plan period and I may assure Sukhadiji and Vyasji that as far as Saladipura and Jhamar Kotra are concerned, the results of the preliminary studies are expected to be available in September-October 1981 Shri Nawal Kishore Sharma also quoted from Annual Report where there is a reference to a report being under consideration of the Government. This was the preliminary report which the Government have accepted. Afterwards, Pyrites Phosphates and Chemicals Ltd. were asked to prepare a regular report in order to form a basis for the investment decision which is likely to be available by September-October.

With regard to the other point raised by the hon. Member, the Rajasthan Government is carrying out the question of upgrading the rock there and as soon as we hear from the Rajasthan Government about that, a decision to establish these phosphate fertiliser plants would be taken. Originally it was thought that we should have one. But now it has been clarified that we will have two and it has been provided for in the Sixth

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Plan period and I may assure Shri Sukhadia, Shri Vyas and also Vermaji and all the Members of Rajasthan that we will not go up to the last year of the Plan. We will complete them by the year 1982.

श्री चन्द्रभाल मणि तिवारी : उत्तर प्रदेश के गोंडा जिले में सर्वे घापने कम्पलीट कराया है, उस के बारे में मैं जानना चाहता हूँ, एक रिपोर्ट बह आई थी कि जमीन वहाँ अच्छी नहीं है, ऊबड़ खाबड़ है, तो मैं ने यह सजेस्ट किया था कि वह जमीन प्लेन है, तो क्या आपने फिर उस का सर्वे कराने का सोचा है ?

श्री प्रकाश चन्द्र सेठी : मैं ने अभी बताया कि मेरे पास कमेटी की रिपोर्ट आई नहीं है। जब कमेटी की रिपोर्ट आएगी तब मैं बता सकूंगा कि कौन कौन सी जगह बिचाराघोन है।

AN HON. MEMBER: Sir, what about the Fertiliser Plant in Madhya Pradesh.

MR. DEPUTY-SPEAKER: All plants will be in India. Don't worry.

SHRI P. C. SETHI: I have said we are awaiting the site selection Committee's Report and along with Rajasthan which is going to get one gas based fertiliser plant, Madhya Pradesh will also get one.

श्री सरदाररायण जटिया (उज्जैन) : मध्य प्रदेश में जो गैस बेस्ड प्लांट आने वाला है तथा मध्य प्रदेश के लिए भिये ग्रुप सर्वेक्षण का कमेटी निर्णय करने वाली है यह कार्य कब तक हो जायगा ?

श्री प्रकाश चन्द्र सेठी : ये सब सिम्बल प्लान के प्रोजेक्ट्स हैं।

श्री सरदाररायण जटिया : कौन से साल तक हो जायगा ? मध्य प्रदेश

के हैं इसलिए आप से तो हम कह ही सकते हैं।

श्री प्रकाश चन्द्र सेठी : आप कौन से साल में चाहते हैं ?

श्री सत्य नारायण जटिया : यदि इसी सन्ध किया जा सकता है तो और भी खुशी की बात है। आप की घोषणा का तो हम इन्तजार कर रहे हैं।

MR. DEPUTY-SPEAKER: All Hon. Members will also do some follow up action. You should be contracting the Minister very often.

SHRI P. C. SETHI: Sir, with regard to the Kakinada Plant, I may point out that we are awaiting the letter from the Andhra Pradesh Government and as soon as we receive the letter and communication for the transfer of the technical consultants, we will give a serious thought and also a thought to the question of retention prices.

AN HON. MEMBER: What about the participation from the Union.

SHRI P. C. SETHI: No, that is a Plant of the State Government. The State Government is free to participate with anybody they like.

PROF. N. G. RANGA: With regard to Headquarters, Sir.

SHRI P. C. SETHI: When the oil is struck there. I have long ago past that question.

PROF. N. G. RANGA: It does not matter. You are still there.

AN HON. MEMBER: What about price reduction of petrol and diesel.

SHRI P. C. SETHI: The hon. Member knows it. He has been our supporter all along.

AN HON. MEMBER: I support it. But what steps are taken by the Government to reduce or stabilise the price. In spite of being MPs, we are not able to maintain a single car. We want something to be done.

SHRI P. C. SETHI: Unfortunately the question of prices is not in our hands. Whenever the OPEC countries raise the prices, we have unfortunately to follow suit.

Now with regard to the fertiliser, Hon. Member Mr. Harikesh Bahadur and Mr. Unni Krishnan have made reference to Thal-Vaishet. Sir, as far as Thal-Vaishet is concerned, I had pointed out during the debate that it is true that the technical committee appointed by the previous Government had given a recommendation in favour of C. F. Braun. But, Sir, when we came into power, a Committee of Ministers was appointed to go into the whole problem. We went into the problem and found, as I have enumerated the points that on account of many reasons and on account of the suspicions which Mr. Harikesh Bahadur is now talking, a pay off of nine and odd Crores in a project of 950 crores; we had great suspicions that lot of pay offs have taken place in this matter. And, therefore, we had to take that suspicion into account, as well as the other considerations which I have enumerated before this House. These are: The Braun technology had reached a plateau wherefrom there was no hope of further progress; Braun had been taken over by an oil company and now their main interest was in oil, and not in fertilizers; Braun have no experience of working in India; with regard to transfer of technology, the terms and conditions which Braun were offering, were not unequivocal, but they were putting a lot of conditions; also, they were prepared to transfer technology only if all the four plants were given to them.

As far as the World Bank is concerned, I am sorry for the decision that they have taken. But I must

point out that some companies were short-listed; and Kellogg and Topsoe were among the six companies short-listed. And the World Bank was fully informed of it. And, therefore, if the World Bank had taken a decision, I don't know why they have taken it. They have decided not to finance the Thal Vaishet project. After our team visited the World Bank, and after McNamara's visit, we are likely to get a much bigger help for Hazira plant, than before. It is, therefore, an indication of the fact that it was a decision of the World Bank only with regard to Thal Vaishet, and with regard to any future project—with regard to Hazari project—they are prepared to finance us to any great length.

Therefore, how can these brave people say that they will not be cowed down by the enquiry? When a leakage of Government documents takes place, it is natural for any Government—this Government or any other—to act; and if any governmental system were to work, that Government should find out how a leakage has taken place. Therefore, CBI enquiries have been ordered. Why should the hon. Members think that the CBI enquiry will fall on them, or that CBI will go out of the way....

SHRI HARIKESH BAHADUR: We are not bothered about the whole Government, but about its machinery.

SHRI P. C. SETHI: We are not accustomed to speak that kind of a language.

MR. DEPUTY-SPEAKER: Mr. Bahadur, do you accept that you are a Member of Parliament?

SHRI P. C. SETHI: I can only assure that there is no question of any pay-offs by Topsoe or Pullman Kollog. If any pay offs have been made before that—on behalf of the other company—CBI is enquiring into it; and it is enquiring through the process of the leakage that has taken place. Some people have been

[Shri P. C. Sethi]

arrested. Some more might be arrested or might not be arrested. I cannot say. Therefore, to presume... (Interruption).

SHRI HARIKESH BAHADUR: We may be arrested; but we are not going to touch the feet of any Minister. (Interruption) They are fabricating a case.

MR. DEPUTY-SPEAKER: Why do you get up, Mr. Harikesh Bahadur?

SHRI P. C. SETHI: He is having an imaginary fear about himself or about his master.

SHRI HARIKESH BAHADUR: I have fear neither about myself, nor about my master.

SHRI N. K. SHEJWALKAR: I am not interested in motives. But the point is whether, by this change, we are going to have a loss. I made a point about our losing Rs. 55 crores every year. Is it a fact?

SHRI P. C. SETHI: We have gone into that part. As far as energy consumption is concerned, with regard to the technology which has been offered to us, there is no question of any loss of money. Of course, loss has taken place on account of the fact that the project has been delayed and on account of the delay of the project, the escalation in prices has taken place. Apart from that, there is not going to be any recurring losses; and we have gone into that case thoroughly well. Therefore, I would like to say that based on imaginary fears and based on imaginary political calculations, nothing should be said or done which would unnecessarily damage the image either of this Government or any previous government. Therefore, we should look at things as they are. If some hon. members have tabled some questions or if some hon. members have raised some points here, they are free to raise them; and that does not mean that the enquiry has been instituted

against them. The enquiry is against the leakage, and if they are not involved in the leakage, then they need not fear anything. Therefore, with regard to Thalvaishet, I have nothing to say more than that. (Interruptions)

SHRI BAPUSAHEB PARULEKAR: The hon. Minister is repeatedly saying that they should not get scared whoever they are. I would like to bring to his notice the judgment of the learned Session Judge of Delhi where he has positively mentioned that Mr. Unnikrishnan and other MPs. should be interrogated by the CBI and your public prosecutor has said that we are going to do it. That is the apprehension. You kindly note that. It is not any other apprehension. You read the judgment.

SHRI P. C. SETHI: As a Member of Parliament, the CBI not only interrogated but arrested me several times. Why are you afraid. The CBI had arrested me several times and they had searched my house. They had interrogated me for 12 hours. Why are you afraid?

SHRI HARIKESH BAHADUR: They did not interrogate you on the basis of what you had spoken on the Floor of the House. (Interruptions).

SHRI P. C. SETHI: No, no. (Interruptions).

MR. DEPUTY-SPEAKER: Nobody can take action. You have immunities. You can speak. Any government has some norms. Let us hope that every government has them.

SHRI P. C. SETHI: We have norms and we are not persecuting the opposition as we were very much persecuted during their regime. With regard to new points. I would not like to repeat them, but I may assure that wherever any petrol pump or diesel pump has been asked for or has been suggested, we would personally look into that requirement, and if opening up of new petrol pumps is required, and if the local needs are satisfied then we would certainly open them.

MR. DEPUTY-SPEAKER: I think this is the Rajasthan's day.

SHRI P. C. SETHI: The hon. member Shri Patel had raised the question of royalty of crude. With regard to royalty of crude, I may point out that the Government have decided to increase the rate of royalty payable on the indigenous produce of crude oil from Rs. 42 per tonne to Rs. 61 per tonne with effect from 1st April, although we could not have paid, according to the Act, from 1st April. It was due from September onwards, but the Cabinet has taken a decision to give it from April onwards so that the interest of the State Governments may not hurt. In this connection, I may also like to point out that the question of consultation with the State Government was raised. I may point out that the Assam and Gujarat Governments have submitted a detailed memorandum in this connection and that memorandum was taken into consideration fully before arriving at these rates. I may also like to point out that according to the present Act, the Government cannot fix the royalty at a rate exceeding 20 per cent of the sale price of the mineral oil at the oil fields or the oil well heads. Now, according to the maximum rate of royalty payable at the current price of crude oil of Rs. 305 per tonne, this works out to 61.08 per cent which has been paid. But the difficulty is that the demand of Gujarat State was perhaps that they should be paid 20 per cent of the OPEC price of the crude. That is unfair because whatever is the price which is available to Indian Oil or ONGC on the basis of the oil which we are taking out, we can pay royalty only on the basis of that and not on the basis of the OPEC prices.

AN HON. MEMBER: It is an artificial price.

SHRI P. C. SETHI: It is not an artificial price. That is the price at which we are producing and it is the pool price at which we are supplying. (Interruptions.)

But it is not permanent. This can be revised.

With regard to drugs, I would like to say only a few words because my friend Mr. Singh has dealt with the other points. I would only like to point out that with regard to drugs we are .. (Interruptions)

PROF. N. G. RANGA: Before you go to the next point, I want to raise the question of the headquarters of the Godavari basin exploration. I had written a letter.

SHRI P. C. SETHI: You have written. I have received.

PROF. N. G. RANGA: I had written a letter to say that Kakinada, Rajamundry or Vizag should be the headquarters.

SHRI P. C. SETHI: At present they are operating from Madras. But as soon as we are in a position to expand the work we would consider any of those places, whether they are suitable.

Mr. Das while dealing with the subject of drugs had pointed out about the representations of Dey-Se-Chem Limited and their worker's unit. With regard to the present state of affairs of this company, hon. Members from Bengal are aware of the fact that we have already taken over their two companies and we have received complaints from Dey-Se-Chem workers and many hon. Members and the Industrial Development Bank of India has also recently made various suggestions for the revival of this unit. We are looking into all these very seriously and if anything can be done to revive this unit, then only the question of taking over or nationalisation of this unit can be considered. (Interruptions.)

SHRI R. P. DAS (Krishnagar): But there the work is at a stand-still now. The company can be taken over.

[Shri R. P. Das]

by the Central Government and nationalised and made it a limit of 10 PL or Smith Stanistrit Co. Ltd., Calcutta, or made it a Depurate manufacturing unit.

SHRI P. C. SETHI: Our experience has been that whenever we have taken over ultimately we have to nationalise. Only taking over of the management has not solved the problem.

The hon. Member from Mathura, Mr. Singh had raised the question of Mathura Refinery and the employment of the local people there. In this connection, I may point out that first of all he had made a complaint that as a Member of Parliament he is not being allowed to enter into the Mathura Refinery premises. I have issued instructions to say that any Member of Parliament who wants to visit any complex can visit it and therefore I hope that in future whenever he wants to visit there will be no problem.

As far as the employment of local people is concerned, I may point out that out of 396 families of land losers that are there in Mathura Refineries 42 persons have been given regular jobs, Thirty more have been offered appointment. Training schemes with IOC grants have been started and 74 boys are under-going training. The difficulty might be, that he is talking, when talking of local employment, of Mathura people only. But the employment exchange is free to give us the names of boys who come from all over U. P. They are all entitled. Therefore, I have found out that in accordance with the circular of the Government of India which says that for jobs carrying a scale of pay up to Rs. 800 local people should be given employment, employment opportunities have been given to the local people. Preference is being given and will be given to them and when the Refinery starts, I think all those families which have lost the land will be surely considered and employment

will be given to local people. But it is a fact and I know from experience that in the employment exchanges, sometimes many people who are outsiders come and register themselves. Thereafter, if their names come through the employment exchanges, we cannot help it.

PROF. N. G. RANGA: Please say, you cannot help it. You look into it.

SHRI P. C. SETHI: We can only ask the State Governments today look into that matter and help us.

SHRI R. P. DAS: What about the Haldia Petro-chemical complex?

SHRI P. C. SETHI: With regard to the petrochemical complex at Haldia I would like to say that we have given a letter of intent to the West Bengal Government. Now the question of conversion as industrial licence is under consideration. In the meanwhile, we had talks with the Industries Minister, Mr. Bhattacharya and also with the Chief Minister it is now possible that the West Bengal Government might suggest that this petrochemical complex should be taken up as a joint sector project. In that case, 40 per cent of equity might come from the Central Government, 40 per cent from the West Bengal Government and 20 per cent from the public financial institutions. That is under consideration.

SHRI R. P. DAS: Will the IPCL be taking part in the Haldia complex?

SHRI P. C. SETHI: We will decide whether the IPCL should take the equity or some other agency of the Government of India should do it. Those details we have not been looked into.

With regard to the Gujarat petrochemical complex, the Gujarat state is very keen to have a petrochemical complex in their State sector. Here

also we are in touch with the State Government to see whether it will be more feasible and more practical that it should be in the joint sector along with the Central Government. We are in contact with them and we hope a decision might be taken shortly.

With regard to other petrochemical complexes Government had a pointed Site Selection Committee for a gas cracker complex in Maharashtra, a gas cracker complex in Gujarat and aromatics extraction plants. These committees have submitted their reports. The following sites have been recommended by the committees: Location of a gas cracker complex at Usar in Maharashtra; location of a gas cracker complex at Kavas in Gujarat; location of an aromatics extraction plant at Salempur in U.P.; location of an aromatics extraction plant in Cochin and location of an aromatic extraction plant at Usar in Maharashtra. These sites have now been considered by the Industrial Appraisal Committee of Department of Science & Technology from the environmental angle. These sites have also been considered by the Government and accepted. Separately the proposal for setting up of a naphtha cracker petrochemical complex at about which have said just now is also being considered in Haldia in consultation with the West Bengal Industrial Development Corporation and Government. The Government is also in close touch with the West Bengal and Gujarat Governments in regard to these projects.

While a number of phases of the refinery-cum-petrochemical complex in Assam—Bongaigaon—have now been commissioned, further phases are under erection.

Government have also accepted the recommendation of the State Selection Committee on aromatic projects that a large petrochemical project can be erected in Bihar.

Major down-stream units having investments of well over Rs. 50 crores each are also contemplated

in Madhya Pradesh, Punjab, U. P., Orissa, Karnataka, Andhra Pradesh, Gujarat, Bihar, Kerala, West Bengal, Haryana and at Morena in Madhya Pradesh. All these projects will lead to setting up of thousands of small and medium-sized units spread all over the country.

Setting up of scientific advisory committee and environment planning and coordination committee has been decided in the Ministry.

AN HON. MEMBER: What about the suggestion of Lavraj Committee about pipeline?

SHRI P. C. SETHI: That has been accepted.

SHRI R. P. DAS: What about the location of headquarters of the Hindustan Fertiliser Corporation in Calcutta?

SHRI P. C. SETHI: I cannot say casually about the location. I can discuss this matter with the hon. Member separately.

With these words, I thank you very much and thank the House.

MR. DEPUTY-SPEAKER: If the House agrees, I shall put all the cut motions together.

All cut motions were put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1982, in respect of the heads of demands entered in the second column thereof against Demand Nos. 69 to 91 relating to the Ministry of Petroleum, Chemicals and Fertilisers."

The motion was adopted.

Demands for Grants, 1981-82 in respect of the Ministry of Petroleum, Chemicals and Fertilizers voted by Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant on Account voted by the House on 13-3-1981		Amount of Demand for Grant voted by the House	
		Revenue Rs.	Capital Rs.	Revenue Rs.	Capital Rs.
1	2	3	4	5	6
		Revenue	Capital	Revenue	Capital
		Rs.	Rs.	Rs.	Rs.
MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS					
69.	Ministry of Petroleum, Chemicals and Fertilizers .	19,30,000	..	96,98,000	..
70.	Petroleum and Petro-Chemical Industries . .	17,06,52,000	34,09,69,000	85,32,63,000	170,48,47,000
71.	Chemicals and Fertilizers Industries	74,15,17,000	47,48,01,000	250,75,84,000	237,40,06,000

16.34 hrs.

***DEMANDS FOR GRANTS, 1981-82**
—Contd.

(ii) **MINISTRY OF COMMUNICATION**

MR. DEPUTY-SPEAKER: The House will now take up discussion and voting on Demand Nos. 14 to 18 relating to the Ministry of Communication for which four hours have been allotted. Hon. Members whose cut motions to the Demands for Grants have been circulated, may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

A list showing the serial numbers of cut motions desired to be moved

will be put up on the Notice Board shortly. In case any Member finds any discrepancy in the list he may kindly bring it to the notice of the officer at the Table without delay.

Motion moved:

“That the respective sums not exceeding the amounts on Revenue Account and capital Account shown in the fourth column of the Order Paper be granted to the President out of the Consolidated Fund of India to *emplete* the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1982, in respect of the heads of demands entered in the second column thereof against Demand Nos. 14 to 18 relating to the Ministry of Communications.”

*Moved with the recommendation of the President.

Demands for Grants, 1981-82 in respect of the Ministry of Communications submitted to the vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant on account voted by House on 13-3-1981		Amount of Demand for Grant submitted by the vote of the House	
		Revenue Rs.	Capital Rs.	Revenue Rs.	Capital Rs.
1	2		3		4
		Revenue Rs.	Capital Rs.	Revenue Rs.	Capital Rs.
MINISTRY OF COMMUNICATION					
14.	Ministry of Communications	52,70,000	2,69,00,0000	2,63,50,000	13,45,00,000
15.	Overseas Communications Services	3,55,360,000	4,46,77,000	17,81,81,000	17,77,83,000
16.	Posts and Telegraphs—Working Expenses	1,59,46,35,000	..	797,31,74,000	..
17.	Posts and Telegraphs—Dividend to General Revenues, Appropriation to Reserve Funds and Repayment of Loans from General Revenues	42,82,22,000	..	214,11,12,000	..
18.	Capital Outlay on Posts and Telegraphs	..	85,43,46,000	..	426,67,27,000

SHRI SUSHIL BHATTACHARYA (Burdwan): Mr. Deputy-Speaker, at the very outset I would like to draw the attention of the Government to the top heavy administrative system in the Communications Department. In 1947 there used to be only one PMG in the State of Madras. Now the figures are Tamil Nadu—2 PMGs and 2 GMs (Tele-communications) Andhra Pradesh—2 PMGs and 2 GMs (Tele-communication) Kerala—1 PMG and 2 GMs (Tele-communication) Karnataka—1 PMG and 2 GMs (Tele-communication). Recently another post of PMG has also been sanctioned in Karnataka. So, the figure rose from 1 to 19; from one Post-Master General it rose to 19 Post-Masters General and General Managers (Tele-com). Though the ratio of increase is not so much in other States, by and large the ratio of increase of top officers is far more than that of the other ranks.

Now I come to telephones. From this year the telephone charges have been increased. So, I would like to highlight the fact that the state of service of the telephones is deplorable. The telephone remains out of order for months together and whenever it is working, we are always liable to get wrong numbers. Then, when we dial for Trunks or Enquiry or phonogram we have to wait for 5 to 10 minutes to get an answer from the other side. Then the ghost bills are increasing by leaps and bounds and it is very difficult to get any redress.

So far as STD bills are concerned, why could the Ministry not arrange to have a separate bill, as you are having for phonograms and trunk call bills? Then, so far as the payment of the bill is concerned, even in the headquarters one has to stand in the queue for hours and hours. If you go to the Eastern Court any day, you

[Shri Sushil Bhattacharya]

will find, people are waiting for hours to make any payment. This is the position, so far as telephone is concerned.

So far as extending the telephone facility to the rural areas is concerned, the Government of India is now discouraging the opening of new PCOs in the villages. Is it a fact that this is due to the tele-communication side not being prepared to pay for its due share to the branch post offices? Will the Minister kindly look into the matter and see that the telephone facilities are extended to the rural population also?

So far as telegrams are concerned, nowadays they are being sent by ordinary post. Though in telegrams the Government are charging ten times more than that of an envelope, they go on sending them by ordinary mail. In that case, what is the use of spending so much money by the people on telegrams? Is it not cheating the customers?

Who are responsible for these irregularities and delays in the telegraph side? Is it on account of the inefficiency of the employees or the root of the cause is somewhere else? If it is due to defective tools, defective machinery, shortage of staff and corruption at the top. Right under the nose of the Minister, a year back some tons wire worth lakhs of rupees were found from the Samachar Bhavan which was shown as out of stock. Though a departmental enquiry was held, then they kept mum; who silenced them? Will the Minister enquire into the cause of this silence?

Coming to the postal side, it is found that every second or third year the Government is increasing the charges for postal stationery. But when you go to the post offices, it is really very difficult to get the postal stationery. What to speak of the village post offices, or the mofussil post

offices, it is very often happens even in the metropolitan cities that we have to come back with empty hands, without getting the postal stationery.

So far as the opening of rural post offices is concerned, the rate of growth has decreased. According to *Daktar* published in January 1981, the number of rural post offices opened in 1979-80 was 5,579, whereas the increase during the year is only 1,366 which means only 25 per cent. I do not know what were the difficulties this year for this poor performance.

The letters reach the addressee very late. If we try to find out the cause we notice that it is mainly due to shortage of staff and vehicles. In Calcutta where they require at least 40 vehicles, they have only 4 vehicles. This is the position. But the top officers generally blame the employees. But do you know that the shortage of staff is about 17 per cent in the Posts and Telegraph Department? This is the position about this department.

I will come to the housing position. The housing position, so far as the offices are concerned, out of about 22,305 buildings occupied by the Postal Department, only 2,727 post offices are housed in departmental buildings. The rest of the post offices numbering 19,578 are housed in rented buildings and the Government is paying Rs. 2.71 crores per annum as rent. In many cases where the landlords offered outright purchase of the buildings, generally it is found that the authority has evaded the deal. The reasons are best known to them.

So far as the staff quarters are concerned, at the moment only 5 per cent of the total employees, that is, about 5 lakhs enjoy the benefit of the staff quarters and while a departmental committee set up for this purpose recommended quarters up to the extent of 30 per cent by 1998 in a phased manner, the Planning Commission has offered only Rs. 14.50 crores with which only about 5,479 quarters can

be built till 1983 and these 5,479 buildings will house about 1 per cent of the total employees of the P & T Department.

This Ministry of Communications which is the second biggest employer next to the Railways, is not a Member of the Co-ordination Committee of the Planning Commission. When the Ministry of Education and the Ministry of Railways and other Departments have their representation in the Co-ordination Committee of the Planning Commission, why is the Communications Ministry debarred from participating or was debarred from having a representation on this Co-ordination Committee?

About the staff amenities, I can say that all kinds of staff amenities are totally denied which means that it impairs the efficiency of the employees and reduces the customers' satisfaction also, which are the main reasons for dissatisfaction among the employees, whereas if we compare officers' chambers, they are well decorated, well furnished with wall-to-wall carpets and sofa sets each costing about Rs. 15,000, and with telephones. What a contrast? Thanks to the P & T employees, they are not revolting against the ugly exhibition of affluence of the top brass.

What is the position of Class IV employees in the P & T Department? They work like slaves, they come in the morning, do the work and close the office and go back. Day in and day out they have to perform these duties. I can cite many examples. There are cases where posts of Class IV employees and positions have not been increased since 1964 whereas the posts of Superintendents have been sanctioned in a most liberal form and more head post offices are sanctioned without sanctioning the posts of Class IV employees. This is the position.

The EDAs are the worst sufferers. They are getting a paltry sum of Rs. 108 to Rs. 132 per month. Recently,

in a Government order an increase of Rs. 11 to Rs. 18 have been given in their pay packet when the regular employees have got five instalments of D.A. and two more instalments of D.A. are already due.

About the EDA Branch Postmasters, recently the Government passed an order stating that they will not get office rent. The Branch Postmaster in a village who is getting only Rs. 121 per month has to provide office free of cost. This order should be withdrawn forthwith. It is high time that the Government should honour the verdict of the Supreme Court and treat them as civil servants. At least give them adequate wages, the D.A. and other fringe benefits should be given to them at par with the regular employees at *pro rata* basis. At least you treat them as temporary employees. You treat them as part time employees so as to give them some regular benefits which other employees are also getting. At least the recommendations made by the Rajya Sabha Petitions Committee should be implemented. The Rajya Sabha Petitions Committee made thirteen recommendations in which time-bound pay scale, dearness allowance, medical facilities and other fringe benefits were there. Out of these thirteen recommendations, Government implemented only one—i.e., to give one umbrella after every three years. This is really a mockery. Because of non-fulfilment of these there is grievance amongst the rural employees and it is mounting day by day. I would request the hon. Minister to at least look into this and take note of this in right spirit, try to meet their grievances, try to meet their requirements with sympathy and with a new outlook. By and large, in spite of all these things, there is industrial peace in P & T Department. The employees are not responsible for irregularities or for delay. The Government should know about this and take effective measures. On the contrary top officials are flouting the de-

[Shri Sushil Bhattarcharya]

cisions of the Directorate. They do not implement the orders. They do not implement the instructions that they get from the Directorate for months together. Admitted claims are not paid for months together. It is high time that there should be a separate budget for P & T. If the Postal insurance and the postal savings banks are taken over, the P & T can have the status of the largest bank in comparison to all the nationalised banks. The postal savings bank is the only banking agency having its branches even in the remote villages. The services of the postal insurance and postal savings banks are increasing every year. If we take the last ten years budget, it reveals, except for 1975-76, in all these years there was surplus budget. Last year there was a comfortable surplus of Rs. 204.5 crores. This year the budget estimate has shown a surplus of Rs. 256.39 crores. This year the Department is likely to spend more than Rs. 15,000 million. The fixed assets are expected to be nearly of Rs. 28,000 million. The postal savings banks should get full transaction charges. When other banks get Rs. 8.28 as their charges the postal Department gets only Rs. 2.25 as their charges. This is gross injustice. If they get full charges, the Department can meet their expenses, on office building, staff quarters, adequate pay for the staff etc.

In the end I would like to invite the attention of the hon. Minister by saying that in order to serve the people properly the Government should change its present conservative outlook and have positive policy so that they can serve the country and it can meet the requirements of the country. The Department should be free from the intervention of the Finance and Home (Personnel Deptt.) also. I would also like to say while extracting work from the staff, he should also be competent to pay for the work performed. In the name of the

economy, their efficiency should not be diluted.

With these words, I conclude.

श्री गिरधारी लाल ब्यास (भीलवाड़ा) : उपाध्यक्ष महोदय, मैं संचार मंत्रालय की मांगों का समर्थन करता हूँ। टेलीफोन, डाक-तार और दूसरी व्यवस्था का जिस प्रकार से विस्तार हुआ है, वह तो काफी प्रशंसनीय है, लेकिन उनमें जो कमियाँ हैं मैं उनकी तरफ मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ। हमें उम्मीद है कि मंत्री महोदय उनमें आवश्यक सुधार करेंगे, जिससे लोगों को ज्यादा से ज्यादा संतोष प्राप्त हो सके।

टेलीफोन के सम्बन्ध में जो शिकायतें हैं, उनके बारे में मंत्री महोदय ने थोड़े दिन पहले हाउस में कहा था कि विस्तार की वजह से हमारी व्यवस्था में कुछ गड़बड़ी आ गई है। उस व्यवस्था को ज्यादा मजबूत करने की आवश्यकता है। किसी भी जगह चले जायें, दिल्ली, जयपुर, भीलवाड़ा या हमारे गांव सब जगह टेलीफोन की व्यवस्था एक ही ढंग से चल रही है। जब टेलीफोन मिलाते हैं, तो कह देते हैं कि आपका नम्बर आने वाला है, और उसके बाद अगर ज्यादा तंग करें, तो कहते हैं कि लाइन खराब है। कोई भी नम्बर समय पर नहीं मिल पाता है, जिसका परिणाम यह है कि जिन उद्देश्यों के लिए टेलीफोन लगाया गया है, उनकी पूर्ति नहीं हो पाती है। इस स्थिति में टेलीफोन व्यवस्था को ज्यादा से ज्यादा ठीक करने की आवश्यकता है।

मैंने पाया है कि जितने भी टेलीफोन एकत्रित हैं, वहाँ लोग पन्द्रह, बीस और पच्चीस साल से एक ही जगह पड़े हुए हैं, जिससे उनका वेस्टेड इष्ट्रेट कायम हो जाता है और सरकार की इनकम

भी मारी जाती है। कई लोग बड़े-बड़े व्यापारिक घरानों और बड़े-बड़े सेठों से मिले रहते हैं। उन लोगों को तो नम्बर एक मिनट में मिल जाता है, जबकि हम लोगों को पूरा-पूरा दिन इन्तजार करने के बाद भी नम्बर नहीं मिल पाता है। इस लिए इन वेस्टिड इन्ट्रेस्ट को वहाँ से हटाना चाहिए, ताकि इस प्रकार की गड़बड़ी न हो। विभाग को शायद यह डर हो कि यूनियन इसका विरोध करेगी। लेकिन अगर एडमिनिस्ट्रेशन को मजबूत बनाना है, तो यूनियनों से नहीं डरना चाहिए। पीछे सरकार ने यह कदम उठाया कि जितना ओवरटाइम दिया जाता था, वह बन्द कर दिया, जिसकी वजह से उसे काफी तकलीफ उठानी पड़ी। उसी प्रकार मंत्री महोदय को और हिम्मत कर के व्यवस्था में सुधार लाने की कोशिश करनी चाहिए। इन यूनियनों से डरने की जरूरत नहीं है। हाँ, उनकी वाजिब मांगों की तरफ अवश्य ध्यान देना चाहिए और जहाँ पेट का सवाल है, उन बातों पर विचार करना चाहिए। लेकिन अगर कुछ लोग यूनियन की घाँस के जरिये व्यवस्था को बिगाड़ने की कोशिश करते हैं, तो सरकार को ज्यादा से ज्यादा मजबूत और सख्त हो कर व्यवस्था को सुचारु रूप से चलाने के लिए कदम उठाना चाहिए। (व्यवधान)।

MR. DEPUTY SPEAKER: Our Minister was very famous trade union leader.

SHRI GIRDHARI LAL VYAS: I know I also work with him.

अब मैं अपने क्षेत्र के बारे में निवेदन करना चाहता हूँ। भीलवाड़ा जिले में दो तहसीलों आसीन और जहाजपुर ऐसी हैं, जो डायरेक्टली भीलवाड़ा से कनेक्टिड नहीं हैं। आसोन से भीलवाड़ा टेलीफोन करने के लिए ब्यावर और अजमेर होकर जाना पड़ता है और जहाजपुर से भील-

वाड़ा टेलीफोन करने के लिए देवली और अजमेर हो कर जाना पड़ता है। यह काफी लम्बा सर्कट है, जिसकी वजह से सारा दिन टेलीफोन मिला कर बैठे रहो, तब भी नम्बर नहीं मिलता है। इस बीच में भीलवाड़ा जा कर वापस आ सकते हैं। इसलिए मेरा यह निवेदन है कि जहाजपुर को सीधे भीलवाड़ा से मिलाया जाय, लाइन खींची जाय क्यों कि भीलवाड़ा से शाहपुरे तक लाइन खिंची हुई है, शाहपुरा से जहाजपुर मिलाना है जो केवल 25 मील है। अगर यह व्यवस्था कर दी जाय तो निश्चित तरीके से जहाजपुर क्षेत्र के लोगों को काफी सुविधा मिलेगी। इसी प्रकार की व्यवस्था आसीन्द की है। आसीन्द के लोगों को ब्यावर और अजमेर हो कर भीलवाड़े जाना पड़ता है जबकि डिस्टेंस केवल 34 मील है। इस 34 मील में भी भीलवाड़े से मांडल मिला हुआ है। नौ मील का डिस्टेंस आप निकाल दें तो 25 मील की लाइन बाकी रह जाती है। अगर आसीन्द और मांडल को जोड़ दें तो आसीन्द तहसील के लोगों को काफी रिलीफ मिलेगी। यह व्यवस्था निश्चित तरीके से की जानी चाहिए।

दूसरा मेरा निवेदन है कि आसीन्द और जहाजपुर के जो टेलीफोन एक्सचेंज हैं, जहाजपुर को तो देवली से मिला रखा है और आसीन्द को ब्यावर से मिला रखा है, टेलीफोन एक्सचेंज दूसरे स्थानों पर होने की वजह से इस व्यवस्था को हम मजबूत नहीं बना पाते और टेलीफोन की जो यह अव्यवस्था है उस के कारण लोगों को राहत नहीं मिल पाती।

बिजल को कमी की वजह से टेलीफोन की सर्विस भी ठीक प्रकार से लोगों को नहीं उपलब्ध हो पाती है। हम ने पिछली बार निवेदन किया था कि वहाँ पर अच्छे

[श्री गिरधारी बाल व्यास]

स्ट्रांग बैटरी सेट उपलब्ध कराये लेकिन ऐसे रही बैटरी सेट दे दिए कि जब बिजली फेल होती है तो टेलीफोन की लाइन बिल्कुल समाप्त हो जाती है। आप जानते हैं कई-कई स्थानों पर छः-छः; आठ-आठ घण्टे तक बिजली नहीं मिलती है, इसलिए सारे टेलीफोन एक्सचेंज पन्द्रह-पन्द्रह, सोलह-सोलह घण्टे बिल्कुल बन्द रहते हैं। इसके अभाव के कारण कई आवश्यक कार्य जिन के लिए टेलीफोन करना आवश्यक होता है धरे रह जाते हैं। इसलिए इन व्यवस्थाओं को मजबूत बनाने के लिए अच्छे बैटरी सेट जहाँ पर बिजली का अभाव है वहाँ उपलब्ध कराएँ तो काफी सुविधा रहेगी।

तीसरा मेरा निवेदन पी सी ओ के सम्बन्ध में है। हमारे जिले के बहुत से ऐसे स्थान हैं जिन के सम्बन्ध में हम ने बराबर निवेदन किया है, कि यहाँ पी सी ओ खोलिए। आप ने एक पी सी ओ पिछले साल खोला, उसके लिए हम आप के आभारी हैं। आप ने एक शम्भूगढ़ में खोला लेकिन उसके साथ-साथ दस-पन्द्रह और स्थानों की लिस्ट है जिन स्थानों पर पी सी ओ निश्चित तरीके से खुलने चाहिए। आसीन्द तहसील में अंटाली, ब्राह्मणों की सरणी और निम्बाहेड़ा ये तीन बड़े-बड़े गांव हैं जिन की आबादी करीब-करीब चार-पाँच हजार है। यहाँ सब प्रकार की मंडियाँ हैं। मंडियों के होने की वजह से लोगों को पी सी ओ को सख्त आवश्यकता है।

इसी तरह से ओड़ा तहसील में खेजड़ी है, मानूगढ़ तहसील में सींगोली और महुवा-मानपूरा है, इस के अलावा आगूचा, कंवलियास और भीलवाड़े तहसील में रूपहेली, इस प्रकार से कुल 6-7 स्थान हैं जिनके सम्बन्ध में मैंने पहले भी निवेदन किया और

अब भी मेरा निवेदन है कि इन स्थानों पर पी सी ओ खोलें तो उस से वहाँ की जनता की काफी राहत पहुंचेगी।

वरलियासपुर में आपने एक पी सी ओ खोल रखा है। वहाँ पर करीब 15-20 लोगों की डिमांड है कि वहाँ एक्सचेंज खोलना चाहिए। वहाँ एक्सचेंज खोलवाने की व्यवस्था करेंगे तो उससे लोगों को काफी लाभ पहुंचेगा।

इसी प्रकार से पोस्ट आफिस के सिलसिले में आप ने तय किया है कि हर पंचायत सेंटर पर पोस्ट आफिस खोलेंगे लेकिन अब भी बहुत सी ऐसी पंचायतें हैं जहाँ पर पोस्ट आफिस नहीं खुले हैं। इसलिए मेरा एक सुझाव है कि जो पंचायत सकिल अब बाकी रहते हैं उन पर निश्चित तरीके से पोस्ट आफिस खोलने चाहिए।

हमारे यहाँ शाहपुरा के अन्दर फूलिया एक बहुत पुराना स्थान है, बहुत पुराने जमाने में तो वह किसी रियासत की राजधानी था, मगर अब वह करीब 5-6 हजार की आबादी है। वहाँ पर एक छोटा सा पोस्ट आफिस है। उस को सब-पोस्ट आफिस में तब्दील करने के लिए वर्षों से आप से निवेदन कर रहे हैं लेकिन आप के विभाग ने उस पर कोई तवज्जह नहीं की है। इसलिए मेरी आप से प्रार्थना है कि वहाँ पर फूलिया में जो शाहपुरा तहसील में है सब-पोस्ट आफिस आप बनाएँ जिससे अड़ोस-पड़ोस के लोगों को डाक मिलने में काफी सहूलियत होगी।

एक निवेदन और है कि डाक विभाग में कुछ ऐसे पोस्ट मास्टर्स हैं जिन की

शिकायतें हैं। मैंने परसनली शिकायतों की तीन-चार चिट्ठियां लिखी हैं। बदनोर में और शम्भूगढ़ में तथा ऐसे ही और दोन्तीन स्थानों में पोस्ट मास्टर कई-कई वर्षों से वहां जमे हुए हैं और वे लोकल पालिटिक्स में इन्वाल्ड हैं। वे लोगों की चिट्ठियां खोल लेते हैं, मनीआर्डर गड़बड़ करते हैं और कई अन्य प्रकार की शिकायतें उन के खिलाफ हैं। ऐसे लोगों को ट्रांसफर करने के बारे में लिखा गया कि उन का ट्रांसफर किया जाय और उनके खिलाफ जांच कराई जाय, मगर वहां के सुपरिटेण्डेंट और अधिकारी लोग यूनियन से इतना घबड़ाते हैं कि अगर हम ट्रांसफर कर देंगे तो यूनियन वाले हमारे खिलाफ बवेला खड़ा कर देंगे।

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लेजिना जिनके खिलाफ जेन्युइन शिकायत हैं, जिन के खिलाफ भयंकर आरोप हैं, मिसाल के तौर पर शम्भूगढ़ के पोस्ट मास्टर के खिलाफ ऐसा आरोप है कि एक 500 रुपये का जो डाफ्ट आया था उसको उसने गायब कर दिया—इस तरह की शिकायत, जेन्युइन शिकायत होने के बावजूद आप उसका ट्रांसफर करने या उसके खिलाफ इन्क्वायरी करने में घबराते हैं। आप डरते हैं कि ट्रेड यूनियन मूवमेण्ट की वजह से कर देंगे लेकिन इन बातों से आप कब तक डरते रहेंगे। यदि आप इस तरह से डरते रहेंगे तो आपका मैनेजमेण्ट बिल्कुल बेकार हो जायेगा। पहले के समय में डाक-तार तथा रेलवे विभाग को सब से अच्छा विभाग माना जाता था लेकिन आजकल इन विभागों की हालत वैसी नहीं रह गई है, जैसे कि पहले थी। आज इस विभाग की साख पहले जैसी नहीं है। आज ट्रेड यूनियन मूवमेण्ट के चलते लोग इसमें भी गड़बड़ी करने की कोशिश करते हैं और

इसकी वजह से इस विभाग में बहुत डेटेरिओरेशन आया है और आपकी सारी व्यवस्थायें गड़बड़ हुई हैं। इसकी वजह से कई स्थानों पर लोगों की तकलीफें उठानी पड़ी हैं। इसलिए इस विभाग को देश में जो पहले साख बनी हुई थी उसी को फिर से कायम करने का प्रयत्न होना चाहिए और इस तरह की व्यवस्था को जानी चाहिए जिससे कि लोग इस बात को महसूस कर सकें कि डाक व तार विभाग ईमानदारी और जनता की सेवा करने वाला विभाग है। इस विभाग में जो भी खराब कर्मचारी हैं उन को निश्चित तौर से सजा मिलनी चाहिए, उनके खिलाफ कार्यवाही अवश्य होनी चाहिए। साथ ही साथ ट्रांसफर की कार्यवाही भी होनी चाहिए ताकि यह विभाग ठीक प्रकार से जनता के प्रति अपने दायित्व को पूरा कर सके।

इसी प्रकार से मैं निवेदन करना चाहता हूँ कि जिन स्थानों पर आपने सब पोस्ट-आफिस कायम किए हैं जैसे गुलाबपुरा और बनेड़ा, वहां आपने जमानों भी ले ली हैं। हमने फ्री प्लॉट दिलवाए थे, आपके विभाग ने कहा था कि बिल्डिंग बनायेंगे लेकिन अभी तक बिल्डिंग न बनने की वजह से आपके विभाग का काम वहां पर सुचारु रूप से चलाने में कठिनाई हो रही है। इसी प्रकार से भीलवाड़ा में टेलीफोन एक्सचेंज के लिए बिल्डिंग स्वीकृत की गई परन्तु अभी तक कोई काम नहीं हो रहा है। इस प्रकार से आपके विभाग में शिथिलता बढ़ती जा रही है। जो जमीन आपको वहां पर मिली है उसको भी आप एक्वायर नहीं करना चाहते हैं। टेलीफोन एक्सचेंज की नई बिल्डिंग के अभाव में पुरानी बिल्डिंग से टेलीफोन एक्सचेंज की व्यवस्था ठीक प्रकार से नहीं चलती है। इसके कारण जिनके पास टेलीफोन लगे हैं उनको काफी बड़ी तकलीफ है। इसलिए मेरी आपसे

[श्री गिरवारी लाल व्यास]

प्रार्थना है कि भीलवाड़ा शहर, जहाँ सवा लाख की आबादी है, वहाँ पर टेलीफोन एक्सचेंज की बिल्डिंग का निर्माण कार्य जल्दी से जल्दी आरम्भ करें ताकि जनता को सुविधा मिल सके।

17.03 hrs.

[SHRI K. RAJA MALLU in the Chair]

इन बातों के अतिरिक्त आपका विभाग जो और कार्य कर रहा है उसके लिए हम आपके आभारी हैं और हमें आशा है कि आपका विभाग दिन व दिन तरक्की करेगा तथा जनता की ज्यादा से ज्यादा सेवा करने में सक्षम होगा।

SHRI BAPUSAHEB PARULEKAR (Ratnagiri): Mr. Chairman, Sir, I am much obliged to you for having called me early and I thank my hon. colleagues who also gave their consent to it.

Mr. Chairman, as you know, we are discussing the Demands for Grants in respect of this Ministry after about seven years; there is a backlog of grievances for about seven years; so, I would request you not to ring the bell unless you find me irrelevant.

The Annual Report of this Ministry, which has been given to us, is, unfortunately, more or less a replica of the previous Reports which I have seen. The only job that has been done is filling up of the blanks; the Chapter paragraphs, everything has been the same for a long number of years.

I am sorry to say that this report hides more than it reveals. Neither the Members of Parliament nor the people in general would be more wise if they go through this particular report. I believe, Sir, in a democratic country like ours, it is the right of every tax-

payer to know as to how our Communications Ministry is functioning. It is no doubt true that in para 1.2 the report mentions:

"The Ministry of Communications has been able to achieve an allround progress in almost all the activities and projects under its administrative control."

I request the hon. Minister to forgive me if I am unable to agree with this particular observation in this report.

I expected that there would be reflection in the report of the promises, of the announcements which you gave to this nation, to the people of this nation, since you assumed office. I had the opportunity of going through all the press-clippings wherein I read all the announcements. I was expecting that with the hon. Minister, Mr. Stephen at the helm of affairs, there would be considerable improvements. But, with all humility, I may say that the vehicle has been put in the reverse gear.

The hon. Minister, no sooner he took charge of this Ministry, when he was questioned about the scarcity of postal stationery referred to by my learned colleague who spoke first, announced that there would not be any scarcity now because you will have a Postal Stationery and Stamp Press in Hyderabad. That is what you are believed to have said in the month of May 1980, if I am correct. I was hunting for this in this particular report was it real assurance or was it only a political gimmick. It was not only one—I can quote 10 instances but I have no time to quote and I have to go to the more important department of Telephones.

Sir, a question was raised at Bangalore that there was a demand and request from all sections that medicines are not available in the country, people are not in a position to go to the cities and, therefore, these medicines especially for the common remedies should be sold through post-offices as suggested by the Hathi Committee. I do not know whether the implementation is possible. When the question was

put you jumped on your feet and said, 'I am doing it. I am considering it.' That is what the *Indian Express* of 24th April 1980 mentions. I did not believe this. Therefore, I tried to go through the further clippings whether you have denied this anywhere. I am sure your able assistants must have brought to your notice this particular report. An eminent lawyer as you are, you know silence means consent. Your silence in regard to this statement, I take, means that your statement is true.

You also indicated that you wanted to overhaul the entire P & T Laws because they are out-dated as they were made during the British regime. I do not find any mention of it here. As you know very well, Sec. 4 of the Indian Post Office Act is being challenged in the Supreme Court as *ultra vires* and absolutely there is no reference to it in this report.

He has also gone on record saying that because of the lack of technical personnel there are certain difficulties in the Department. The hon. Minister announced that he would be creating a standing pool of technical personnel expeditiously to get the matters decided quickly. I find no mention of it here. You also said that you were going to instal computer centres in the four metropolitan cities for handling subscribers' accounts, the delivery enquiry services and variety of other complex operations. I do not find any mention nor is there any amount debited for all these things.

You promised to provide subsidised or departmental transport for women employees. Sir, this is a very important matter for cities like Delhi and Bombay where the women telephone operators have to work day and night and you know what is the position in Bombay, where women are being murdered. Mrs. Ahilya Rangnekar, ex-M.P. came and met the deputy Minister with her grievance. It has not been solved. I find from the records that nothing has been done in this connection. I do not know whether you are going to fulfil this assurance which you have given. An order to get the popular

support of the employees and the people the hon. Minister also announced that there would be a group housing scheme and he would open more holiday homes at the hill stations for the postal employees. The employees were happy. But, we do not find anything in this report about the assurances. No provision for this purpose has been made in the budget. An announcement was made in June 1980, that there would be a separate P&T Budget. If that is done, this department would be in a position to contribute substantially to the general funds of this particular Government. Are you really serious about this? If you are really serious about this, why don't you mention about that in the report? We could have gone through this and could have made certain suggestions and given you some statistics. Unfortunately there is no mention about this.

The most important thing to which I would like to invite the attention of the hon. Members of this House is the pronouncement made that all further expansion in the field of tele-communication is proposed to be based on electronics switching system. You have also declared that Government was keen to establish as early as possible indigenous—I underline the word indigenous—an manufacturing capacity for the electronics equipment.

I am sorry to say that this announcement is not very correct. On the other hand, the Department is trying to bring in some other technology and introduce the outdated cross bar system at Rae Bareilly Unit of ITT to which you have made a reference.

DR. SUBRAMANIAM SWAMY
(Bombay North East): Why are you against Rae Bareilly?

SHRI BAPUSAHEB PARULEKAR: I am not on the point of Rae Bareilly as such. The reports are there that for the electronics communication cross bar system, for the first expansion of Rae Bareilly Unit of ITT the entire unit is to be imported from B.T.M. a Belgium subsidiary of U.S. Multinational ITT. Is this the indigenous thing I would like to know from you. This report

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has also not been controverted. It is said that the import bill would be about Rs. 30 crores plus the foreign exchange. This country would be saddled with the outdated technology and the poor taxpayers will have to pay Rs. 6,000 per line. I want to know whether it is correct. Not only that. The impression among the general public is that all this is being done in spite of the fact that the design task force was appointed to find out a scheme. They have provided a scheme which is known as Indian Cross Bars. It is stated in the press; there are editorials and articles that all this is being done under the influence of the U.S. Your D.G.T.D. (Director General, Technical Development) is under pressure. This has come in the papers. I would request the hon. Minister to tell this august House in confidence and tell us if these reports are correct.

If these reports are correct, I would like to ask: whether your statement that you are going to convert this cross bar into electronic system, that too by indigenous method is correct. Which of the two things is correct? There is some mention about the post offices in the rural areas. I will leave the other things. You have said that the post offices in the rural areas have Rs. 6,800 crores savings. This is the maximum amount in the banks under the postal savings. But, what is the return that you are giving to them? In January 1980 you announce certain concessions. These concessions declared have yet to be received up to the District office level of P&T Department. For the backward area the conditions of minimum population 2500 for getting a PCO is removed. But the Superintendent of P.O. at Ratangiri tells me that they have not received any of the instructions. Hence he could not sanction. On the other hand he tells me that there is a ban of financial constraints. So, it is not possible to get the telecommunication facilities extended to the rural areas. Now you say that you have no money.

But, Sir, I would request the hon. Minister of Communications to tell us whether it is true or not that an amount of Rs. 33 crores as telephone arrears is due to your Ministry and one Member of Parliament owes you Rs. 1 lakh? Is that true? What efforts have you made to recover this amount? This is what Mr. Stephen said in the Press Conference.

PROF. N. G. RANGA: Is the Member alive?

SHRI BAPUSAHEB PARULEKAR: That he did not clarify in his Press conference, so I cannot say. Apart from what the Members owe; there are arrears to the tune of Rs. 33 crores.

Sir, coming to the Telegraph Department this Report itself shows that from 1965-66 to 1980-81 the peak of traffic was reached in 1977-78—during Janata regime—when 50.26 lakh messages and 1712.84 lakh words were telegraphed. Now, it is declining every year. Sir, is it because your telegrams are received by the persons to whom they are addressed only after the confirmatory letters are received?

Now, I come to the important Department of Telephones. I need not say much about telephones because the hon. Prime Minister has recently said which is published under your photograph, Mr. Stephen, and which you have not refuted. She said:

“The hon. Prime Minister is reported to have said that the Telephones Department is rotten and needs a lot of repair.”

Sir, the problems of the telephones cannot be solved by dramatic removal of General Managers. The telephones are not properly functioning. Everybody knows that. We need not go into the details. The hon. Chairman of Rajya Sabha and Vice-President of India has said that his sleep was disturbed five times in one night

because of wrong calls. If that is the position of the Vice-President then what about us? I, therefore, request the hon. Minister to consider all this. I would also like to know whether it would be proper to consider formation of an autonomous corporation. Improvement of the quality of the exchanges is also necessary. At the same time it is necessary that human elements which are at fault also need some change and something will have to be done in this connection. Your telephone operators or postal employees are many a time rude. Mr. Chairman, I do not understand this 'Courtesy Week' by the Department which is there once a year. Are we to take it that for the remaining 51 weeks they are discourteous?

Sir, coming to the telephones in Delhi you will find if you ring 180, 181, 182 and 183—when I was told to speak on the Demands for Grants of this Ministry I myself tried it and verified—you get that particular taped reply even at 4 A.M.

“कृपया इन्जर कीजिए, आप ब्यू में हैं।”

They go on playing the tape and they go on chit-chatting. If you dial 199, 197 and 196—which I also experienced—and keep it holding for a few minutes till a very rude voice breaks the silence. While on the line you are bound to hear the endless chatter of telephone operators about mundane matters and cross-talk. People say that they do not mind their chit-chats so much as their rudeness. I quote what my friends say:

“The subscribers say that the telephone operators need not be all sugar and honey but the minimum one expects is that they will at least speak in a soft tone.”

But, even that is not there. So, this is the situation which we face. I would therefore request the Minister to consider this. Many a time we get wrong numbers. If one Minister is to be removed from the Cabinet, by this sort of wrong-dialling system, what happens is; the telephone call

goes to some other Minister, and he gets removed from the Cabinet! And so far as STD is concerned, the joke is being narrated everywhere that STD means, 'Subscriber, try and die'. That is what STD means! Sir, during the past few years we find that many committees were appointed and we find that 200 recommendations were made by them. But these recommendations are not being implemented. Sir, shortage of cables is a much-trotted excuse which is being given for the long waiting list. But may I ask the hon. Minister one question? Is it true or not that the State-owned Cable Factories are being starved for orders whereas cables are being imported from abroad. Is it or is it not a fact? Is it or is it not a fact that there is over-staffing in the entire Telephone Department? Whereas in other countries abroad we find that 100 phones are earmarked for one employee here what we find is that 10 phones are allotted for one employee. Still you find that Rs. 26.07 crores is the amount which is paid as over-time every year to the P&T employees. May I ask you, is it because these employees do not do work from 11 to 5, and start working only from 5 O'clock, and therefore, this huge overtime has to be paid? Sir, the whole Postal Department and the whole Telecommunication Division has to be improved.

Regarding Trunk Call, I tell them, book a Trunk Call to Ratnagiri. I tell them 'Ratnagiri-via-Bombay'. After about 2 hours I am told: 'Sir, Bombay-Bangalore Line is out of order.' This is what they tell me after 2 hours. I book a call in the morning at 7 O'clock. I go back in the evening at 7 O'clock. I remind them and ask them, what has happened. Do you know what they say? They simply say, 'Sir, your line is out of order'. But if I ring up a special number, I get it within 10 minutes. This is what happens. That is why I say, there is need for complete overhauling of the Postal and Telecommunication wing of the

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Ministry. We pay money. We book an urgent call. For 15 or 20 hours we don't get it. If such connection cannot be given as an urgent call, then why should you charge for it as an urgent call? Then the charge for urgent call should not be made. Now what happens is this: Even if a telephone is out of order for 15 days you charge for those days also. That should not be done at all. I ring up somebody and I make a complaint. He asks me to ring up the Supervisor; I ring up the Supervisor; the Supervisor tells me to ring up the Engineer; I ring up the Engineer; the Engineer tells me to ring up the Superintendent. He tells me to ring back to the previous number; so the circle is now complete! And still I do not get any relief. Of course, some improvements have taken place in the Ministry, but they are not satisfactory. So, in view of all these submissions which I have made, I may be excused when I say, I am unable to support your Demands for Grants and therefore I oppose them.

श्री बृद्धि चन्द्र जैन (बाड़मेर) :
सभापति महोदय, जो संचार मंत्रालय की तरफ से मांगें प्रस्तुत हुई हैं उनका मैं समर्थन करते हुए अपने विचार सदन के समक्ष रखना चाहता हूँ।

मैं संचार मंत्री जी को धन्यवाद देना चाहता हूँ कि उनके मंत्रालय के माध्यम से हमारे देश ने उपग्रह संचार युग में प्रवेश किया है और हमारे देश की प्रधान मंत्री श्रीमती इंदिरा गांधी जी ने 15 नवम्बर को सिकन्दराबाद में उपग्रह संचार प्रणाली का उद्घाटन कर के अण्डमान निकोबार, लक्षद्वीप और मिजोरम से सीधे बातचीत करने की व्यवस्था की। हमारे वैज्ञानिकों का यह कार्य बहुत उत्साहवर्द्धक और प्रशंसनीय है। इस सम्बन्ध में मंत्री महादय और हमारी गवर्नमेंट ने जो कदम उठाये हैं मैं उनकी प्रशंसा करता हूँ।

दूसरे मंत्री जी का जो सराहनीय कार्य है जिसकी प्रशंसा किये वगैर भी मैं नहीं रह सकता वह यह है कि 1980-85 की छठी पंचवर्षीय योजना, सिक्सथ फाइव इयर प्लान में संचार व्यवस्था के लिए 950 करोड़ रुपये का प्रावधान किया है। इसी तरह से बैकवर्ड और ट्राइबल एरियाज में संचार व्यवस्थाएँ फैलाने की भी योजना बनाई गई है। उसमें राजस्थान के बाड़मेर डिस्ट्रिक्ट को भी सम्मिलित किया गया है। परन्तु इस सम्बन्ध में अभी तक कोई कदम नहीं उठाया गया है। इण्टे-प्रेटिड नेटवर्क की जो आपकी योजना है इस सम्बन्ध में कार्य जल्दी से जल्दी शुरू होनी चाहिए ताकि इन बैकवर्ड एरियाज में, जहाँ पर टेलीफोन फैसिलिटीज नहीं हैं वहाँ पर टेलीफोन फैसिलिटीज दी जा सकें और वह क्षेत्र भी विकास की ओर अग्रसर हो सके।

दूसरी बात मैं पी० सी० ओ० कनेक्शंस के बारे में कहना चाहता हूँ। बैकवर्ड एरियाज के लिए पी० सी० ओ० कनेक्शन के लिए आपने 2500 पापूलेशन का नॉर्म तय किया है, इसलिए इस नॉर्म के अन्तर्गत जितने भी स्थान आते हैं उन पर जल्दी से जल्दी कार्य शुरू किया जाना चाहिए इन स्थानों पर जल्दी से जल्दी स्वीकृति प्रदान की जानी चाहिए।

सभापति महोदय, इसी प्रकार मैं पुलिस-स्टेशंस के बारे में आपसे निवेदन करना चाहता हूँ कि जॉ-एण्ड-आर्डर की स्थिति कायम रखने के लिए पुलिस स्टेशनों को कनैक्ट करना बहुत आवश्यक है। पुलिस स्टेशन टेलीफोन से कनैक्ट नहीं होते हैं तो जनता को बड़ी कठिनाई का सामना करना पड़ता है और आपने अपने नॉर्म्स के अन्दर भी यह दिया हुआ है कि पुलिस स्टेशंस को प्रायोरिटी दी जाएगी, परन्तु बहुत से पुलिस स्टेशंस अभी तक कनैक्ट नहीं किए

गए हैं। हमारे यहाँ के एक पुलिस स्टेशन— गुड़ा के बारे में मैं आपको बतलाना चाहता हूँ कि यहाँ पर सात वर्ष पूर्व टेलीफोन कनेक्शन स्वीकृत किया गया था, यह महत्वपूर्ण ग्राम है और यहाँ की जनसंख्या 5000 से ज्यादा है, लेकिन अभी तक इसे टेलीफोन कनेक्शन नहीं दिया गया है। इसी प्रकार और भी सैंकशंड स्कीम्स हैं, जैसे—त्रटड़, मेदूसर, उंडू, भिआड़ आदि, यहाँ पर भी अभी कार्य शुरू नहीं किया गया है। मेरा निवेदन है कि इन स्थानों पर जल्दी से जल्दी कार्य शुरू होना चाहिए। इसी प्रकार और स्थान भी हैं जो आपके नॉर्म्स के अन्तर्गत आते हैं, जैसे—गुड़ा, गिड़ा, बिजराड़, गिराब आदि, इन स्थानों पर भी शीघ्र ही टेलीफोन की सुविधा दी जानी चाहिए। इस बारे में हम राजस्थान सर्कल के जनरल मैनेजर से जब भी मिलते हैं तो उनका यही जवाब रहता है कि सामग्री उपलब्ध नहीं है। कभी कहते हैं कि अल्यूमिनियम वायर नहीं हैं, कभी कहते हैं कि कंडक्टर्स नहीं हैं, कभी कहते हैं कि खंबों की कमी है, तो कहने का मतलब यह है कि यह हमारा पिछड़ा हुआ क्षेत्र है, यहाँ पर अगर सैंकशंड स्कीम्स पर काम शुरू नहीं होता है तो हमारी प्रगति रुक जाती है, हमारी प्रगति नहीं हो सकती, हमारा विकास नहीं हो सकता। इसलिए मैं चाहता हूँ कि जो पी० सी० ओ० की सैंकशंड स्कीम्स हैं और जो 2500 जनसंख्या के गांव हैं, उन स्थानों पर तीव्रता से काम शुरू होना चाहिए। सभापति महोदय, मेरा कहना तो यह है कि सैंकशन होने के बाद एक साल के अन्दर कार्य शुरू हो जाना चाहिए। एक साल का समय आप ले सकते हैं, लेकिन 3-4 या 5 साल का समय आप लें, पी० सी० ओ० कनेक्शन के लिए, यह स्थिति ठीक नहीं है।

सभापति महोदय, इसके अलावा रॉंग कनेक्शन, क्रास-कनेक्शन, नो-कनेक्शन, फाल्टी कनेक्शन, यह स्थिति आज टेलीफोन विभाग की है। इसके बारे में मेरे मित्रों ने पहले ही काफी कह दिया है, इसलिए मैं दोहराना नहीं चाहता। जब से ओवर-टाइम बन्द कर दिया गया है, तब से स्थिति और ज्यादा बिगड़ गई है। ओवर-टाइम बन्द हुए 6 माह हुए हैं, इस बीच काफी इन-एफिसिएंसी आई है। इस बारे में मैंने स्वयं देखा है कि जब भी हम बाड़मेर से टेलीफोन करते हैं तो जोधपुर तक तो रिस्पॉस मिलता है, लेकिन जोधपुर से आगे कोई भी स्टेशन हो, चाहे बांबं हो, अहमदाबाद हो, जोधपुर से आगे कोई भी स्टेशन हो रिस्पॉस नहीं मिलता। जोधपुर बिल्कुल एक कदम भी आगे नहीं बढ़ा है। दो दो दिन लग जाते हैं। कनेक्शन के बारे में कतई आपके लोग कोओप्रेट नहीं करते हैं। आपने जो ओवरटाइम बन्द करने की नीति अपनाई है इसकी तो मैं प्रशंसा करता हूँ लेकिन आप को यह भी देखना चाहिए कि बाड़मेर और जैसलमेर आदि में जहाँ स्टाफ ऑपरेटर्स का पंद्रह होना चाहिए वहाँ पांच का ही स्टाफ है। जो पद रिक्त पड़े हैं उनकी पूर्ति भी होनी चाहिए।

पोस्ट आफिस खोलने के बारे में आपने कुछ नार्म फिक्स किए हैं। बैंकवर्ड एरियाज के लिए आपने एक हजार की पापुलेशन का नार्म फिक्स किया है। यह बहुत बड़ा और विस्तृत क्षेत्र है। यह जनसंख्या जो आपने रखी है बहुत अधिक है। जैसलमेर में तो सात व्यक्ति पर स्क्वेयर मील में रहते हैं। बाड़मेर में 75 पर स्क्वेयर मील में रहते हैं। यह पापुलेशन उन एरियाज के लिए बहुत अधिक है। इसको पांच सौ किया जाना चाहिए। इन एरियाज को स्पेशल केस के तौर पर ट्रीट किया जाना चाहिए। मेरा खुब का

[श्री वृद्धी चन्द्र जैन]

पॉलिमैट का एरिया केरल प्रान्त से दुगुना है और हरियाणा से ड्यौड़ा है। ऐसे एरियाज में एक हजार के विल्लेज होना बहुत बड़ी बात है। इस नाम को अगर रखा जाए तो वहां पोस्ट आफिस की सुविधा प्राप्त ही नहीं हो सकती है। इसको पांच सौ की पापुलेशन के आधार पर आपकी करना चाहिए। हमारे यहां एक रेवेन्यू गांव सुंदरा ऐसा है जो पांच सौ स्क्वेयर मील में फैला हुआ है। अगर एक रेवेन्यू विल्लेज में एक पोस्ट आफिस है तो आप कहते हैं कि वहां दूसरा नहीं खोला जा सकता है। लेकिन सुंदरा को ही आप देखें। कितना बड़ा यह रेवेन्यू विल्लेज है। इस रेवेन्यू विल्लेज में एक से दूसरे विल्लेज में जाना हो तो बीस पच्चीस मील का एरिया कवर करना पड़ता है, दस मील का एरिया कवर करना पड़ता है। यहां दो होने चाहिए। इसी तरह से ग्राम रावठसर में दो ब्रांच पोस्ट आफिस होने चाहियें। इसका पचास स्क्वेयर मील का एरिया है और पांच हजार की आबादी है। 1981 की सैसल के ये आंकड़े हैं। 1971 में यह आबादी चार हजार थी। वहां भी दूसरा पोस्ट आफिस रामसर कुआ रावतसर में होना चाहिए। वहां मिडल स्कूल है। इसी तरह से गूणमा का तला (ग्राम सवाऊ पदम सिंह) : जो एक—रेवेन्यू विल्लेज है उसके अन्दर भी दो पोस्ट आफिस होने चाहियें। आपने जो नाम फिक्स किए हैं उसमें ये नहीं खुल सकते हैं। आपको इन नामों के बारे में फिर से स्टडी करनी चाहिए। किस प्रकार का एरिया है, कौसी वहां की कंडिशन है, इन सब का अध्ययन करके पोस्ट आफिस खोलने के बारे में आपको नीति बनानी चाहिए।

जैसलमेर में सुपरिटेण्डेंट पोस्ट आफिस नहीं है। यह डिस्ट्रिक्ट हैडक्वार्टर है। पर्यटन की दृष्टि से महत्वपूर्ण स्थान है। डिफेंस की दृष्टि से इसका

महत्व बहुत ज्यादा है। प्रधान मंत्री जी वहां दौरे पर गई थीं। वहां पर डिविजनल पोस्ट आफिस नहीं है। बाइमेर में नहीं है। कोई विल्लेज नहीं है। बार बार हमने कहा है कि हम जमीन देने को तैयार हैं, हमारी गवर्नमेंट देने को तैयार है, फ्री देने को तैयार है। वहां आप पोस्ट आफिस की विल्लेज बनाएं। जो अभी बनी हुई है वह पचास वर्ष पुरानी है और वह भी एनक्रोचमेंट करके बनाई गई है स्टेशन रोड के पास। यह विल्लेज हमारे टाउन की ब्यूटी को खत्म कर रही है। इसको वहां से हटाया जाना चाहिए। हम जमीन देने को तैयार हैं। अच्छी आप विल्लेज बनाएं। जैसलमेर में न सुपरिटेण्डेंट पोस्ट आफिस है और न डिविजनल पोस्ट आफिस और न बाइमेर में पोस्ट आफिस की नई विल्लेज ही बनाई जाती है। उसकी घोर उपेक्षा हो रही है। यह क्षेत्र सीमावर्ती है। बाइमेर जैसलमेर का महत्व डिफेंस की दृष्टि से बहुत अधिक है। आर्मी वहां पर है। बी एस एफ वहां पर है और डिफेंस का हैडक्वार्टर वहां पर है। वह मुख्यालय है। मुख्यालय में तो सभी प्रकार की सुविधायें उपलब्ध होनी चाहिए। आपने जो नाम जनसंख्या के बारे में निर्धारित किए हैं उन पर आपको कायम नहीं रहना चाहिए। एज ए स्पेशल केस बाइमेर और जैसलमेर का विकास करना चाहिए।

अन्त में कहना चाहता हूँ कि जो व्यवस्था की जा सके वह आप करें ताकि हमारे क्षेत्र में लोगों को पोस्ट आफिस, डाक-तार की सुविधायें मिल सकें। हमारे बाइमेर और जैसलमेर में सब पोस्ट आफिस बहुत कम हैं। जो ब्रांच पोस्ट आफिस हैं जिनकी पापुलेशन 2,500 अगर हो जाये वहां आप खोल दें। कोई और नोर्म आप तय कर लीजिए, ताकि वहां सब-पोस्ट आफिस हो जाये। बाइमेर में बहुत कम सब-पोस्ट

आफिस है, और जो हैं भी वह सभी किराये की इमारतों में हैं। इस सम्बन्ध में आपको भवन बनाने के लिए प्रयास करना चाहिए। विकास की दौड़ में जब सभी आगे बढ़ रहे हैं तब हम पिछड़े हुए रहे यह उचित नहीं है। हम देश के प्रहरी हैं हमारा पूरी तरह से विकास कर के हमारी प्रगति करें, और देश के जो प्रहरी हैं वह यह महसूस करें कि यह देश हमारा है और हमारी प्रगति में केन्द्रीय सरकार पूरी तरह से जागरूक है।

इन्हीं शब्दों के साथ मैं आपको धन्यवाद देता हूँ।

श्री मनोहर लाल सेनो (कुरुक्षेत्र) : सभापति जी, मैं यह कहना चाहता हूँ कि आजादी के इतने लम्बे अरसे के बाद भी डाक-तार और संचार सुविधाओं का समुचित विकास नहीं हुआ है और विस्तार भी नहीं हुआ है। पिछड़े हुए क्षेत्र जहाँ रेगिस्तान है, पहाड़ी इलाके हैं, समुद्र से घिरे हुए इलाके हैं वहाँ की बात तो विशेषकर है। लेकिन हिन्दुस्तान के 7 लाख गावों को अभी तक डाक-तार, टेलीफोन और संचार की दूसरी सुविधायें पूरी तरह से नहीं मिली हैं। अभी कई माननीय सदस्यों ने इस बारे में मंत्री जी का ध्यान दिलाया है।

जहाँ तक डाकखानों का सम्बन्ध है उसके लिए 1,000 लोगों की जो सीमा रखी गई है वह सीमा कुछ इलाकों के लिए ठीक नहीं है। और जहाँ गांव सुविधायें देना चाहें, क्योंकि मैं तजुवों के आघार पर कहता हूँ कि गांव के लोगों को बर्डन किया जाता है जब भी कोई स्कूल बनाया जाये, अस्पताल बनाया जायें उसके लिए उनसे जमीन ली जाती है और इमारत भी ली जाती है। अगर डाक-तार विभाग

के लोग और यह मुख्यालय चाहे तो गांव के लोग इस सुविधा को जमीन ही नहीं बल्कि बिल्डिंग भी—टेलीफोन सुविधाओं के लिये और डाक-घर के लिए गांव के लोग मकान तक बना कर देने के लिए तैयार हैं बशर्त कि मिनिस्ट्री को इसमें दिलचस्पी हो।

मैं कुरुक्षेत्र से आता हूँ, वहाँ एक गांव है बड़शामी, वहाँ के सरपंच भी शेर सिंह ने एप्लाई किया टेलीफोन कनेक्शन के लिए, दो, तीन कनेक्शन पहले भी मिले हैं और लाइवा जहाँ ऐक्सचेंज है वहाँ के अधिकारी ने कहा कि पहले कनेक्शन शहर में देंगे हालांकि नम्बर उसका पहले है। क्या मंत्री जी ने विभाग को ऐसे इंस्ट्रक्शन्स दे रखे हैं कि नम्बर होते हुए भी गांव के लोगों को बाद में टेलीफोन कनेक्शन लाइन होते हुए भी बाद में दिया जायगा और शहर में पहले दिया जायगा? मैंने इस बारे में अम्बाला के जी० एम० से बातचीत की। कहा गया कि ए० जी० एम० से बात करवायेंगे, दो, तीन मिनट बाद फिर कहा गया कि वह भी नहीं है। हमने कहा किसी और से बात कराइये। इसी में 10 मिनट ले लिए और किसी से बात हुए बगैर टेलीफोन डिसकनेक्ट हो गया। इस तरह से विभाग की लापरवाही है, और विशेष कर गांव के लोगों के साथ। मैं चाहूंगा क्या मंत्री जी देश को और सदन को आपवासन देंगे कि देश के 7 लाख गांवों को डाकघर की जहाँ यह सुविधा नहीं है तुरन्त सुविधा दी जायगी, और जहाँ टेलीफोन की लाइनें हैं वहाँ उनको पहले और शहर के लोगों को बाद में कनेक्शन दिये जायेंगे?

टेलीफोन का हाल जैसा है वह अभी कई माननीय सदस्यों ने कहा है टेलीफॉन्स की काल्स मिलाने पर भी बड़ा करप्शन है और एस० टी० डी० में भी काफ़ी करप्शन है। जहाँ काल मिलाई जाती है, कई

[श्री मनोहर लाल सैनी]

बार नहीं, बहुत बार रिकार्ड नहीं की जाती है। दोनों तरफ से रिकार्ड होनी चाहिए या उसके लिए कोई और सुविधा होनी चाहिए। शहरों में और बड़े कस्बों में से 5-साहूकारों के यहां टेलीफोन अपरेटर्स घूमते हुए नजर आते हैं, वह बिल इकट्ठे करते रहते हैं। इस तरह से गवर्नमेंट को रैवेन्यू का लास हो रहा है। मंत्री महोदय इस तरफ ध्यान दें, दोनों तरफ की कालस रिकार्ड हों, जिससे देश को इस तरह का नुकसान न हो।

जहां तक छोटी बचत का सम्बन्ध है, आपकी वार्षिक रिपोर्ट में दिया गया है कि 600 करोड़ रुपये से भी ऊपर गांव के लोग बचत कर के देते हैं, लेकिन एक बहुत बड़ी मुश्किल गांव के लोगों को फंस करनी पड़ती है। जब वह शहर में रजिस्ट्रेशन के दफ्तर में या तहसील के दफ्तर में जाते हैं तो उन पर दबाव दिया जाता है कि स्माल सेविंग्स में 10, 5 हजार जमा करो। वह कहते हैं कि हमारे पास नहीं है, फिर उनसे कहा जाता है कि एक साल का ब्याज दे दीजिये और उनसे एक साल का इंटरेस्ट ले कर पैसे वाले आदमी वह पैसे और उससे जो कम पैसे होता है, जमा कर के उसका फायदा उठा लेते हैं। पैसे तो गांव के लोग देते हैं और वह जमा होता है शहर के बड़े पूंजीपतियों के नाम। मेरा निवेदन है कि मंत्री महोदय इस पर ध्यान दें, राज्य सरकारों से सम्बन्ध स्थापित करें और उनसे कहें कि जहां गांव के लोगों का रुपया डिपॉजिट करने का सवाल हो वह गांव में ही जमा किया जाये, वहां विशेष ध्यान स्माल सेविंग्स की तरफ दिया जाये। आज लाखों नहीं करोड़ों रुपया इंटरेस्ट के तौर पर गांवों से वसूल कर के शहर के लोगों के नाम पर जमा करते हैं, यह बड़ी सीरियस बात है, इस पर अत्यय ध्यान दिया जाये।

इसके अलावा जो कुछ उपकरण हम बाहर से मंगा रहे हैं, वह बड़े डिफिकिटव हैं और यहां काम नहीं कर रहे हैं, इस पर भी आप ध्यान दें। इस मामले में देश आत्म-निर्भर बने इस तरह की व्यवस्था करनी चाहिए। जो उपकरण हमारे टेलीफोन में या दूसरी चीजों में लगते हैं वह सब यहां तैयार किये जायें, जिससे यहां के लोगों को रोजगार मिले।

एकतर्फ डिपार्टमेंटल एजेण्ट्स का जहां तक सवाल है, कई माननीय सदस्यों ने इस तरफ ध्यान दिलाया है। यह लोग बहुत लो-पेड हैं, और इनकी तादाद हजारों में नहीं, लाखों में है। उनकी सुख-सुविधा की तरफ डिपार्टमेंट का ध्यान अभी तक नहीं गया है। इस तरफ भी मंत्री महोदय ध्यान दें।

आखिरी बात मैं अपने क्षेत्र के बारे में कह कर समाप्त करूंगा। कुश्कर्त बड़ा ऐतिहासिक स्थान है और यह अपने देश में ही नहीं बल्कि सारे संसार में ऐतिहासिक है। वहां हर साल लाखों-करोड़ों लोग स्नान के लिए जाते हैं, वह एक बड़ा तीर्थ-स्थल है। हमारे राष्ट्रपति जी भी पिछले साल वहां गये थे। उसका सम्बन्ध तुरन्त दिल्ली के साथ एस.टी.डी. से जोड़ा जाये, यह हमारा कहना है। साथ ही देश के तमाम जिलों को उस प्रान्त की राजधानी से जोड़ा जाये और संभव हो तो दिल्ली से भी जोड़ा जाये। यही कह कर मैं अपनी बात समाप्त करता हूँ।

श्रीमती विद्या चन्नुपति (विजयवाड़ा) :
सभापति महोदय, पहले तो मैं इस मंत्रालय की डिमांड्स का समर्थन करती हूँ, लेकिन कुछ सुझाव देना चाहती हूँ।

टेलीफोन, टेलीग्राम और पोस्टल डिपार्टमेंट कम्युनिकेशन्स में है। मैं यह सोचती हूँ कि टेलीग्राम और पोस्टल का

मोटो सर्विस है, लेकिन टेलीफोन में ऐसा लगता है कि यह कर्मशियल बनती जा रही है। ऐसा मैं क्यों कहती हूँ? पोस्ट-कार्ड का रेट ग्राम जनता के लिए 15 पैसे रखा गया है। जो लोग ज्यादा पोस्टकार्ड लिखना चाहते हैं, उनके लिए कोई रेट नहीं बढ़ाया गया है। मैं मंत्री महोदय से यह भी कहना चाहती हूँ कि हम लोग ज्यादा खत लिखते हैं तो हमें भी उसका कोई ज्यादा चार्ज नहीं देना होता है। इसी तरह से ज्यादा टेलीग्राम देते हैं तो इसका भी ज्यादा चार्ज नहीं होता है। जैसा चार्ज पहले टेलीग्राम का होता है, वही 10, 15, 20 या कितने ही टेलीग्राम दें, सबका चार्ज एक सा ही रहता है। वैसे ही खत का भी है, हम 100 खत लिखें तो भी वही एक ही रेट चार्ज होता है, लेकिन यह अफसोस की बात है कि टेलीफोन ज्यादा करने से उसका चार्ज बढ़ता जाता है।

मैं एक ही एग्जाम्पल देना चाहती हूँ। जब हम टेलीफोन लेते हैं, तो उससे पहले डिपॉजिट देते हैं। 250 काल्ज फ्री होती है। उसके बाद 1750 काल्ज तक के लिए रेट 30 पैसे था, जिसको बढ़ा कर 40 पैसे कर दिया गया है। उसके बाद 5000 काल्ज तक 40 पैसे का रेट था, उसको बढ़ा कर 50 पैसे कर दिया गया है। 5000 से ऊपर की काल्ज के लिए रेट को 50 पैसे से बढ़ा कर 60 पैसे कर दिया गया है।

सरकार ने एस०टी०डी० को इण्ट्रोड्यूस किया जिसके जरिये हम देश के किसी भी हिस्से से बात कर सकते हैं। सरकार ने हमको यह सुविधा दी, लेकिन उसने दाम भी ज्यादा बढ़ा दिये हैं। क्या यह सर्विस मोटो है? मैं साफ-साफ कहना चाहती हूँ कि इसमें सर्विस का मोटो दिखाई नहीं देता है। हमें एस०टी०डी० के लिए बुकिंग करने

की आवश्यकता नहीं है और हम अपरेटर की सहायता के बिना डायरेक्टली एस०टी०डी० कर सकते हैं। इसलिए अगर डिपार्टमेंट में ज्यादा एम्पलाईज हैं, तो उन्हें कम किया जा सकता है। जब हम एस०टी०डी० का ज्यादा उपयोग करते हैं, तो हमारे काल्ज बढ़ जाते हैं और हमें ज्यादा पैसा देना पड़ता है।

आखिर सरकार ने एस०टी०डी० को क्यों इण्ट्रोड्यूस किया है? अगर मंत्री महोदय इसको नहीं चाहते, तो वह इसको समाप्त कर दें। इससे हमारे काल्ज कम हो जायेंगे। या तो वह एस०टी०डी० को खत्म कर दें, या ज्यादा कालों के रेट्स को रेड्यूस कर दें। मेरा सुझाव है कि अगर 5000 से से ज्यादा काल हों, तो उनके लिए 20 पैसे रखे जायें। उर्मा रेशो में दूसरे रेट भी कम किये जायें। इससे हम ज्यादा एस०टी०डी० काल कर सकते हैं।

जो रेट को नहीं बढ़ाया गया है और उसको वैसा ही रहने दिया है, उसके लिए मैं मंत्री महोदय को धन्यवाद देना चाहती हूँ।

जो महिला कर्मचारी फ्रैमिली के साथ रहती हैं, उनकी भी रात की ड्यूटी लगा दी जाती है। आप जानते हैं कि बम्बई और दिल्ली वगैरह सिटीज में महिलाओं के विरुद्ध कितने अपराध होते हैं। इसलिए उनको रात की ड्यूटी पर न लगा कर डेटाईम की ड्यूटी पर लगाया जाये, जिससे वे अपनी फ्रैमिली का ख्याल रख सकें और उन्हें घर का काम करने की फुर्सत मिल सके। रात की ड्यूटी लगाने से महिलाएं अपने बच्चों की ठीक देख-भाल नहीं कर सकती हैं। इसलिए उन्हें रात की ड्यूटी पर न लगाया जाए और इस तरह उन्हें अपने बच्चों की देख-भाल करने की सुविधा दी जाये।

श्री शारदाबाई राय (घोसी) : बहुत ठीक कहा है आपने।

श्री जी० एम० बनावतवाला (पोभानी) : जब मरदों को रात की ड्यूटी पर लगाते हैं, तब भी औरतें शिकायत करती हैं।

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श्रीमती विद्या चेल्लुपति : आप लोगों के लिए कोई प्राबलम नहीं है। आपके जरिये ही हमारे लिए प्राबलम पैदा होती है। इसलिए हमें सुविधा दी जाए।

जब हम ट्रंक काल बुक करते हैं, तो बहुत समय लगता है। यह हो जाता है कि हमारे एक भाई ने कहा है कि कृपया जरा इंतजार कर लीजिए, आप क्यू में हैं, यह तो हमेशा हो जाता है। मैं यह कहना चाहती हूँ कि ट्रंक काल बुक करने के लिए और ज्यादा लाइन बढ़ा दीजिए। आज सुबह मैंने देखा कि मुझे ट्रंक काल बुक करने के लिए 15 मिनट लगा है। इस लिए मैं कह रही हूँ कि उसकी लाइन बढ़ा दीजिए।

दूसरी बात टेलीग्राम्स के बारे में कहना चाहती हूँ। गांव वालों को टेलीग्राम देने के लिए और सुविधा बढ़ाई जानी चाहिए। गांवों में ऐसा हो जाता है कि पोस्ट आफिस में टेलीग्राम देने के लिए वहां टेलीग्राफ का इस्टूमेंट भी रखना पड़ता है क्योंकि गांव वालों को टेलीग्राम देने में बहुत समय लगता है। टेलीग्राम आता है तो पोस्ट से डालते हैं और पोस्ट से दूसरे या तीसरे दिन उनके गांव को जाता है। इस चीज को कुछ बदलना पड़ेगा। इसको बदलने से गांव वालों को कुछ सुविधाएं मिल सकेंगी।

सब-पोस्ट आफिस के बारे में हमारे एक भाई ने कहा है कि सब-पोस्ट आफिस में भी टेलीग्राफ की सुविधा रखनी पड़ेगी।

एक बात और टेलीफोन के बारे में कहना चाहती हूँ। आप टेलीफोन एक्सचेंज बनाते हैं, लेकिन वह ठीक तरह से काम नहीं करते हैं। वह क्यों नहीं करते हैं, इसके बारे में मिनिस्टर साहब को सोचना पड़ेगा। आप जितने भी टेलीफोन एक्सचेंज बनाते हैं उनमें एयर कंडीशन का अच्छी तरह से प्रबन्ध नहीं होता है। मैंने खुद कुछ एक्सचेंजों में जा कर देखा है। इसलिए आप एक्सचेंज देने के पहले यह देख लें कि एयर कंडीशन की व्यवस्था ठीक तरह से है या नहीं। टेलीफोन एक्सचेंज शुरू करने से पहले पूरा-पूरा एयर कंडीशन होना चाहिए। आजकल टेलीफोन एक्सचेंज इसीलिए खराब हो रहे हैं कि आप का एयर कंडीशन का तरीका ठीक नहीं है। इसलिए एयर कंडीशन के तरीके में भी जरा सुधार करना पड़ेगा और उसके रिपेयर के लिए भी बजट को इन्क्रीज करना पड़ेगा। जब वह खराब हो जाते हैं तो तुरन्त उनको ठीक नहीं करते हैं जिस से जल्दी काम नहीं हो पाता। इसलिए मंत्री जी यह काम भी जरा देख लें।

दूसरी बात यह है कि रांग टेलीफोन काल्स आती हैं तो उसका भी हम पैमेंट करते हैं। जो बिल आप बनाते हैं वह हम भुदा करते हैं। उसमें मीटर की रीडिंग तो होती चली जाती है जिससे रांग काल्स का भी हमें पैसा देना पड़ता है। तो इसके लिए भी आपको सोचना पड़ेगा। आपने जो अच्छा काम किया है उसके लिए मैं धन्यवाद देना चाहती हूँ और वह आखिर में कहना चाहती हूँ कि जब हमारा टेलीफोन खराब हो जाता है तब आपने क्या करना है, यह सोचना आप ने शुरू कर दिया है, इसीलिए मैं

आपको धन्यवाद देना चाहती हूँ क्योंकि जब टेलीफोन खराब हो जाता है तो पन्द्रह पन्द्रह दिन भी वह काम नहीं करता है, इसको जरा देख लीजिए। हम तो रिपोर्ट करते हैं कि हमारा टेलीफोन काम नहीं करता है और उसमें पन्द्रह दिन जो लगते हैं उसके बारे में सोचने के पहले हमारे ऊपर जो पैसा पड़ता है, वह तो पड़ता ही रहता है, इसके बारे में भी आप सोच लीजिए। लेकिन जैसा मैंने कहा आपने सोचना शुरू किया है, इसके लिए मैं आपको धन्यवाद देती हूँ और मैं चाहती हूँ कि उसको पूरा कर दीजिए।

मैंने जो कहा है उसके ऊपर मंत्री महोदय जरा ध्यान देंगे। टेलीफोन, टेलोग्राफ और पोस्ट आफिस जो हैं वे ग्राम जनता के उपयोग की चीजें हैं, इनको कमर्शियलाइज आप मत कीजिए। सर्विस मोटिव से इसमें जो करना चाहते हैं वह कीजिए। यह हमारी यूटिलिटी की चीजें हैं, ग्राम जनता के उपयोग के लिए हैं। इसकी टेक्नालाजी को बढ़ाने के लिए सोचिए। टेक्नालाजी को कामर्शियलाइज नहीं करना चाहिए। हर एक ग्राममी उस का उपयोग कर सके, इसके लिए जो कर सकते हैं, वह करने की बात सोचिए। ग्राम जनता के पास यह सारी टेक्नालाजी जानी है। इस के ऊपर आप सोचें। आपको मैं फिर अपनी तरफ से धन्यवाद देती हूँ और आशा करती हूँ कि आप मेरे सुझावों को मानेंगे। मैं आप की डिमांड का समर्थन करती हूँ :

SHRI R. K. MHALGI (Thane): I beg to move:

"That the demand under the Head Ministry of Communications be reduced to Re. 1."

[Failure to provide modern telephone Exchanges in Dombivli, Kalyan, Ulhasnagar, Am-

barnath and Badlapur (Thane District) Maharashtra, where thousands of small/big industries have come up.] (1)

"That the demand under the Head Ministry of Communications be reduced to Re. 1."

[Necessity to change the norms for determining the requirement of staff in Post Offices and rent of the building hired.] (2)

"That the demand under the Head Ministry of Communications be reduced by Rs. 100."

[Need to expedite payment of the overtime allowance to postal workers in Maharashtra especially in R.M.S.] (10)

"That the demand under the Head Ministry of Communications be reduced by Rs. 100."

[Need to absorb postal E.D. Agents in actual postal service.] (11)

"That the demand under the Head Ministry of Communications be reduced by Rs. 100."

[Need to issue a permanent postal stamp in honour of Shivaji Maharaj the Great.] (12)

"That the demand under the Head Ministry of Communications be reduced by Rs. 100."

[Need for a declaration about the authenticity or ruber Stamps on National Saving Certificates denoting change in the rate of interest.] (13)

"That the demand under the Head Ministry of Communications be reduced by Rs. 100."

[Need to open a post office in Ayare Gram Panchayat Thane Distt., Maharashtra.] (14)

[Shri R. K. Mhalgi]

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to take necessary steps to eliminate the delay in delivery of letters in Thane City (Maharashtra).] (15)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to provide a bigger post office near Thane Railway Station (Maharashtra).] (16)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to utilise the open space available near present Railway Station Post Office and another accommodation in department's possession at Rattan House, Gokhle Road (Near Station).] (17)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to provide telephone connections on top priority basis to banks, religious institutions, educational institutions and medical centres (excluding private practitioners) in and around Thane city (Maharashtra) whose applications are pending since long.] (18)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to upgrade the present post office at Chowk, District Kolaba, Raigad, (Maharashtra) to a Sub-Post Office, without any further delay.] (19)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to instal letter boxes outside all the railway stations (On either side) of Bombay

Suburban area (i.e. from Bombay V.T. to Mankhurd Karjat/Kasara, and from Churchgate to Virar) and to arrange clearance of letters from them at least three times a day.] (20)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to open a new Post Office in Kansai Section of Ambarnath (District Thane, Maharashtra), without any further delay.] (21)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to open a branch post office at Umbarni, Tal Kalyan, District Thane (Maharashtra), which would cater to the needs of a number of villages around.] (22)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to provide adequate number of post boxes spread over all the areas, in the fast growing towns like Thane, Kalyan Dombivali, Ulhasnagar, Ambarnath, Kalwa, Bhayandar, Bhiwadi (Thane District) Maharashtra.] (24)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to open immediately a post office in Ramnagar area of Dombivali (East) Distt. Thane (Maharashtra).] (24)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to provide immediately additional staff for the night post offices opened at Thane, Dombivali, Kalyan, Ulhasnagar and Ambarnath.] (25)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to appoint more postmen (delivery men) in cities like Thane, Kalyan, Dombivali, Ulhasnagar, Ambarnath, Kalwa and Bhayandar (Thane Distt. Maharashtra).] (26)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to provide adequate staff in post offices in Thane District (Maharashtra).] (27)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure in filling the vacancies caused by retirement/transfer/promotion/long leave in various post offices in Thane District (Maharashtra).] (28)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to complete soon the auto-exchange telephone building at Ulhasnagar (District Thane, Maharashtra).] (29)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to take up the construction of sanitary block in the building of Post-Office at Ulhasnagar camp No. 2 (District Thane, Maharashtra).] (30)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need for more accommodation for post office in Ulhasnagar, Camp No. 2 (District Thane, Maharashtra).] (31)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to make good the shortage of staff in all categories, in post offices and telegraph offices of Maharashtra Circle.] (32)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Delay in acquisition of land for Dombivali (Distt. Thane), Maharashtra, Post Office building.] (33)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Delay in providing adequate telecommunication facilities at Nanded, Jalgaon, Akola, Ahmed Nagar and Dhule in the State of Maharashtra for their speedy growth as industrial towns.] (34)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to take action on the suggestion to issue a commemorative stamp in the honour of late Shri Autoba Kale of paisa Phand, Telegaon Dhabhade (Maharashtra).] (35)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to take action on the demands of Bharatiya Telegraph Union Aurangabad Division.] (36)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to take action on the demands made by All India Engineering Employees Union line staff and Class IV servants affiliated to NPPT.E.] (37)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to provide city and house rent allowances to P & T employees in Aurangabad city, Maharashtra.] (38)

[Shri R. K. Mhalgi]

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Necessity of an independent Directorate of P & T at Aurangabad for Maharashtra region in Maharashtra.] (39)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure of the Bombay Telephones to attend to the complaints of telephone subscribers, particularly those, coming under Thane exchange (Numbers beginning with 50 and 59.) (131)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure of postal authorities for early finalisation of family pension due to the families of staff who were serving at Nasik Post Office.] (132)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to provide more public telephones in Thane City, Maharashtra particularly in areas such as Wagle Estate, Pokharan Road, Vartak Nagar, Lokmanya Nagar, Rabodi and Shrirang Society.] (133)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to improve the functioning of Bhayandar Telephone exchange which is becoming fastly an industrial centre.] (134)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure of the Bombay Telephones to provide public telephones in Bhayandar.] (135)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to make available to public waiting of list of telephone subscribers Aurangabad Telephone Exchange.] (136)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to check up the Public Telephone machines fixed on various Railway Platforms.] (137)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to stop the misuse of the departmental vehicles in Maharashtra Circle.] (138)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need for shifting the Headquarters of Superintendent of Post office Thane West Division to Palghat (Dist. Thane Maharashtra.) (139)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to utilize effectively the Co-operation extended by the Junior Engineer Telecom Association for increasing the efficiency of telegram services.] (140)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to increase the hourly wage rate of short duty staff of P & T Department from Rs. 2.00 per hour to Rs. 3.00 per hour.] (158)

SHRI R. L. P. VERMA (Kodarma):
I beg to move:

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to provide trouble free telephone services.] (3)

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to change the defective billing system.] (4)

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to check malpractices in the Telephone Department.] (5)

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to provide public call telephones in all the cities.] (6)

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to change over to more efficient system instead of depending on the obsolete cross bar.] (7)

SHRI BHOGENDRA JHA (Madhubani): I beg to move:

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Need for refixing the pay of remuneration paid to the Branch Post Masters at a higher level.] (8)

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to improve the pay scale of the Branch Post Masters.] (9)

"That the demand under the head Ministry of Communication be reduced by Rs. 100."

[Necessity of upgrading the Baraha Branch P.O. (Benipatti) under Madhubani district of Bihar to sub-post Office.] (40)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Necessity to upgrade the Bisfi Branch P.O. under Madhubani district of Bihar to Sub-Post Office.] (41)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to open a new branch post office at village Manoharpur Under Umagaon block in Madhubani district of Bihar.] (42)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to route the proposed Parsmani P.C.O. directly to Madhubani District headquarters and not via Kamsaul.] (43)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to directly route Shaharhat P.C.O. to Madhubani via Benipatti instead of via Sursand - Sitamarhi - Muzaffarpur-Darbhanga at present.] (44)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Need to open a new P.C.O. at Jogiara under Jaley block of Darbhanga district in Bihar.] (45)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

Necessity for a new branch post office in village Mainahi under Neur Panchayat within Loukahi block of Madhubani district in Bihar.] (155)

[Shri Bhogendra Jha]

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need for a direct telephone connection between Jay Nagar and Darbhanga and Jay Nagar and Patna.] (156)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need for opening a new branch post office in village Marukia under Khajouli block of Madhubani district.] (157)

SHRI T. R. SHAMANNA (Bangalore South): I beg to move:

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to check inordinate delay in the delivery of postal articles.] (46)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to check pilferage and misuse of drafts and postal orders sent through Post.] (47)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Unsatisfactory postal service in rural areas.] (48)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to give preference to children of ex-employees for jobs in P & T Deptt.] (49)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure of government to check increasing malpractices in P & T Department.] (50)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to regularise and give enhanced salary or wages to Extra Departmental Agents who are working from a long time on a meagre salary of Rs. 100 to Rs. 130/- P.M.] (51)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to check inefficient service of telephone department which is causing inconvenience to the telephone users.] (52)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Need to check the delay in allotment of telephones, even on payment of installation costs] (53)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to maintain good relationship between the employees of I.T.I. Bangalore and the management] (54).

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to manufacture and supply electric typewriters at reasonable cost by Hindustan Teleprinters Ltd. Madras] (55).

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to introduce latest technological development in the

field of telecommunication on larger scale in order to bring efficiency in telecommunication.] (56).

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to tone up the administration of P & T Board to give better communication service particularly when rates for postal and telephone services are being increased year after year] (57).

SHRI RAMAVATAR SHASTRI
(Patna): I beg to move:

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Mismanagement in the Communications Department] (80).

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to check lawlessness in the Telephone Department at Delhi, Calcutta and Patna] (81).

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to redress the complaints regarding defective functioning of the telephones in the country] (82).

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to recognise National Federation of Post and Telegraph Employees (N.F.P.T.E.) as the only recognised body of the Post and Telegraph employees] (83).

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to follow a definite and impartial policy in regard to transfer of employees] (252).

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to declare the extra-departmental employees of village post offices as permanent.] (253).

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to have better pay scale for extra-departmental employees] (254).

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to provide the same facilities to the extra-departmental employees which are available to other employees] (255).

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to stop malpractices indulged in the opening of post offices in rural areas] (256).

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to avoid delay in giving telephone connections in Patna Division of Bihar Circle] (257).

"That the demand under the head Ministry of Communications be reduced to Re. 1"

Need to open at least one post office in every Panchayat in the rural areas] (258).

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to stop malpractices in the payment of telephone bills] (259).

[Shri Ramavatar Shastri]

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to realise outstanding telephone dues from big guns and other influential people in Patna of Bihar Circle.] (260)

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Inefficiency of telephone services as reflected by more than half the number of telephones remaining dead in Patna] (261).

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to give at least three promotions to the employees of P and T Department before their retirement] (262).

"That the demand under the head Ministry of Communications be reduced to Rs. 1"

[Failure to give 8.33 per cent bonus to P & T employees unconditionally] (263).

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to bring out various papers in diglot form by the Ministry of Communications as per the provisions of Section 3(3) of the Official Languages Act.] (264).

"That the demand under the head Ministry of Communications be reduced to Rs. 1"

[Inordinate delay in calling the meeting of the Hindi Advisory Committee in P & T] (265).

"That the demand under the head Ministry of Communications be reduced to Re. 1"

[Failure to check malpractices in booking of trunk calls] (266).

"That the demand under the head Ministry of Communications be reduced to Re. 1",

[Failure to implement the provisions of the Official Languages Act, 1963 in the Ministry of Communications] (267).

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to provide quarters in sufficient number to P & T employees] (268).

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Need to construct more staff quarters for P & T employees in Bihar Circle] (269).

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to provide proper sanitation in P & T colonies at Patna in Bihar Circle] (270).

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to realise dues of lakhs of rupees in respect of telephone bills outstanding against Bihar Government] (271).

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to hold regularly monthly meeting between P & T Unions and Officers as agreed to] (272).

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Unsatisfactory working of telephone numbers 197, 198 and 199 in Delhi] (273).

"That the demand under the head Posts and telegraphs—Dividend to general revenues appropriations to Reserve Funds and Re-payment of loans from General Revenues be reduced by Rs. 100"

[Need to remove shortage of postal stamps and post cards in Patna and other places in Bihar Circle from time to time] (274).

"That the demand under the head posts and telegraphs—Dividend to general revenues appropriations to Reserve Funds and Re-payment of loans from general revenues be reduced by Rs. 100"

[Failure to accept the demands of employees as regards their conditions of service] (275).

"That the demand under the head posts and telegraphs—Dividend to general revenues appropriations to Reserve Funds and Re-payment of loans from general revenues be reduced by Rs. 100"

[Failure to regularise all casual workers in P & T Department] (276).

"That the demand under the head posts and telegraphs—Dividend to general revenues appropriations to Reserve Funds and Re-payment of loans from general revenues be reduced by Rs. 100"

[Failure to keep the channels in Telegraph Offices in proper working order] (277).

"That the demand under the head posts and telegraphs—Dividend to general revenues appropriations to Reserve Funds and Re-payment of loans from general revenues be reduced by Rs. 100"

[Failure to replace old teleprinters in Telegraph Offices] (278).

"That the demand under the head post and telegraphs—Dividend general revenue appropriations to reserve funds and repayment to

loans from general revenues be reduced by Rs. 100."

[Failure to reduce the supremacy of bureaucracy in P & T Department] (279).

SHRI VIJAY KUMAR YADAV (Nalanda): I beg to move:

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to refix the rates of house rent for 'C' class cities for P & T's employees] (84).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to provide mail motors for delivery of dak twice in a day in Bihar Sarif] (85).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to construct their own building for all the sub-post offices in Nalanda district and provide staff quarters] (86).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to make revenue district as the basis of postal division] (87).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to make its own building of post-office in Rajgir, Islampur Akanagarasarai, Hilsa, Chandij, Noor sarai Giripak, Samera, Rahai and Harnut in Nalanda district] (88).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to open a post office at Shekhana Mohalla in Vjhar Municipality (Nalanda district)] (89).

[Shri Vijay Kumar Yadav]

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to regularise additional departmental employees] (90).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to provide delivery of dak twice a day in Bihar Sarif in Nalanda district of Bihar] (91).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to construct staff quarters in Bihar Sarif for P & T employees] (92).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to provide generator in the post offices in Nalanda district to remove difficulties in doing essential work] (93).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to remove shortage of staff in the Main Post office in Bihar Sarif] (94).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Incurring of excess expenditure on rent for the post office building at Sohsarai by not constructing its own buildings] (95).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to ensure Quick Mail Service at Bakhtiarpur Station on Eastern Railway] (96).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to ensure speedier postal delivery at Fatuha Railway station on Eastern Railway] (97).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to meet the pending demands of P & T employees at all India level] (98).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to increase the number of employees in all such post offices where the staff is less in proportion to the work] (99).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to check malpractices in telephone exchange, Bihar Sarif] (100).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to remove faults in trunk calls and local calls throughout the country] (101).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to open a new post office at Chiksaura village in Hilsa Block under Nalanda district] (102).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to open a new post office at Bodhnagar village in Harnaut Block under Nalanda district] (103).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to set up P.C.Os at Jogipura and Chiksauri villages in Hilsa Block and Ramnathpur in Sarmera Block under Nalanda district] (104).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to open a post office at Tribhuvan Bigha Pamara in Chandi Block under Nalanda district] (105).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to open a new post office at Kumbhi village in Barsaliganj under Navada district] (106).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to reconstruct the building for Govindpur Sub-Post Office in Navada District] (107).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to have a net-work of telephone and post offices in the rural and tribal areas of the country] (108).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to make postal and telephone services cheaper and speedier] (109).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to remove the scarcity of postal stamps, post cards, inland letters and envelopes] (110).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to avoid inordinate delay in the delivery of letter and telegrams throughout the country] (111).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to check pilferage of letters, magazines and other articles sent by post] (112).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to check delay in the delivery of articles sent by post though they have arrived at post offices in time] (113).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to avoid the shifting of telephone exchange at Mansurchak Bazar, District Begusarai, Bihar] (114).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to construct the building of telephone exchange at Vikram Gram, District Patna] (115).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to construct more telephone exchanges and provide new telephone connections according to the demand of the people] (116).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to improve the working of telephone exchanges] (117).

[Shri Vijay Kumar Yadav]

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to open a new post office at village Parasi of Noor-sarai block in District Nalanda] (118).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to link Delhi by STD with all the state capitals of the country] (119).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to instal an automatic telephone exchange at Nalanda District Headquarters in Bihar] (120).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to link by direct telephone service all the blocks in Nalanda district with district headquarters] (121).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to link by automatic telephone service all the State capitals with the concerned districts of the respective States] (122).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to link through S.T.D. the automatic telephone exchange at Nalanda district headquarters with Delhi, Calcutta, Gauhati, Madras, Jullundur, Patna and all other important potato producing places] (123).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to provide telephone connections against all pending applications for telephone connections] (124).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to check malpractices in giving new telephone connections] (125).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to provide a P.C.O. at village Zlar in Asthwan P.S. District Nalanda in the State of Bihar] (280).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to open a new post-office at village Damodar Sarai-Manpur P.S. Ekangosarai Distt. Nalanda State of Bihar] (281).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to concede to the demands of the Extra Departmental Delivery Agents throughout the country] (282).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to provide post offices to all the district Head-quarters of the Panchayats in the country] (283).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to review the criteria for providing new post offices so that even the villages having less than 2,000 population could get them] (284).

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to count the closely situated villages as one village for providing new Post Office.] (285)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to improve the services of telephones throughout the country.] (286)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to open P.C.Os in all the Panchayat's Headquarters in the country including Bihar State.] (287)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to provide each Panchayat Headquarter in Bihar with a new post office.] (288)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to cover all the villages having population of 2000 or above with a P.C.O. in the country.] (289)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to construct the building of Telephone Exchange at Bihar Sharif (Nalanda) even after the acquisition of the land for the same.] (290)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to take effective steps to meet the grievances of the telephone subscribers regarding defects in their telephones.] (291)

SHRI HANNAN MOLLAH (Ulu-beria): I beg to move:

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure in commissioning of the Bauria telephone exchange.] (126)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to sanction the auto-dial system in lieu of tolling system in Bauria telephone exchange.] (127)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to provide trouble free telephone service.] (128)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to open new telephone exchange in West Bengal.] (129)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure of the telephone system in Calcutta to provide minimum services.] (130)

SHRI BAPUSAHEB PARULEKAR (Ratnagiri): I beg to move:

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to provide adequate postal and telecommunication facilities in Mabad and Poladpur talukas in Raigad district of Maharashtra.] (159)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to provide adequate postal and telecommunication

[Shri Bapusaheb Parulekar]

facilities in Bubagar taluka in Ratnagiri district of Maharashtra.] (160)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

Failure to provide adequate postal and telecommunication facilities in villages situated in Sabyadri mountains in Ratnagiri district of Maharashtra.] (161)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to commission sub-post offices and P.C.O.s sanctioned for Ratnagiri district in Maharashtra.] (162)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to commission telephone exchanges in villages Makuajan in Saregaunchshvar taluka and Purangad in Ratnagiri taluka of Ratnagiri district in Maharashtra.] (163)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure in providing P.C.O. at Nate and Naigad in Raigad district of Maharashtra.] (164)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Need for improvements in service conditions of Postmen in the country.] (165)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Need for shifting of R.M.S. service in the newly constructed

building of post office at Ratnagiri in Maharashtra.] (166)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to construct adequate staff quarters for P&T employees at Ratnagiri in Maharashtra.] (167)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to construct buildings for Post Offices at Mandangad, Dapoli, Kahd, Bubagar and Chipun in Ratnagiri district in Maharashtra.] (168)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to make adequate supply of envelopes, stamps, post-cards and inland letters throughout the district of Ratnagiri in Maharashtra.] (169)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure of P&T Department at Ratnagiri in Maharashtra to give prompt attentions to grievances of subscribers.] (170)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to open P.C.O. at villages Peve and Pangari in Bulugar taluka in Ratnagiri district.] (171)

"That the demand under the head Ministry of Communications be reduced by Rs. 100".

[Failure to remove ban on opening new PCOs and Telegraph Offices and Post Offices for want of funds.] (172)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Need for liberalisation of policy for opening of PCOs, Telegraph Offices, Post Offices in backward district of Ratnagiri in Maharashtra.] (173)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Need for shifting of Post & Telegraph Offices from dilapidated buildings at Dapoli, Khad and Mandangad in Ratnagiri district in Maharashtra to other places.] (174)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to pay arrears of overtime to employees of P&T department in Ratnagiri district of Maharashtra.] (175)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to solve the problems of stamp vendors in post offices in the country.] (176)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Inordinate delays in getting trunk calls and rude behaviour of some of telephone operators.] (177)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to commission sanctioned PCOs at villages Mhapral, Panderi Velas, Latayan and Vesavi in Nandangad taluka in Ratnagiri district of Maharashtra.] (178)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to open PCOs at villages Jalgaon, Kelashi, Anjarle and

Abye in Dapoli taluka in Ratnagiri of Maharashtra.] (179)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure of Government to open PCOs at villages Khop, Tisangi, Shigao, Amboli, Biramani, Lote and in Khed taluka of Ratnagiri district of Maharashtra.] (180)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to open PCOs at villages Kulkewadi, Kaluste, Shial, Kutre and Nandagaon in Chiplur Taluka in Ratnagiri district of Maharashtra.] (181)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to open PCOs at village Harcheri Karbude and Fansgs in Ratnagiri Taluka in Ratnagiri district of Maharashtra.] (182)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to commission sanctioned telex service at Ratnagiri in Maharashtra.] (183)

"That the demand under the head Ministry of Communication be reduced by Rs. 100."

[Failure to house the telephone exchange at Ratnagiri in Maharashtra in suitable premises.] (184)

"That the demand under the head Ministry of Communication be reduced by Rs. 100."

[Need for appointment of such telephone operators in Ratnagiri and Raigad districts of Maharashtra who can understand and speak marathi language.] (185)

[Shri Bapusaheb Parulekar]

"That the demand under the head Ministry of Communication be reduced by Rs. 100."

[Failure of employees in telephone exchange at Mabad in Raigad district of Maharashtra to respond to grievances of subscribers.] (186)

"That the demand under the head Ministry of Communications be reduced by Rs. 100"

[Failure to connect Ratnagiri with Bombay by S.T.D. service.] (187)

"That the demand under the head Ministry of Communication be reduced by Rs. 100."

[Failure to introduce postal service by night express buses between Bombay and Goa.] (188)

"That the demand under the head Ministry of Communication be reduced by Rs. 100."

[Failure to introduce night postal service in post offices at the district level in the country.] (189)

"That the demand under the head Ministry of Communication be reduced by Rs. 100."

[Failure to make arrangements to sell certain medicines through post offices as per the recommendations of Hathi Committee.] (190)

"That the demand under the head Ministry of Communication be reduced by Rs. 100."

[Failure to revive the practice of Sunday delivery.] (191)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to bring forward a comprehensive P&T law.] (192)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to create the proposed 'Standing Pool' of technical personnel for expeditiously filling up the vacancies in the P&T Department.] (193)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to instal proposed computer centres in the four metropolitan cities in the country.] (194)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to provide departmental or subsidised transport to women employees in the P&T Department.] (195)

"That the demand under the head Ministry of Communication be reduced by Rs. 100."

[Utilisation of the amount of credit of Rs. 251 crores given by IDA an affiliate of World Bank towards financing telecommunication project.] (196)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need for importing observation equipment for special checks on the line of subscribers who complain of excess billing.] (197)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Import of a unit of electro-mechanical cross bar system for expansion of Rai Bareli unit of I.T.I., from B.T.M. a Belgium subsidiary of the U.S. multinational.] (198)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to switch over to electronic exchanges instead of sticking to out-dated cross bar system] (199)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to take steps by way of efficiency drive in respect of the staff of P&T Department.] (200)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to take steps to recover a sum of Rs. 33 crores as telephone arrears due to Ministry's officers all over the country.] (201)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to check harrassment and humiliation of lady telephone operators by their officers at telephone exchanges.] (202)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to look into the grievances of lady telephone operators against eve teasing.] (203)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to provide transport facilities to lady telephone operators, despite their odd hours of duty.] (204)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to give incentive to telephone operators in order to improve telephone service.] (205)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to check deterioration of telephone and tele-communication services in the country.] (206)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to check clandestine postal service operating in the country.] (207)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to set up PCO and telegraph offices at villages Saved, Adavale, Kotwal, Ampenali and Palchil in Poladpur Taluka in Raigad district in Maharashtra] (208)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to commission the sanctioned BPO at village Pirandavane in Ratnagiri taluka of Ratnagiri district in Maharashtra.] (209)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to sanction PCO telegraph office and sub-post office in village Jakadevi in Ratnagiri district and Ratnagiri taluka.] (210)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to establish an independent telegraphic division in Ratnagiri in Maharashtra.] (211)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure to sanction a PCO at village Talawali in Gunagar taluka

[Shri Bapusaheb Parulekar]

of Ratnagiri district in Maharashtra.] (212)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure in not solving the problems of Extra Departmental Agents.] (213)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Reduction in telegraph messages in country from 1978-79 to 1980-81.] (214)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to check the increase in expenses over deputation sent abroad by P&T Department.] (215)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Failure in improving the working of Telephone Department.] (216)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to avoid over-staffing in the Telephone Department.] (217)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to remove shortage of cables in the country.] (218)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to utilise cables manufactured by State-owned factories instead of importing.] (219)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to overhaul the departmental set-up of P&T for making it a better public utility service.] (220)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to set up an autonomous corporation for telephones subject only to policy directives by Government.] (221)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to stop manufacturing discredited cross bar equipment and setting up of one more cross-bar factory.] (222)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to change the out-dated technology in manufacturing telephone equipments.] (223)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need for proper maintenance and installation of a computer at Curzon Road Complex of ICA of U.S. in New Delhi.] (224)

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Move to withdraw night concessions on trunk calls.] (225)

SHRI SATYANARAYAN JATIYA (Ujjain): I beg to move:

"That the demand under the Ministry of Communications be reduced by Re. 1."

[Failure to remove disparity between telephone technicians]

and other technicians working in BHEL, AIR and Indian Railways as regards their service conditions] (292).

"That the demand under the head Ministry of Communications be reduced to Re. 1".

[Failure to provide more postmen to the Post Office of Ujjain, Madhya Pradesh]. (293).

"That the demand under the head Ministry of Communications be reduced to Re. 1".

[Need to connect Ujjain by STD system, with all cities.] (294).

"That the demand under the head Ministry of Communications be reduced to Re. 1".

[Need to make STD service more efficient at Ujjain] (295).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to open PCO at Bhat Pachlana in Ujjain district, Madhya Pradesh]. (296).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to open PCO at Sindh-dad in Ujjain district, Madhya Pradesh]. (297).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to establish a telephone exchange at Alot in district Ratlam, Madhya Pradesh.] (298).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to establish a telephone exchange at Mahidpur in district Ujjain, Madhya Pradesh.] (299).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to establish telephone exchange at Khachrod in district Ujjain, Madhya Pradesh]. (300).

"That the demand under the head Ministry of Communications be reduced by Rs. 100."

[Need to provide more staff to the telephone exchange at Nagda in district Ujjain so as to make the service satisfactory.] (301).

SHRI ARJUN SETHI (Bhadrak):
Mr. Chairman, Sir, at the outset, I support the Demands for Grants of the Ministry of Communications. At the same time. I would like to point out some of the major problems of the Department.

It is a fact that development of speedy and efficient communication system is a vital necessity for the overall development of the country. As my friends on this side said earlier, once Indian postal system used to be one of the efficient systems in the world. But I must say with due apology, that today, it is also caught in the all round inefficiency, which is a distressing feature of our national life. There is delay and irregular delivery of mail. Sometimes, non-delivery of mail causes enormous difficulties to the people. There is no doubt that there has been an enormous increase in the number of post offices. Still a lot has to be done to fulfil the desire of the people in the rural and backward areas. Though there has been an increase in the number of post offices, no efforts have been made to study their defects and defects in the present system of distribution of mail as well as telegrams. I am sorry to say that no remedial measure has been taken to improve the system. If there is anything wrong in the distribution of the mail, some remedial measures must be thought out so that the problem which is

[Shri Arjun Sethi]

increasing everyday, is minimised. Unpunctual working of transport system is the main cause for the whole problem. Because the transport system is not keeping its schedule, delivery of postal mails and articles is delayed in rural areas. But the Department should think of improving its system. It should not depend upon the transport system. If they can devise some other means for distributing the mail, then this problem of delay can be solved to a great extent.

18 hrs.

In this House, several hon. Members and the Minister also have said that the main cause of inefficiency in the postal system is shortage of staff, economy in overtime payment, absenteeism, abuse of medical leave, etc. I must request the hon. Minister to go into these defects or appoint some committee which can go into the weaknesses and suggest means to adjust the new changes. Sometimes, it

is alleged that over-qualified persons are recruited in the Department. They always look out for better avenues. The moment they get better job, they leave their present job. In this way, though the vacancies are temporarily filled by these persons, in actual fact, they always remain vacant.

Similarly, there are other causes which are also the main drawbacks.

MR. CHAIRMAN: Can you complete your speech within two minutes.

SHRI ARJUN SETHI: No. I will take another 4 to 5 minutes.

MR. CHAIRMAN: Then you may continue your speech tomorrow. The House stands adjourned till 11 A.M. tomorrow.

18.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, April 3, 1981/Chaitra 13, 1903 (Saka).