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Thursday, December 18, 1980
Agrahayana 27, 1902 (Saka)

LOK SABHA DEBATES

(Fourth Session)



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**LOK SABHA SECRETARIAT
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LOK SABHA DEBATES

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LOK SABHA

Thursday, December 18, 1980/Agrahayana 27,1902 (Saka).

The Lok Sabha met at two minutes past Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

News Item Captioned "Polio Vaccine getting into Market untested"

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*460. SHRI CHINTAMANI PANI.
GRAHI:

SHRI JANARDHANA POO-
JARY:

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

(a) whether the attention of the Government has been drawn to the news item published in *Hindustan Times* of 24th November, 1980 under the caption "Polio Vaccine Getting Into Market Untested"; and

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

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

(b) A statement is placed on the Table of the House.

Statement

The Report in question published in the *Hindustan Times* dated 24th November, 1980 indicates that doubts about the potency of polio vaccine used by hospitals and private doctors have

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once again been raised following the closure of the only Polio Vaccine Testing Laboratory in Delhi.

2. The Country's requirements of oral polio vaccine are met through imports. The imports are from Soviet Union and Belgium, with Soviet Union providing the maximum quantity. Out of 47 consignments imported during the five years from 1975-76 to 1979-80, 44 consignments came from Soviet Union and 3 consignments from Belgium.

3. Each of these consignments is required to be accompanied by a test certificate issued by the manufacturer, abroad and a quality certificate from the government authorities of the exporting country, certifying that the consignment conforms to W.H.O. standards. The Drugs Controller (India) examines these certificates. If they are in order, the consignments are released for sale. In addition, samples from imported consignments were being subjected to tests on a regular basis at the Polio Testing Unit in the National Institute of Communicable Diseases, Delhi. Subsequent to the closure of the Unit in 1979, samples from such imported consignments were tested occasionally at the Haffkine Bio-pharmaceutical Corporation, Bombay, where facilities for such testing exist. All the samples tested either at the Polio Vaccine Testing Laboratory, Delhi or at the Haffkine Bio-pharmaceutical Corporation, Bombay, passed the test. Facilities for testing samples from imported consignments have now also been established at the Central Research Institute, Kasauli. In the light of these facts, the correct position is that imported consignments of the vaccine are not released unless the Drugs Controller (India) is satisfied that they

[Shri N. R. LASKAR]

conform to the stipulated W.H.O. standards.

4. Oral Polio Vaccine requires special conditions of cold storage and loses its potency if not stored properly. A survey conducted during 1973-74 showed that in institutions where proper storage conditions were not maintained, there was a loss of potency in the vaccine. Accordingly, instructions were issued by the Director General of Health Services, in March 1974 to the State Administrative Medical Officers, the State Drug Control authorities, the Central Government Health Scheme etc. regarding the precautions to be taken for storage and administration of the vaccine.

SHRI CHINTAMANI PANIGRAHI:

Is the Government aware that in recent years, the incidence of polio is on the rise? Have any reports been received from different States about it by now? If so, is polio on the rise? If it is, what is the reason for it, when you are immunizing the children with these vaccines?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): All necessary steps have been taken for immunizing the children. I don't have any information about the increase in the incidence of polio.

SHRI CHINTAMANI PANIGRAHI:

Is the Minister aware that Dr. Jacob of the Vellore Medical College Hospital has said recently that the potency of whatever vaccine, he had used was only 2 per cent? Will Government be guided solely by the certificates of the countries from which the vaccine is being imported, or is it being tested by our own official laboratory, as it was being done from 1972 till 1978? Is the Government thinking of having a regular check on these imported vaccines before they go to people?

SHRI B. SHANKARANAND: Perhaps my hon. friend has not read the opinion of Dr. Jacob. He has said

that the vaccine has been tested at various centres regarding its potency. It was two years ago that he said that the potency was very low. But today Dr. Jacob himself says that the potency is all right.

SHRI JANARDHANA POOJARY:

Will the Minister state whether it is a fact that Dr. Arya, the former Director of PVTL had to quit as he was the only person trained in that test in India; and whether he had to quit because he was harassed, and also because there was curtailment so far as staff was concerned? If that is so, with the closure of PVTL is there any national laboratory left in the country to test the safety of the vaccine? If not, will Dr. Arya be asked to continue, by providing sufficient staff?

SHRI B. SHANKARANAND: It is a fact that at the time Dr. Arya left the Institute he was the only person trained in that; but it is not a fact that he left the Institute because of harassment.

SHRI NARAYAN CHOUBEY: May I know whether they are going to reopen what had been closed in 1979?

SHRI B. SHANKARANAND: It is a suggestion for action.

Jaisalmer-Abu Road Line

*461. **SHRI ASHOK GEHLOT:** Will the Minister of RAILWAYS be pleased to state:

(a) whether a representation has been received for the construction of new railway lines from Jaisalmer to Abu Road, Devikot to Pali, Medata City to Ajmer and Phalodi to Kolayat;

(b) whether Government are taking steps to complete this work;

(c) if so, the outlines thereof; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN

THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) to (d). No proposal is at present under consideration for taking up the proposed lines. The National Transport Policy Committee have submitted their recommendations to the Planning Commission *inter alia* on new lines in backward areas. The report is being processed by the Planning Commission. These proposals could be given due consideration in the light of the accepted recommendation of this Committee.

श्री अशोक गहलोत : मैंने अपने प्रश्न में जिन रेलवे लाइनों का जिक्र किया है, वे बहुत महत्वपूर्ण रेलवे लाइनें हैं। क्या मंत्री महोदय को इस बात की जानकारी है कि भूतपूर्व जोधपुर रियासत में इन सभी रेलवे लाइनों का सर्वे किया गया था, लेकिन देश के विभाजन के बाद सर्वेक्षण से आगे का काम नहीं हो सका? क्या मंत्री महोदय इन रेलवे लाइनों के निर्माण को टाप प्रायर्टी देंगे, जो डिफेंस के पायंट ग्राफ़ ब्यू से, पर्यटन की दृष्टि से और राजस्थान कॅनल के काम को तीव्र गति प्रदान करने की दृष्टि से बहुत महत्वपूर्ण हैं और इसके अलावा राजस्थान के पश्चिमी मरुस्थलीय एरिया के विकास में भी सहायक होगी?

श्री मल्लिकार्जुन : यह सही है कि इन रेलवे लाइनों का पहले सर्वे हुआ था। लेकिन वर्तमान परिस्थितियों में डिफेंस के पायंट ग्राफ़ ब्यू से मूरतगढ़ से सरूपसर नई रेलवे लाइन का सर्वे किया जा रहा है। इसके अलावा सरूपसर से अनूपगढ़ तक की मीटरगेज लाइन के ग्राइवेज में कनवर्शन का काम भी करना है। राजस्थान कॅनल का फ्रंट स्टेज कम्पलीट हो चुका है। हम बीकानेर-चित्तौड़गढ़ लाइन का प्रिन्सिपलरी सर्वे कर चुके हैं। उसकी परीक्षा

की जा रही है और उसके बाद प्रगती कार्यवाही की जायेगी।

श्री अशोक गहलोत : देश-विभाजन के समय जिन लाइनों लोगों की सम्पत्ति पाकिस्तान में रह गई थी, सरकार ने उनको मुआवजा दिया था। मैं उस कदम को उचित समझता हूँ। जोधपुर रियासत की, जो कि अब जोधपुर सम्भाग है, जिसमें सात जिले हैं, 350, 400 किलो मीटर रेलवे लाइनों के रूप में करोड़ों रुपये की सम्पत्ति पाकिस्तान में रह गई थी। जोधपुर डिबिजन के जिन शरीकों की कमाई का रूपया उन रेलवे लाइनों में लगा था, क्या उसी आधार पर उन्हें मुआवजा देने के लिए सरकार इन रेलवे लाइनों के निर्माण को टाप प्रायर्टी देने के बारे में सोचेंगी?

श्री मल्लिकार्जुन : देश-विभाजन के समय हमारी जो सम्पत्ति उस देश में रह गई, या उस देश की सम्पत्ति हमारे पास आई, इस समय हमें उस विषय पर विचार नहीं करना है। नेशनल ट्रांसपोर्ट पालिसी कमेटी ने पिछड़े हुए क्षेत्रों में रेलवे लाइनें बिछाने के बारे में अपनी रिकमेंडेशन्स प्लानिंग कमीशन को दी हैं। माननीय सदस्य ने जो मुआवजा दिये हैं, उन पर कमेटी की रिकमेंडेशन्स पर निर्णय हो जाने पर, और हमको जो ग्राइडेंस दी जायेगी, उसके अनुसार विचार किया जायेगा।

श्री शिवकुमार सिंह ठाकुर : मंत्री महोदय ने अपने जवाब में कहा है कि नेशनल ट्रांसपोर्ट पालिसी कमेटी ने बैंकवर्ड एरियाज में रेलवे लाइनें बिछाने के बारे में रिकमेंडेशन्स दी हैं। खडवा-खारगोन रेलवे लाइन भी एक बैंकवर्ड एरिया में है। (ध्वनि) अध्यक्ष महोदय, आप जवाब देकर लीजिए, इसमें निश्चय है :

"The National Transport Policy Committee have submitted their recommendations to the Planning

Commission *inter alia* on new lines in backward areas”

प्रध्यक्ष महोदय : मि० डागा :

श्री शिवकुमार सिंह ठाकुर : प्रध्यक्ष महोदय, मुझे संरक्षण चाहिए ।

प्रध्यक्ष महोदय : आपने संरक्षण का उपयुक्त इस्तेमाल नहीं किया । मि० डागा ।

श्री मूल चन्द डागा : प्रध्यक्ष महोदय, दुर्भाग्य की बात यह है कि राजस्थान से कभी कोई रेलवे मिनिस्टर नहीं बना जिसका मतलब यह है कि पांच पंचवर्षीय योजनाओं में कुल खर्च का केवल 5.7 प्रतिशत राजस्थान को मिला ।

मैं मंत्री जी से पूछना चाहता हूँ कि अभी माननीय सदस्य ने जो प्वाइण्ट आउट किया, क्या उसका आपने सर्वे करवाया है और उन पर कुल कितनी धनराशि खर्च होगी, यह आप बतलाने की कृपा करें ।

श्री मल्लिकार्जुन : मान्यवर, इसमें दुर्भाग्य की कोई बात नहीं है, भविष्य में रेलवे मिनिस्टर राजस्थान से भी हो सकते हैं ।

Less Wages paid to Indians by British Shipowners

*462. SHRI JYOTIRMOY BOSU:

SHRI N. E. HORO:

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

(a) whether it has been brought to his notice that the British shipowners have been systematically employing Indian ratings as cheap labours;

(b) whether Government are aware of a New Statesman article (London) disclosing recently that legally sanctioned racial discrimination by British Shipowners has deprived Indian sea-

farers of more than 200 million pound sterling wages over the last four and a half-years; and

(c) if so, the facts thereof and the action taken thereon?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Indian seamen including those employed by British shipowners are registered with Seamen's employment Offices at Bombay and Calcutta, under the Directorate General of Shipping. They are engaged from a common pool on Indian Articles of Agreement and their wages are settled by the National Maritime Board (NMB). It is, therefore, not correct to say that Indian ratings are employed by British shipowners as cheap labour.

(b) Yes, Sir. It is understood that the figure of 200 million represents the differential in wages of all non-European seamen and not of Indian seamen only.

(c) The wage terms and service conditions of all Indian foreign-going ratings (seamen), whether serving on Indian flag vessels or foreign flag vessels, are decided by National Maritime Board. This is a bipartite machinery comprising representatives of Indian seamen and shipowners. British shipowners are also associated with the Board since about 6,000 Indian seamen are employed on British flag vessels. The question of any racial discrimination against Indian seamen does not arise because they are based in India with entirely different standards of living and covered by N.M.B. agreement.

SHRI JYOTIRMOY BOSU: Sir, have you heard the reply carefully? Since the Indians are accustomed to have a low calorie diet of 2200 calories per day, they should not have a diet of 3500 calories per day! That is the sum and substance of the reply. This is one of the worst conspiracies which has been revealed by New Statesman in Britain that the British shipowners,

the Indian Government and the Indian shipowners and other interests join hands to see that the Indian seafarers are exploited for all times to come. They have been exploited all along and they must continue to be exploited!

"New Delhi's opposition to wage equality is said to be due to fear that it would cause reverberations through the rest of the Indian economy."

The hon. Minister's reply has confirmed what is stated in the *New Statesman*.

"An Indian seafarer gets a weekly wage of 13.15 pound compared with 64 pound for the British counterpart. The Indian works the longer week (four hours extra) and spends more time at sea—often 9 months without leave."

Has the hon. Minister read this article in the *New Statesman* which was published roughly on 10th November in Britain? Then it says:

"In its evidence to 'ENDS' the Government of India was reported to have opposed wage equality also on the ground that Indian ratings might no longer be used."

If this is true, what action does he propose to take to end this discrimination. This is a sort of racial discrimination which in Europe means non-whites. Therefore, are we going to encourage this?

SHRI VEERENDRA PATIL: So far as this matter is concerned, I want to make it very clear that this is a matter between the seamen's union and the ship-owners to decide about wages. There is the National Maritime Board which decide wages not only for the seamen working on Indian ships but also for the seamen working on other foreign ships. They decide once in two years. They have decided that the Indian seamen should get so much per month and according to that they

are getting. Now, it is only a matter between the seamen's union and the ship-owners. So far as this matter is concerned, Government do not come into the picture. It is not correct to allege that Government is a party to this. Government is not at all a party to this. We will be very happy if seamen are prepared to accept the wages that the British ship-owners are giving to their counterparts. We have absolutely no objection at all. But so far as the wages are concerned, it is true that whatever wages the British seaman are getting, the Indian seamen are not getting the same. But the Indian seamen's union have said that they do not want to get the same wages as the British seamen are getting. They have got their own difficulties. The Indian seamen's union and the shipowners have opposed the wage equalisation for the following reasons:

1. It will result in building up pressures for corresponding enhancement in the wages of Indian seamen employed on Indian vessels. This demand cannot be met. As Indian seamen employed both on Indian and British flag vessels are drawn from a common pool, it will create two distinct wage levels for the same categories of employees and result in serious tensions. As Indian living conditions have no relevance to the living conditions in UP, payment of an exceptionally high wage to Indian seamen employed on UK vessels will distort out wage structure.

2. The wage equalisation will be used to ultimately throw out of employment nearly 6000 Indian seamen working on British flag vessels, as this level of wage will rob the arrangement of its attraction in favour of the Indian seamen.

For these two reasons, the seamen's union feel that they should not accept the wages that their counterparts are getting.

SHRI JYOTIRMOY BOSU: I must thank the hon. Minister that he has

[Shri Jyotirmoy Bosu]

confirmed my apprehension that the Government of India and the ship-owners, the capitalists, are one with the British ship-owners and the British Government. (Interruption) Trade unions will never oppose increase in wages. May I know whether he is aware of the fact that Mr. Sam Mc Cluskie, Assistant General Secretary of the National Union of Seamen of Britain has said "the Indian Government told us the British rate would make the Indian rating as well paid as a "brain surgeon". One international transport workers federation official recalled a wage dispute in a British port involving an Indian crew, where the Indian High Commissioner rang to ask why they are stopping his chaps from getting higher wages. This has appeared in the *Ntw Statesman*. I would ask the hon. Minister whether he is aware of the fact that the Labour Government in Britain had taken steps to equalise the remuneration of the coloured seafarers with the white seafarers, but with the advent of the Conservative Government, headed by Mrs. Margaret Thatcher the whole thing has been shelved. If that is so, what proposals has he to see that there is no discrimination in remuneration on grounds of the colour of the skin?

SHRI VEERENDRA PATIL: I have made it clear that this is a matter between the seamen's union and the ship-owners. So far as the UK Government is concerned, I agree with the hon. Member that it has taken a stand that there should be a wage equalisation and that there should be no discrimination. So far as we are concerned, the hon. Member is repeatedly saying that we are a party to this. I emphatically repudiate this allegation. So far as the Government of India is concerned, we have absolutely nothing to do with this problem.

DR. SUBRAMANIAM SWAMY: It is a silence of conspiracy.

SHRI VEERENDRA PATIL: This is a problem between Seamen's union and the ship-owners. If the seamen's union are not prepared to accept higher wages, I have no power to force the seamen's union to accept higher wages. If they say "we do not want higher wages", then what can we do?

SHRI JYOTIRMOY BOSU: I had also asked whether the Indian High Commissioner had telephoned the National Seamen's Union in Britain. The hon. Minister cannot answer that question without consulting Shri Narasimha Rao. If he wants, he can ask for notice.

SHRI N. E. HORO: In the Government reply it is very clearly stated that there is discrimination in the wage structure and other service conditions. But the Minister has repeatedly stated that it is a matter between the seamen and the ship-owners. But this is a question which should be our concern because if there is discrimination between non-European and European seamen, it calls for rationalisation. After hearing the views which have been expressed here, I would like to know from the Minister the intentions of the Government and whether they will take up this matter with the appropriate authorities so that equalisation of pay is restored between Europeans and non-Europeans.

SHRI VEERENDRA PATIL: I have already made it very clear and I have only to repeat the same thing. The Government of India do not come into the picture at all. The Government of India have no power to force the seamen's union. If the seamen's union are not prepared to accept higher wages, what can I do.

SHRI NIREN GHOSH: I would like to know from the hon. Minister whether it is a fact that sometime back the British ship-owners offered to pay equal wages to the Indian seamen but the Government of India intervened and said "if you take that

money, you have to deposit the differential with the Government of India; if you do not do that, you would not be registered; we will not allow your registration". That is how you have made a misleading and wrong statement in the House.

SHRI VEERENDRA PATIL: I am very sorry that the hon. Member is not fully informed. At no stage have we said that we are against this equalisation of wage.

SHRI NIREN GHOSH: This has appeared in the *Statesman*.

SHRI VEERENDRA PATIL: The hon. Member is going by whatever has appeared in the *Statesman*. The position is that the Indian ship-owners and the seamen have adopted a common approach; it has nothing to do with the Government of India. They have evolved a common approach. The Government of UK have adopted the policy of equalisation of wage. Their approach is that the National Maritime Wage Board rate would be payable to the Indian seamen, who are employed on Indian or foreign vessels and any differentiation between the NMT wage rate and the higher rate on foreign flags would be funded to the Indian Seamen's Welfare Fund. It is the decision of the seamen, viz., Forward Seamen's. It is not ours.

SHRI M. M. LAWRENCE: Sir, here the Minister said that trade unions have agreed with the Maritime Board. My question is: (a) Is it not a fact that only one section of the workers are represented in this Maritime Board? (b) Is it not a fact that an organisation which represents the seamen, viz., Forward Seamen's Union, have repeatedly requested the Government to end this discrimination?

SHRI VEERENDRA PATIL: When I say, Seamen's Union, I say the recognised Seamen's Union. I do not know how many unions are here. If they are not recognised, I cannot take cognizance of them.

Vector Control Research Centre,
Pondicherry

*463. **SHRI JYOTIRMOY BOSU:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) nature of activities carried on by the Vector Control Research Centre, Pondicherry;

(b) what are the antecedents of the present head of this centre;

(c) whether it has been alleged that funds of the Vector Central Research Centre have been diverted only for the development of Biological agents:

(d) whether it has also been alleged that biological agents like *Serraia Marceena* is being intensively studied and all the results of the experiments are supplied to foreign agents without the knowledge of the Government of India; and

(e) if so, what are the details thereof.

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (d). A statement containing the required information is laid on the Table of the Sabha.

(e) The question does not arise.

Statement

(a) The Vector Control Research Centre, Pondicherry is engaged in research on control of Vectors of malaria and filariasis with the objective of finding an effective method of controlling them.

(b) The present head of the Centre has been with the Indian Council of Medical Research since 1953. He has been associated with the Virus Research Centre of the Council from 1953 to 1970, with the ICMR/WHO Research Unit on Genetic Control of Mosquitoes from June, 1970 to June,

[Shri N. R. LASKAR]

1975 and with the Vector Control Research Centre, Pondicherry from July 1975 onwards.

(c) No. The research activities of the Centre cover a wide range, which are as follows:—

- (i) Biological Control.
- (ii) Malaria.
- (iii) Filariasis.
- (iv) Ecology.
- (v) Environmental Control.
- (vi) Insecticides.
- (vii) Genetics.
- (viii) Rearing & Colonisation.
- (ix) Parasitology.

(d) No work is being done by the Centre on the agent *Serratia Morcesuns* and no data is being supplied to any foreign agents/source. The results of all the studies undertaken by the Centre are published in the "Indian Journal of Medical Research" by the Indian Council of Medical Research.

SHRI JYOTIRMOY BOSU: Sir, I wish Dr. Karan Singh was here. The Public Accounts Committee of the Parliament in 1973-74 and 1974-75 was seized of the matter and it revealed that the American Defence Organisation for the global strategy had organised a research project in India. In case they wanted to wage a war, biological, herbisical and chemical warfare against the Soviet Union and China, they wanted to set up a project, and I would like to know from the hon. Minister whether he is aware of the fact that instead of some Indian officials or Indian scientists or doctors working in this organisation, migratory birds and other animals carrying viruses are dissected and sera and blood have been sent on slides to American Defence Pathological Institute. I would like to know whether he has gone through those documents and whether he has also seen that recently the Pentagon paper which has been released has confirmed.... (Interruptions). The Pentagon paper which

has been released has confirmed the Public Accounts Committee Report. In that context, may I ask the hon. Health Minister, our old friend Mr. Shankaranand, what steps is he taking to ensure that no undesirable or unwarranted activities are undertaken by this sort of organisations where money from abroad is coming for financing this sort of a project?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): Sir, though the question asked by my friend does not arise directly from this question because he has asked the question about Pondicherry, he is not asking anything about it. (Interruptions) Please look into the question yourself and be satisfied whether your question is relevant.

(Interruptions)

PROF. MADHU DANAVATE: Please tell the Minister that relevancy is decided by you, Sir.

(Interruptions)

SHRI B. SHANKARANAND: I would have refused, but I don't. But I can only say that I am quite aware of the proceedings of the Public Accounts Committee regarding the issue raised by Mr. Jyotirmoy Bosu and Government have taken specific action to see that such things are not done for the sake of safety and security of the nation.

SHRI JYOTIRMOY BOSU: I would like to know whether the Minister is aware of the fact that....

(Interruptions)

DR. SUBRAMANIAM SWAMY: You must remember that it was I who brought this to the notice of the Public Accounts Committee.

SHRI JYOTIRMOY BOSU: Not at all.

(Interruptions)

MR. SPEAKER: Arguments outside the House.

SHRI JYOTIRMOY BOSU: It was done by an eminent scientist, I must be grateful to him. He is a patriotic scientist who brought this to the notice of the Public Accounts Committee. (Interruptions). May I ask the hon. Minister whether he is aware of the fact that a project quite comparable to this one was thrown out by at least two governments, one was in Tanzania and the other was in Burma, where they went on the pretext of genetic control of mosquitoes and other epidemic diseases carrying viruses. If so, how the Government would view this, because the Defence Intelligence has written a note....

MR. SPEAKER: Please put the question. Don't tell him anything.

SHRI JYOTIRMOY BOSU: No, Sir. I won't divulge the State secrets. It was contended to justify their coming in, that since they are not going to the border area of Delhi, we allowed them to do the research here. For chemical and herbisical warfare or for biological warfare, you don't need to go to that part of the country. That much of intelligence is there. I would like to ask whether—you enquire from your friend sitting next to you—some Governments have thrown out this sort of project financed by World Health Organisation or other phony international organisations.

SHRI B. SHANKARANAND: Sir, we have taken all care not to allow any phony international organisation to risk the country's safety and security.

Extension of BG line to Raiganj from Barsoi

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

(a) whether there is any proposal to extend broad gauge line to Raiganj from Barsoi in North Eastern Railway and starting Gour Express

from Raiganj instead of Maldah extending railway facilities to both these important towns of North Bengal;

(b) if so, the steps taken on that; 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, Sir.

(b) Does not arise.

(c) The present capacity of Barsoi-Raiganj-Radhikapur MG section is adequate to cater for the traffic requirements. Due to severe constraint of resources, it is not possible to undertake construction of BG line upto Raiganj at present.

SHRI A. K. ROY: Mr. Speaker, Sir, the hon. Railway Minister through his more impressive Deputy Minister has again come out with a negative answer. Sir, the answer to this question would confirm what has been expressed just now that there is a clear coincidence between the area producing Ministers and the area producing new trains or new lines because we have a Minister from Durbhanga to get Jayanti Janata, a Minister from Bhagalpur to get Vikramshila, a Minister from Banaras to get Kashi Vishwanath. Malda had to wait till it gets a Cabinet Minister to get Gour Express and I wonder whether Raiganj is not getting the BG line as it could not produce a Minister. You will appreciate that Raiganj is only 15 miles from Barsoi which has got only one station in between and it is gateway to North Bengal and its conversion to BG line would have increased to a great extent the passenger and commercial traffic in that area. In view of that, may I know whether he has assessed the actual financial commitments required for upgrading this meter gauge line to BG line?

SHRI MALLIKARJUN: The actual financial commitment for the conversion of this line from Barsoi to Raiganj is Rs. 2.5 crores. In the light of the constraints on the resources, it is impossible to convert this into BG line because we give priority to arterial, high density lines and because we are all conscious of our financial resources.

SHRI A. K. ROY: It is no reason. What he is telling is a political constraint, not the financial constraint. In view of the fact that North Bengal is a very backward area like North Bihar and our Railway Minister is happily from North Bihar may I know if he will look to North Bengal also while converting various lines from metre gauge to broad gauge and also extending railway lines, so that most of the important districts of North Bengal are connected by broad gauge in the next five years?

SHRI MALLIKARJUN: It is the Government's policy and determined view to see that the backward areas are provided, and we have a desire that North Bengal also should have that privilege.

MR. SPEAKER: Mallikarjun seems to be in his element!

श्री जमालुर्हमान : मोहतरम स्पीकर साहब, यह बी० जी० का मामला संगीन है। किशनगंज, कटिहार, जोगबनी—किशनगंज में एक में नाम नहीं लूंगा क्योंकि वह प्रादमी इस वक्त नहीं है। ..

[श्री जमालुर्हमान : महकम

असहकर फाखब - ये ही - जी - का
महामह सलकन है - कशन कलज कलहार
जोग बनी - कशन कलज में एक -
में नाम नहीं लुर का कोनके वे अदमी
[स वलत नहें है -]

MR. SPEAKER: Not pertinent to this question.

SHRI MALLIKARJUN: He has taken the name of Barauni. The conversion of the Barauni-Katihar line is in progress and will be completed soon.

SHRI JAMILUR RAHMAN: I am not on Barauni.

MR. SPEAKER: It is not within the purview of this question.

श्री जमालुर्हमान : मैं आपसे प्रश्न कर रहा था कि ...

[श्री जमालुर्हमान : मैं आप

से प्रश्न कर रहा था कि ...]

प्रध्यक्ष महोदय : अब आपका सवाल नहीं होगा ।

श्री जमालुर्हमान : प्रध्यक्ष महोदय, बरसोई की बात है, वही बता रहा हूँ कि जब एक पटिकुलर प्रादमी चेयरमैन था, उसने सट्टेन एरिया में ब्राडगेज बना दिया। बारसोई से कटिहार या कुमदपुर से कटिहार जो ब्राडगेज लाइन पर है आप गौड़ एक्सप्रेस नहीं देने जा रहे हैं।

[श्री जमालुर्हमान : अदमी

महोदय - प्रसों ही की बात है
वही बता रहा हूँ कि जब एक
पटिकुलर प्रादमी चेयरमैन था
उसने सट्टेन एरिया में ब्राडगेज
बना दिया -
बारसोई से कटिहार या कुमदपुर से
कटिहार जो ब्राडगेज लाइन पर है
आप गौड़ एक्सप्रेस नहीं देने जा रहे
हैं -]

अध्यक्ष महोदय : बस इतना ही सवाल है न ?

श्री जमीनुर्रहमान : गौड़ एक्सप्रेस की बात आई है न क्वेश्चन में ।

[شری جمیل الرحمان : گور
ایکسپریس کی بات آئی ہے نا
کوشش میں -]

अध्यक्ष महोदय : सवाल क्या है आपका ?

श्री जमीनुर्रहमान : सवाल ही तो कर रहा हूँ । गौड़ एक्सप्रेस का एक्सटेंशन कटिहार तक होना है । इस टाइप के जवाब जो कि सन् 71 से सुनते आ रहे हैं, वे इस वक्त सुनने को हम तैयार नहीं हैं । आप बताइए कि कटिहार में दो जूट मिलें हैं, वो रोलिंग मिलें हैं, 10 मिलें हैं और इंडस्ट्रियल टाउन है । वहां से पहले गाड़ियां जाती थीं, कलकत्ता, हम लोगों को सुविधा थी । तो आप इसे बढ़ाएंगे या नहीं या फिर आप दूसरी ट्रेन कलकत्ता के लिए देंगे या नहीं ?

(ब्यवधान) ...

[شری جمیل الرحمان : سوال

ہی تو کر رہا ہوں - گور ایکسپریس
کا ایکسٹینشن کٹھار تک ہونا ہے -
اس تالیپ کے جواب جو کہ سالہ ۱۹۷۱ع
سے ملتے آ رہے ہیں وہ اس وقت
ملنے کو ہم تیار نہیں ہیں - آپ
بتائیے کہ کٹھار میں دو چھوٹے
ملیں ہیں دو رولنگ ملیں ہیں
- ۱۰ ملیں ہیں اور انڈسٹریل ٹاؤن
ہیں - وہاں سے پہلے گاڑیاں جتنی
تھیں کلکتہ ہم لوگوں کو سودھاتی -
تو آپ ایسے پڑھائیں گے یا نہیں یا

۱۹۷۱ آپ دوسری تریں کلکتہ کے لئے
دینگے یا نہیں - (انگریزوں) ...

श्री मल्लिकार्जुन : मान्यवर, गौड़ एक्सप्रेस जो स्यालदा से मालदा जाती है, उसे मालदा से कटिहार तक बढ़ाने का प्रश्न प्रस्तुत नहीं होता और नई ट्रेन का मूल्य करना भी संभव नहीं है ।

श्री जमीनुर्रहमान : अध्यक्ष महोदय, मेरा कहना है कि कटिहार बाइगेज में है ।

You do not know. Read the Papers of the Railway Board.

[شری جمیل الرحمان : ادیکس

مہودے میرا کہنا ہے کہ کٹھار
براز کھچ میں ہوں -]

You do not know. Read the Papers of the Railway Board.

SHRI KRISHNA CHANDRA HALDER: In view of the reply given by the hon. Minister that it is the determined policy of the Government to construct new lines in the backward areas, I would like to know about another backward area.

MR. SPEAKER: Put a supplementary on this question, otherwise, he will not be able to answer you. You may table a new question regarding that particular area, then I will get the answer.

SHRI KRISHNA CHANDRA HALDER: It is a backward area.

MR. SPEAKER: Backward areas, are so many in the country, you cannot expect him to be prepared to answer all of them. He has not a computerised brain.

SHRI KRISHNA CHANDRA HALDER: Are you not allowing me?

MR. SPEAKER: I will allow you on this question.

SHRI KRISHNA CHANDRA HALDER: The Barsoi-Raiganj area referred to by Mr. A. K. Roy is also a

[Shri K. C. Haldar]

backward area. Will the Hon. Minister apply the same yardstick to convert this meter gauge line into broad gauge? It may cost Rs. 2.5 crores. What does it matter? It is for the improvement of the backward areas. You should accept this. I want a categorical answer.

SHRI MALLIKARJUN: It is a backward area. But so far as that line is concerned, there is a metre-gauge link. It is sufficient to cater the traffic. Unnecessarily, we cannot put a strain on the Government exchequer.

**Embassy Level relations with
Kampuchea**

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*446. **SHRI INDRAJIT GUPTA:**
**SHRI CHANDRAJIT
YADAV:**

Will the Minister of **EXTERNAL AFFAIRS** be pleased to state:

(a) whether it has been decided as to when the Indian Embassy will start functioning in Phnom-Penh, and the Kampuchean Embassy in New Delhi;

(b) whether the ambassadors of the two countries have been appointed; and

(c) whether it is a fact that some countries which still support the former regime of Pot in Kampuchea are trying to delay the opening of the two Embassies?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). The Indian Embassy in Phnom Penh, headed by a Charge d' Affaires, pending the appointment of an Ambassador, will be opened shortly. Likewise, the Kampuchean Embassy in New Delhi is also expected to start functioning soon. Though the exact date is not known, it is understood that the Government of the People's Republic of Kampuchea will send, in the near future, an advance party to set up their Embassy

in New Delhi and also nominate their envoy to India.

(c) Government has no information regarding the alleged attempts being made by some countries to delay the opening of the two Embassies.

SHRI INDRAJIT GUPTA: I would like to know whether the envoys on both sides, Ambassador or Charge d' Affaires, have been selected or officially named so far and also whether we have taken any steps to help the Kampuchean Government—it is a Government of a very poor country—for obtaining suitable diplomatic accommodation for their Embassy in Delhi. A few months ago, when some of us were in that country, they showed in Phnom Penh two very impressive looking buildings, side by side, which their Government have already selected and are preparing and receiving the Indian Embassy there. I want to know whether from our side we are making any similar arrangements for them and whether the envoys have been selected.

SHRI P. V. NARASIMHA RAO: Our Charge d' Affaires has been named. Orders will be issued shortly. It so happened that they had named one Ambassador. But, unfortunately, he died as a result of illness in a hospital in Hanoi a few days ago. So, they will have to name another person. It is in the process. So far as the facilities are concerned. I think, we will do our best to give them whatever facilities are possible in Delhi.

SHRI INDRAJIT GUPTA: During a long period when we had no diplomatic relations with the Peoples Republic of China or the diplomatic relations had been severed, we continued and correctly continued to advocate very strongly that the Peoples Republic of China should be seated in the United Nations from which it had been excluded because we held a view at that time quite

correctly, that they represent the country which is called the Peoples Republic of China and not that group of people who were sitting in Taiwan. Here is a Government which we have recognised with which we have diplomatic relations and which is excluded from the United Nations in favour of a group headed by Pol Pot which does not exist any more on the territory of Kampuchea. What steps our Government is taking to advocate and pursue the question of seating them in the United Nations.

SHRI P. V. NARASIMHA RAO: It is a different question. Even so, I would like to inform the hon. Member that on this we have taken a categorical stand in the U.N. General Assembly. It is very clearly stated in my own speech that we are against the seating of Pol Pot. I have gone to the extent of saying that the Pol Pot Government is, as it were, representing its own victims in the General Assembly.

DR. SUBRAMANIAM SWAMY: In the same session, I had put a question which, unfortunately, became an Unstarred question, in which I had asked the hon. Minister and he has given a reply how many countries recognised the Kampuchean Government before India did and how many recognised it after India did because argument was that India was recognising it to facilitate further normalisation. The answer given was, before India recognised it, Afghanistan, Hungary, Bulgaria, these kind of countries which are satellites of the Soviet Union, recognised the Kampuchean Government and, as to how many countries recognised after India did, the answer was, zero. Nobody has recognised the Kampuchean Government after India recognised. Therefore, I would like to ask a question ...

SHRI P. V. NARASIMHA RAO: This is a question which has been answered already. The answer is in the possession of the House. I do not

have all the details at the moment. But the answer has been given. The names of countries have been given; the number has been given; everything has been given.

DR. SUBRAMANIAM SWAMY: I agree. I am only asking this. In view of this, would the Government now explain why is it that the diplomatic initiative that the Government took in regard to Kampuchea had failed and is the delay in finalisation partly due to the recognition of the fact that its policy regarding Kampuchea has been a total failure?

SHRI P. V. NARASIMHA RAO: Mr. Indrajit Gupta and Dr. Subramaniam Swamy seem to have made contradictory presumptions. I only have to contradict both the presumptions.

Damage to Railways due to Farmers and Students Agitation

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*467. SHRI M. V. CHANDRASHEKARA MURTHY:

SHRI B. V. DESAI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have become subject of attacks and hold ups in the country for the last four to five months;

(b) if so, whether the farmers agitation and students agitation of Kerala has damaged the railway property and also delayed the running of trains;

(c) whether the efficiency of Railways has deteriorated in the country; and

(d) if so, what steps are being taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIA-

MENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Yes, Sir.

(c) No, Sir.

(d) Does not arise.

SHRI M. V. CHANDRASHEKARA MURTHY: We are aware that railways and buses are the main targets of attacks in almost all strikes and agitations in the country. Sufficient damage has been done to the railway property in the recent agitations. In this context, I want to know from the hon. Minister what was the extent of damage done to the railway property, with all the details.

SHRI MALLIKARJUN: Attacks have been there and I will give the figures, the comparative figures of 1979 and 1980; in the Central Railway, there were four such attacks; and now it is eight; that is how there is an increasing trend now. So far as the extent of damage is concerned, we have received the information only from two Zonal Railways and not from all the Railways: the damage that occurred in the Central Railway is Rs. 1,14,45,000 and in the Southern Railway it is Rs. 76,407.

SHRI M. V. CHANDRASHEKARA MURTHY: Agitations of farmers and students had a direct impact on the running of trains. In view of this fact, I want to know from the hon. Minister how far this affected the running of trains and if so, what steps Government propose to take to remedy the situation.

SHRI MALLIKARJUN: It is unfortunate that, if any agitation or any bandh call or any such thing of any political party comes, the trains become the targets and as a consequence, naturally, there will be hold-up and chain-pulling and so on and so forth. The trains will be held up there. That is how it affects the arrival of trains to the destination. However, Government propose to take various steps to

avoid such occurrences; there are escorts in some of the important trains; we are also augmenting the police force to see that such things do not occur.

SHRI B. V. DESAI: In view of the reply which the hon. Deputy Minister has given, I would like to ask this. In some other context, the Minister has said that about Rs. 6,37,000 worth of railway property was damaged in Nasik Division. Not only in farmers' agitation but in any type of agitation, it is the public property or the national property which is being damaged and put to great loss. Will the hon. Minister be pleased to state whether, under certain conditions, under such conditions, the NSO can be used to see that the national property is saved?

SHRI MALLIKARJUN: The application of the NSO depends upon how the local administration acts or takes to it. These are instigated, accidental things which are happening due to the unfortunate agitations. But if anybody is found involved in destructive activities, naturally the NSO has to be invoked.

श्री रामावतार शास्त्री : अध्यक्ष जी, आज ही अखबार में खबर छपी है कि बिहार में विद्यार्थी परिषद् के नेतृत्व में उर्दू विरोधी जो आन्दोलन चल रहा है उसने बड़े पैमाने पर गाड़ियों को क्षति पहुंचाई है, आसन की है। तो इस बात को ध्यान में रखते हुए मैं जानना चाहता हूं कि क्या यह सच है कि बिहार में उर्दू विरोधी विद्यार्थी परिषद् के छात्रों ने बिहार बन्द की आड़ में रेलों की सम्पत्ति को भारी क्षति पहुंचायी है? यदि हां, तो सरकार ने ऐसे तत्वों के विरुद्ध कौन सी कार्यवाही की है तथा रेल सम्पत्ति की रक्षा करने के लिए कौन से कदम उठाये हैं?

श्री मल्लिकार्जुन : बिहार में जो ऐजीटेशन जनता मोर्चा और लोक दल का भी चल रहा है उसमें एंटी सोशल एलिमेंट्स भी घुस जाते हैं और कई किस्म के लोग . . .

श्री रामाचतार शारङ्गी : यह बन्द हुआ है।

श्री मल्लिकार्जुन : इस प्रकार की क्षति को रोकने के लिए सरकार पूरी तरह से अपनी कोशिश सदा जारी रखेगी।

श्री रामाचतार शारङ्गी : अध्यक्ष जी, मेरे सवाल का जवाब नहीं आया। इसमें लिखा है कि किसान और छात्र आन्दोलन के कारण तो बिद्यार्थी परिषद् द्वारा चलाया जाने वाला आन्दोलन छात्र आन्दोलन है कि नहीं? आप बताइये, यह सबल इससे उत्पन्न होता है कि नहीं?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): It does not arise out of this.

अध्यक्ष महोदय : आप के सवाल का जवाब आ गया।

SHRI SUBHASH CHANDRA BOSE (Alluri): In spite of the Police protection given by the Railways there are so many looting incidents between Vijayawada and Kazipet. Is the Minister aware of these incidents and in the last six months or one year it has become a regular feature. The passengers are harassed and the trains are stopped between Vijayawada and Kazipet. If the Minister is aware of it, I want to know what action has the railway taken in this regard.

SHRI MALLIKARJUN: We have asked the Zonal Railways to monitor on day to day basis to prevent such untoward incidents, to be totally avoided.

I agree between Vijayawada and Kazipet also such things have taken place.

Estimators, Draftsmen and Tracers in Railways

*468. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) how many Estimators, Draftsman and Tracers are working on the Indian Railways (Zone-wise);

(b) whether they have been agitating for a long time to be treated as a technical staff; and

(c) whether Government are agreeable to accept them as such?

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) The number of Draftsmen, Estimators, Tracers on the Indian Railways (zone-wise) is as under:—

Central Railways—	1068
Eastern Railway—	681
Northern Railway—	645
Southern Railway—	769
Western Railway—	380
Northeastern Railway—	340
Northeast Frontier Railway—	278
South Central Railway—	769
South Eastern Railway—	668
Chittaranjan Locomotive Works—	199.
Diesel Locomotive Works—	152
Integral Coach Factory—	290

(b) & (c). The staff are already being treated as 'Technical'.

SHRI NARAYAN CHOUBEY: The statement affirms that the Estimators, Draftsmen and Tracers are technical staff. They render valuable job for the railways. They are the keymen in the Engineering Department of the Railways. But their services are not given due regard and recognition. They do not get the benefit due to the technical staff as yet, although they are declared as technical staff. The railway track has increased, the railway buildings have grown, the plinth

[Shri Narayan Choubey]

area has been further widened, but the strength of the Estimators, tracers and draftsmen has not increased although the number of the officers has gone up. So I would like to know:

- (1) The amount of track km. in 1963 and in 1980.
- (2) The amount of tonne km. in 1963 and in 1980.
- (3) The number of Estimators in 1963 and in 1980.
- (4) The number of Tracers in 1963 and in 1980.
- (5) The number of Draftsmen in 1963 and in 1980.
- (6) The number of D.E.N. and A.E.N. in 1963 and in 1980.

SHRI MALLIKARJUN: In the statement furnished to the Hon. Member and the House, the number of Estimators, Tracers and Draftsmen has been given.

SHRI NARYAN CHOUBEY: I wanted the amount of track km. The number of estimators depends on the track km. and tonne km. The other details also have asked—the number of estimators, draftsmen, tracers and also D.E.N. and A.E.N. in 1963 and 1980.

SHRI MALLIKARJUN: I am getting confused of the question. In 1963 what was the track km.—I will furnish this information later to the House. At the moment, I do not have it.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) It is not relevant to the question.

SHRI NARAYAN CHOUBEY: I would like to know since when you have declared them as technical and whether they are getting the benefits of the technical staff and also how many of the estimators, draftsmen and tracer shown in this statement have been confirmed and how many are not confirmed.

SHRI MALLIKARJUN: We have accepted them as technical staff. I think, after the Pay Commission's recommendation and their grade has also been regularised and they have been upgraded also. For example, draftsmen, estimators and tracers are in the category of Rs. 330—530, Rs. 425—700, Rs. 500 to Rs. 750 and Rs. 700—900. The Railway administration is so eager to go into the question to upgrade them to Rs. 840 to 1040, but unfortunately, within the wisdom of the Pay Commission it has not come through. However, the Railways are pursuing to see that justice is done to people of these categories.

Railway Connection to Guruvayoor

*469. SHRI A. NEELALOHITHADASAN: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government have taken any steps to bring Guruvayoor on the Railway map;
- (b) if so, the details thereof; and
- (c) if not, what action Government propose to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Updating of the earlier survey for a B. G. line from Trichur to Kuttipuram via Guruvayoor is in progress. Further action will be taken after the reappraisal survey has been completed and the report examined.

(c) Does not arise.

SHRI A. NEELALOHITADASAN: Will the Minister be pleased to state when the process of updating of the earlier survey for a BG line will be completed?

SHRI MALLIKARJUN: The survey is in progress and it will take some time more for the completion of the survey and as soon as it is completed,

it will be processed in the normal course.

SHRI A. NEELALOHITHADASAN: Is the Government aware of the fact that the former Railway Minister just before quitting the Ministry, during his visit to Kerala, has given an assurance to the public of Kerala that the Trichur-Kuttipuram line will be taken up immediately because of the importance of Guruvayoor as a place of pilgrimage? Also I would like to know if it would be included in the next railway budget.

SHRI MALLIKARJUN: Within the budget of 1981-82 this Trichur-Kuttipuram line via Guruvayoor is going to be included and our works programme is very keen to take it up in the next budget at a cost of Rs. 4.23 crores.

WRITTEN ANSWERS TO QUESTION

Illegal Booking Counters

*465. **SHRI RASHEED MASOOD:**
SHRI CHHANGUR RAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of illegal running of the railway booking counters in the metropolitan cities particularly their flourishing business near the city booking offices of Eastern and Southern Railways in Calcutta; and

(b) if so the steps taken by Government in the matter?

THE MINISTER OF RAILWAYS (SHRI KEDAR PANDAY): (a) The Government are not aware of any illegal running of railway booking counters in metropolitan cities. However some reports of unauthorised persons securing reserved accommodation in the metropolitan cities of Calcutta, Bombay, Delhi and Madras and selling the same clandestinely at premium to the intending passengers have come to notice.

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(b) Intensive checks are being conducted by the Vigilance and Commercial Organisations of the Railways on the reservation offices to discourage the activities of touts and anti-social elements dealing in reserved accommodation. If any specific information is furnished about the functioning of these touts with or without the collusion of railway staff, raids are conducted and follow up action is appropriately taken in conjunction with CBI. To counteract this evil to some more extent, a Special Squad has been set up in the Ministry to deal with particularly the malpractices in reservation. As the activities of touts and anti-social elements are predominant during summer and holiday rush, special care has been taken to organise more checks during these season.

2. Analysis made of the availability of accommodation at important reservation points has revealed that barring rush periods, accommodation is available in almost all the trains 4-5 days in advance. Since the question is basically one of demand and supply, endeavours have been made to reduce the gap between demand and supply by introducing new trains, augmenting the loads of existing trains, extending their runs, increasing the frequency of weekly/biweekly trains and running holiday specials on important routes to clear the rush of traffic.

3. The various measures taken by the Railways to contain the activities of unauthorised travel agents and other anti-social elements indulging in the corrupt practices include the following:—

(i) Whenever a person, not being a railway servant or an agent authorised by the Railway Administration in this behalf, is found selling railway tickets, he/she is handed over to the Police for further action in accordance with Section 114 of the Indian Railways Act, 1890 which provides for imprisonment for a term which may extend to 3 months or with fine which may extend to Rs. 250/- or with both and shall also

forfeit the fare which he may have paid and the ticket which he may have sold or attempted to sell. The person purchasing the ticket from the unauthorised person, is also liable to be prosecuted and punished.

(ii) Announcements are frequently made on the public address system at important stations to educate the passengers that they should purchase tickets only from the Railway reservation counters and should not fall a prey to anti-social elements who indulge in the illegal resale of reserved tickets by charging extra amounts.

(iii) The Railway Time Tables contain the following advice to the passengers.

(a) Refuse to pay any unauthorised charges for reservation and report the demand for such payment to the concerned officials.

(b) Refrain from occupying accommodation reserved for other passengers.

(c) Do not buy tickets from unauthorised agents.

(d) Do not travel on transferred or resold reservation tickets as it is a legal offence.

(iv) Vigilance and ticket checking officials of Railways make intensive and regular checks to detect the cases of persons travelling on transferred tickets and take suitable action in accordance with the extant rules.

(v) During Feb., 1980, a special drive was launched on all Indian Railways. As a result, 2648 persons including touts, towel spreaders and other anti-social elements at reservation offices and on trains were apprehended all over the Railways. Out of these, 702 were sent to jail and 1715 were fined.

Rest were let off after being admonished. In Calcutta 74 persons were apprehended.

(vi) During the summer months of 1980, over 800 touts were apprehended during the course of the checks. In Calcutta region alone served by South Eastern and Eastern Railways, 143 touts were prosecuted.

4. Besides, the following steps have recently been taken to render better and more satisfactory service to the travelling public in the matter of rail reservations.

(i) The time limit for advance reservations has been made six months at all stations and by all trains, to avoid blocking of accommodation by anti-social elements and providing a wider choice to bonafide passengers for planning rail journeys in advance.

(ii) Reservation procedures and arrangements at important stations/ reservation centres have been streamlined by opening additional booking windows, reservation counters and by extending working hours of reservation offices at important and large stations. In the Esplanade Mansion reservation office, Calcutta better arrangements for passengers to stand in queue while procuring tickets in the reservation offices have been envisaged through increase in the number of counters by constructing a mezzanine floor, so that the entire ground space can be utilised for opening more counters. The waiting time for passengers in the queue will be reduced with the increase in the number of counters.

(iii) Firm reservations over and above the normal quota of berths against the vacancies which arise due to normal cancellations are also now being made.

(iv) Extra sitting accommodation is provided in first class and AC 2-tier coaches of Deluxe trains for day time journeys to facilitate more passengers to travel by these trains.

(v) Wait-listed passengers, to certain extent, are now being provided with confirmed reservations during the run of the train against non-turning up of the booked passengers and cancellations.

Collection of Tax from Vehicles passing through Baliapattam Bridge

*470. SHRI M. RAMANNA RAI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Government of India are contemplating to collect taxes from the vehicles passing through the newly constructed Baliapattam bridge in Cannanore district on National Highway 17 when it is opened for vehicular traffic;

(b) if so, what are the rates on each variety of vehicles that are proposed to be collected;

(c) whether it is the policy of Government to collect such taxes on the newly constructed bridges on the National Highways; and

(d) if so, the period for which this collection of tax will continue?

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

(a) and (c). No taxes as such are to be collected, but in accordance with the National Highways (Fees for use of Permanent Bridges) Rules, 1978, framed in pursuance of the provisions contained in National Highways Act, 1956 (No. 48 of 1956) as amended by

National Highways (Amendment) Act, 1977 (No. 30 of 1977), fees for services or benefits rendered, at the rates indicated in the Schedule attached to these Rules, are leviable only on the mechanically propelled vehicles using permanent bridges on National Highways, the cost of construction of each of which is more than Rs. 25 lakhs and which are opened to traffic on or after the 1st April, 1976. As the cost of the Baliapattam Bridges on National Highway No. 17 in Kerala, is more than Rs. 25 lakhs and as it was opened to traffic on the 7th December, 1980, the fees for services or benefits rendered under the above-mentioned Rules are leviable on the mechanically propelled vehicles using this bridge.

(b) The rates of fees leviable are given in the Schedule attached to the National Highways (Fees for use of Permanent Bridges) Rules, 1978, a copy of which is attached.

(d) The fees are leviable for a limited period only and are to be discontinued as soon as the full capital cost of the bridge (i.e. bridge proper, approach roads, guide bunds and protective works as also structures constructed or improved for collection of fees) including interest thereon as also the maintenance and special repairs expenditure thereon upto the date of discontinuance of the levy of fees, has been recovered.

**SCHEDULED ATTACHED TO THE
NATIONAL HIGHWAYS (FEES FOR
USE OF PERMANENT BRIDGES
RULES, 1978**

Fees chargeable in respect of mechanical vehicles using permanent bridges, costing more than Rs. 25 lakhs on National Highways completed/to be completed and opened to traffic on or after 1-4-1978 in regard to vehicles other than Defence vehicles, vehicles with VIP symbols, Police vehicles, Fire fighting vehicles, am-

balances, funeral vans, Posts and Telegraph Department vehicles and Cen-

tral and State Government vehicles on duty.

S.No.	Particulars of vehicle	Fee for bridges costing more than Rs. 25 lakhs and upto Rs. 50 lakhs	Fee for bridges costing more than Rs. 50 lakhs and upto Rs. 100 lakhs	Fee for bridges costing more than Rs. 100 lakhs
1	2	3	4	5
		(Rupees)		
1.	Motor cycle, Scooter or any other two-wheeled mechanically propelled vehicles	0.50	0.50	0.50
2.	Motor-car, taxi, jeep, pickup van, station wagon, tempo, auto-rickshaws, three wheeler scooters, or other auto-driven light vehicles			
	—Without trailer	2.00	2.00	2.00
	—With trailer	3.00	3.00	3.00
3.	Bus, truck and other heavy vehicles including truck-trailer combinations			
	Laden with goods/passengers	6.00	8.00	10.00
	Unladen	3.00	4.00	5.00
4.	Other mechanically-propelled vehicles not mentioned above like mobile cranes, dozers, earthmovers, road rollers, etc. loaded or unloaded	6.00	8.00	10.00

Notes : (1) When the same vehicle has to cross the bridge more than once in a day, the user shall have the option to pay one and a half times the above rates while crossing the bridge in the first trip itself.

(2) The following vehicles shall be deemed to be vehicles having VIP symbols.

President and Vice-Presidents of India, Central and State Minister, Leaders of Opposition in Lok Sabha/Rajya Sabha/ State Legislatures having the status of a Cabinet Minister, Governors/Lt. Governors/Executive Councillors/Speakers/Chairman of Central and State Legislatures, Foreign dignitaries on State visit to India, Foreign Diplomats stationed in India using cars with CD symbols.

Traffic at Ghaziabad Railway Station

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

(a) whether it is a fact that the volume of passenger traffic has considerably increased at Ghaziabad Railway Station, Northern Railway,

due to expansion of Ghaziabad town and location of various industrial establishments in and around Ghaziabad;

(b) if so, whether it is also a fact that the present number of licensed porters are inadequate to render proper service to the users of the Railways; and

(c) whether the Administration propose to provide additional licensed porters commensurate with the work load?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No, Sir, there has been no increase in passenger traffic dealt with at Ghaziabad during the year 1979-80 as compared to 1978-79.

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

जून और जुलाई 1980 में चलती रेलगाड़ियों में लूटमार

*472. श्री कलचन्द्र वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जून से जुलाई, 1980 की अवधि में भोपाल और बीना स्टेशनों के बीच चलती रेलगाड़ियों में लूटमार की 21 बड़ी घटनाएं हुई थीं; और

(ख) यदि हां, तो ऐसी घटनाओं की रोकथाम करने और यात्रियों की सुरक्षा प्रदान करने हेतु अब तक क्या कार्यवाही की गई है और भविष्य में की जाने वाली कार्यवाही का व्योरा क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपबंधी (श्री मल्लिकार्जुन) : (क) जी नहीं। भोपाल रेलवे स्टेशन पर गाड़ी में लूटमार की केवल एक घटना हुई थी।

(ख) निवारक उपाय के रूप में, इस खण्ड पर रात्रि की सभी यात्री गाड़ियों में राजकीय रेलवे पुलिस के सशस्त्र कर्मचारियों की मार्ग-रक्षी के रूप में लगाया जा रहा है, जिनकी सहायता के लिए रेल सुरक्षा बल के सशस्त्र कर्मचारी भी होते हैं। राजकीय रेलवे पुलिस के कर्मचारियों द्वारा अपराधियों की हरकतों और गति-विधियों पर निगाह रखी जाती है। इसके

अभाव, राजकीय रेलवे पुलिस के कर्मचारियों की संख्या में वृद्धि भी की जा रही है।

Assistance provided to 3 Medical Colleges of Orissa

*473. SHRI RASABEHARI BEHERA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the amount allocated and provided to the three medical colleges of Orissa during the 5th Plan;

(b) whether any amount was spent on the creation of additional staff in the above 3 colleges as per the pattern laid down by the Indian Medical Council;

(c) the amount spent on the construction of building in the campus of the three medical colleges; and

(d) the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) The three medical colleges are under the Government of Orissa. An outlay of Rs. 255.90 lakhs was approved for these three colleges by the Planning Commission under the State Health Sector during the Fifth Five Year Plan.

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

News Item Captioned "Bonded Workers of Trains"

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

(a) whether the attention of Government has been drawn to an article in Malayalam Weekly 'Kerala Sabdam', captioned 'Bonded Workers of Trains';

(b) what measures Government propose to take to improve the conditions of these canteen-bearers.

(c) the total number of canteen bearers regularised and otherwise;

(d) what are the service conditions for canteen-bearers; and

(e) whether Government propose to take steps to regularise all the canteen-bearers having more than two years experience?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (e). Yes. The Commission-bearers are not railway employees but are paid commission on the sales effected by them. The question of giving them regular employment was considered in a Departmental Council Meeting and it was decided to give them regular employment in Class IV in a phased manner.

On the Southern Railway 236 commission-bearers were given regular employment in Class IV in the first phase. 365 more bearers will be brought on to regular Class IV scales of pay, and screening is in progress for this purpose.

गर्भ-निरोधक और गर्भ-धारण विरोधी औषधियों के लिए परीक्षण

*474. श्री कुम्भा राम शर्मा : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्षेत्रीय अनुसंधान प्रयोगशाला, जम्मू द्वारा "प्यूरैरिया ट्यूबरोसा" का गर्भ-निरोधक और गर्भ-धारण विरोधी औषधि के रूप में प्रयोग करते हुए किये जा रहे परीक्षणों में कितनी सफलता मिली है ;

(ख) क्या "बेसिसीन हाइड्रोक्लो रोड" नामक एक अन्य औषधि का भी गर्भ-धारण विरोधी औषधि के रूप में परीक्षण किया जा रहा था ; और

(ग) यदि हाँ, तो उसके परिणामों का ब्यौरा क्या है ?

स्वास्थ्य तथा परिवार कल्याण मंत्री (श्री बी० संकरानन्द) : (क) जम्मू स्थित क्षेत्रीय अनुसंधान प्रयोगशाला से यह पता चला है कि पशुओं पर अध्ययन करने पर "प्यूरैरिया ट्यूबरोसा" में (जिसे प्रायुर्वेद में विदारिकन्द कहते हैं) गर्भ-रोधक क्रिया पाई गई है और मनुष्यों पर इसकी आजमायश की जा रही है ।

(ख) और (ग) . प्रागे यह भी पता चला है कि जम्मू स्थित क्षेत्रीय अनुसंधान प्रयोगशाला में "अघाटोडा बेसिका" नामक पौधे की जड़ों से बेसिसीन हाइड्रोक्लोरायड एल्के लाइड अलग किया गया और उसके गुणों की परख की गई । प्रयोगशाला पशुओं में इस औषधि में गर्भपाती क्रिया देखने में आई । इस समय जो सामग्री उपलब्ध है वह केवल प्रारंभिक ही है और भविष्य में उसके संभावित प्रयोगों का मूल्यांकन अभी किया जाना है ।

Declaration of Roads as National Highways in Maharashtra

*476. SHRI A. T. PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to lay a statement showing:

(a) what was the target in Road Development Plan fixed for Maharashtra for declaration of new National Highways and to what extent is it fulfilled as on 31st October, 1980; and

(b) how many roads and with what length are suggested by Government of Maharashtra for declaration of new National Highways and how many of them have been so declared upto 31st October, 1980.

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

(a) and (b). Presumably, the Member is having in mind the proposals

submitted by Maharashtra Government for the declaration of twelve routes, 3,527 Kms. in length, as National Highways as part of the Fifth Plan so as to achieve the target calculated by them according to the "Report of Chief Engineers on Road Development Plan for India (1961—81)". Due to financial constraints and other priority considerations, Government are unable to declare any of the routes as National Highways. A length of 482 Kms of National Highway No. 17 was added in Maharashtra during the Fourth Plan.

India's assistance to Mongolia for promoting Ayurveda

*477. **SHRI DAULAT RAM SARAN:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that Mongolian Government intend to promote Ayurveda through ancient Sanskrit "granth";

(b) whether it is a fact that the Director, Pharmaceutical factory in Ulan Bator, who recently visited India under the cultural exchange programme told journalists in Jaipur on 11th November, 1980 that most of the Mongolian literature was in Tibetan language while the entire knowledge in respect of Ayurveda is contained in Sanskrit granths and efforts were being made to remove this difficulty; and

(c) if so, whether the Government of India will extend cooperation to the Mongolian Government in this field?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c). The Chairman of Medicine Factory, Ulan Bator, Mongolia, visited India under the Indo-Mongolian Cultural Exchange Programme, from the 23rd October to 12th November, 1980. During his visit to India he saw the working of Ayurvedic and Unani institutions in the country. While in

Jaipur, on the 31st October, 1980 he addressed a press conference and stated that his country is interested in studying Ayurveda and other Indian systems of Medicine. The literature of traditional medicine is available in the Tibetan language in Mongolia, while in India Ayurvedic literature is mainly in Sanskrit. The Government of India shall extend such cooperation as may be necessary in the translation of the original texts.

Digha-Calcutta line

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

(a) whether there is a plan to link Digha with Calcutta by rail via Tamluk on the South Eastern Railway;

(b) whether survey has already been conducted in this regard; and

(c) if so, when actual work will start on this project?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) to (c). Howrah and Kharagpur are already connected by a broad gauge Railway line. Preliminary engineering-cum-traffic survey for a new BG link from Kharagpur to Digha was approved in the budget for 1979-80. Digha can be connected with railway system by a number of alignments and the reconnaissance survey conducted in August 1979 revealed that linking Tamluk station on Panskura-Haldia section with Digha via Keshavpur, Nandakuman, Norghat, Contai and Ramnagar appears to be a prospective route. The exact traffic prospects can be assessed only after completion of the detailed traffic survey. Field work has been completed and the recess work for preparation of plans and estimates has been taken up. The survey report is expected to be received shortly.

A decision will be taken after the survey report is received and examined in all aspects including financial viability, availability of funds and clearance by the Planning Commission.

परिवार कल्याण विभाग के स्थायी और अस्थायी कर्मचारी

* 479. श्री हरिकेश बहादुर : क्या स्वास्थ्य और परिवार कल्याण मंत्री निम्नलिखित जानकारी दगाने वाला एक विवरण सभा पटल पर रखने की कृपा करेंगे :

(क) परिवार कल्याण विभाग में राज्य-वार कितने स्थाई कर्मचारी हैं और कितने अस्थायी कर्मचारी हैं ;

(ख) उन कर्मचारियों की संख्या कितनी है जो पिछले 4-5 वर्षों से कार्य कर रहे हैं लेकिन अब भी अस्थायी हैं; और

(ग) उन्हें स्थाई करने के बारे में सरकार की क्या नीति है ?

स्वास्थ्य और परिवार कल्याण मंत्री (श्री डॉ० शंकरानन्द) : (क) और (ख) . अपेक्षित सूचना राज्य सरकारों से एकत्र की जा रही है और सभा पटल पर रख दी जायेगी ।

(ग) इन कर्मचारियों के राज्य सरकार के कर्मचारी होने के नाते इस मामले पर विचार करना राज्य सरकारों का काम है । वैसे, केन्द्र सरकार ने 1971 और 1977 में दिशा-निर्देश जारी कर राज्य सरकारों को सलाह दी थी कि प्रारंभ में वे परिवार कल्याण के कम से कम 33 प्रतिशत पत्र कर्मचारियों को स्थाई बनाने पर तत्परता से कार्रवाई करें । इन अनुदेशों को अक्टूबर, 1980 में पुनः दुहराया गया है और राज्य सरकारों से इस विषय में तत्काल कदम उठाने का अनुरोध किया गया है । बहुत सी राज्य सरकारों ने परिवार कल्याण के कर्मचारियों को उनके पदों पर स्थाई

बनाने के बारे में कार्रवाई कर भी ली है ।

Purchase of Onge type vessels for Inter-Island Passenger service in Andaman and Nicobar Islands

*480. SHRI MANORANJAN BHAKTA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) when the proposal for purchase of Onge type vessels was taken up for inter-island passenger and cargo service in the Union Territory of Andaman and Nicobar Islands and when the final order was placed for construction and to whom and also the firm date of delivery of the said vessels;

(b) what measures are going to be taken for providing regular ferry service to different islands from Port Blair and also about the shallow drought islands traffic movements during the time of construction;

(c) whether proper qualified vessels are available at the moment;

(d) if not what measures Government are taking to provide for transport of passengers and cargo; and

(e) whether the present service provided to different islands by the vessels is by duly qualified ships for the safety of human lives and materials and if so, names of such vessels?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The proposal for the purchase of M.V. 'Onge' type vessels for Inter-Island Passenger and Cargo Service in the Union Territory of A & N Islands was included in the Sixth Five Year Plan of the Territory. The final order for construction of two Onge type vessels has been placed on M/s. Mazagon Dock Limited, Bombay on 5-11-80. As per the terms of the contract for the construction of these vessels, delivery date of the first vessel is 20 months after placing of final

order and, subject to the receipt of the Main Engine, at least 8 months before the scheduled delivery date. The second vessel will be delivered at 6 months' interval subject to the condition stipulated in regard to the delivery of the first vessel.

(b) It has been proposed that during the period of construction, if the need arises for any additional vessels, the same may be considered and not by chartering a vessel.

(c) Yes, Sir.

(d) Does not arise.

(e) Yes, Sir. The names of qualified ships are as follows:—

(i) T.S.S. 'Yerewa'

(ii) M.V. 'Onge'

(iii) S.S. 'Cholunga'.

Metropolitan Railway in Hyderabad

*481. SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal with Government to lay a metropolitan Railway in Hyderabad; and

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

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

(b) Does not arise.

Carriage and Wagon Instructors

4332. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some Carriage and Wagon Instructors who are responsible for the training of Train Examiners are also in the initial scale of Train Examiners;

(b) if so, whether it is not an anomaly that the trainees and the Instructors are in the same scale; and

(c) if so, how Government propose to avoid the situation and by what time?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) On the Northern Railway, Trade Instructors in scale of Rs. 380—560 (RS) impart training to Apprentice Train Examiners who receive only stipend in scale of Rs. 380—420 during training. They are eligible to be fitted in scale of Rs. 425—700.

(b) and (c). It is not considered that there is any anomaly in this.

96 डाउन और 97 अप गाड़ियों में मारवाड़ जंक्शन से एक-एक डिब्बा लगाया जाना

4333. श्री वृद्धि चन्द्र जैन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जिन यात्रियों को 96 डाउन गाड़ी से मारवाड़ जंक्शन से बीकानेर जाना होता है उनको लूनी जंक्शन के प्लेटफार्म पर तीन-साढ़े तीन घंटे इंतजार करना पड़ता है;

(ख) क्या यह भी सच है कि जोधपुर से बाड़मेर को जाने वाली 97 अप रात्रि सेवा गाड़ी जब लूनी पहुंचती है तो यात्रियों को गाड़ी में बैठने के लिए कोई जगह नहीं मिलती है; और

(ग) क्या सरकार का विचार यात्रियों की सुविधा के लिए मारवाड़ जंक्शन से इस गाड़ी में एक डिब्बा जोड़ने तथा लूनी पर शॉटिंग की व्यवस्था करने का है, यदि हां, तो तत्सम्बन्धी ब्यौरा क्या है ?

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

(ब) और (ग) . 96 हाउन और 97 अय गाड़ियों में नियमित रूप से एक अतिरिक्त सवारी दिब्बा लगाने के लिए स्थान उपलब्ध न होने के कारण मारवाड़ और बाड़मेर के बीच इन गाड़ियों में एक बू वान चलाना परिचालनिक दृष्टि से व्यावहारिक नहीं है । इसके अलावा, लूनी में, जहां पर यह दिब्बा बदलना पड़ेगा, उपलब्ध समय भी पर्याप्त नहीं है ।

Working of Calcutta Port

4334. SHRI S. M. KRISHNA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the users of Calcutta Port have doubts about the ability of the newly formed Operation Committee to cure the disease affecting the operations of the port; and

(b) if so, what long-term measures Government propose to take to improve the effective and efficient working of Calcutta port?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VBERENDRA PATIL): (a) and (b). None of users of the Calcutta Port has expressed any doubt to the Calcutta Port Trust's Management about the ability of the Operation Committee to bring about improvements in the Port. However, modernisation schemes like replacement/acquisition of cranes, tractors, locomotives, hydraulic engines, dredgers tugs etc. are proposed to be taken up during the Sixth Five Year Plan to improve the efficiency of the port's operations.

Language test for Doctors outside E.E.C. in Britain

4335. SHRI CHINTAMANI JENA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Indian Medical Association and the Overseas Doctors Association have

condemned the British Government's decision to continue the language test for doctors from outside the European Economic Community countries, including those from India; and

(b) if so, the reaction of Indian Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). The Government of India have no information in the matter.

Micro Wave Teleprinters

4336. SHRI MATILAL HASDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether while deploying the wireless Operators on Micro Wave Teleprinters on Southern Railway, an agreement was reached between the organised labour and the administration that the teleprinter links operated by Wireless Operators will be taken over by the signallers as and when the wireless operators retire;

(b) whether seven circuits were allotted for Wireless Operators Madras while introducing Micro Wave Teleprinters;

(c) whether about 15 wireless operators have retired at Madras since 15-11-1969 and posts have not been filled up due to shrinkage of cadre and ban on recruitment;

(d) whether the same seven links are operated by Wireless Operators since 15th November, 1969 till date at Madras even though the strength is now only 50 per cent of what existed while introducing the Micro Wave teleprinters;

(e) whether the wireless operators at Madras are forced to work on more than two circuits daily; and

(f) if so, the reasons for not taking over links from wireless operators by the operating branch?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN

THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) and (c). Yes.

(d) 7 links continue to be operated by the Wireless Operators.

(e) No.

(f) 3 teleprinter circuits have already been taken over by the Operating Department.

Memorandum from Willingdon Hospital Workers Union

4337. SHRI M. ISMAIL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have received a memorandum dated 11th June, 1980, from Willingdon Hospital Workers' Union, New Delhi;

(b) if so, the salient features thereof;

(c) the steps taken by Government to redress the grievances; and

(d) whether Government are considering the question of payment of wages of strike period to Willingdon Hospital workers?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes. However, the memorandum is dated 18-6-80.

(b) These are: (i) Grant of Selection Grade to all categories of Staff (ii) Allotment of staff quarters near the Hospital (iii) Creation of channel of promotion (iv) Increase in Uniform and Washing allowance for nurses and Gr. 'D' staff, etc., etc.;

(c) The demand, as covered by the relevant Government instructions, have been met in accordance with those instructions. Meetings have been taken by Medical Superintendent and Director General of Health Services with the representatives of the em-

ployees so as to settle remaining demands amicably keeping in view financial constraints.

(d) No.

Introduction of Dombivali Local in Maharashtra

4338. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the 'Kulkarni Committee' appointed by the then Railway Minister in 1972 had recommended the introduction of Dombivali Local in District Thane, Maharashtra;

(b) what are other recommendations of the Kulkarni Committee;

(c) the decision/action taken with regard to the recommendations of the committee; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (d). The Committee had made the following recommendations:—

(i) Retention of the existing facilities of booking of goods to Dombivali station and provision of temporary cover to serve the purpose of the goods shed.

(ii) Improved ticket booking facilities.

(iii) Halts to all fast locals at Dombivali.

(iv) Provision of terminal facilities at Dombivali for suburban trains.

(v) Provision of halts to Pune and Bhusaval Passenger trains at Dombivali.

Of these, the recommendation under item (i) (ii) and (iii) have since been implemented.

However provision of terminal facilities at Dombivali for suburban train

was not found to be feasible as provision of intermediate terminal would erode the line capacity of the section thus reducing the overall capacity for train running. Similarly provision of stoppage of Pune and Bhusaval passenger trains at Dombivali was not considered desirable as this would hinder the capacity for moving trains including goods trains on this busy suburban section.

Shifting of Health Centre run by M.O.D.

4339. SHRI MOOL CHAND DAGA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that a Health Centre was being run by the MCD in J-426 and J-430 Kasturba Nagar, New Delhi for the last fifteen years;

(b) whether it is also a fact that the Centre has been shifted to the Defence Colony and 20,000 Government employees have been deprived of this facility which they were enjoying for the last 15 years; and

(c) whether Government propose to restore this facility and if so, when and if not, why not?

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

(b) Yes, but the concerned Government employees have not been deprived of this facility, as the present site is just across the road and less than a kilo-metre from the old site.

(c) Question of restoring this facility does not arise as no facility has been taken away.

घजमेर में लोकोगेट पर धरना

4340. सहाय्यक जगवान देव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) घजमेर में पश्चिम रेलवे मजदूर यूनियन के तत्वावधान में रेल कर्मचारियों

को ले कर लोकोगेट पर प्रदर्शन किया और धरना दिया; और

(ख) क्या सरकार ने उनकी मांगों पर विचार किया है और क्या कर्मचारियों के साथ कोई समझौता हो गया है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपसंचोधी सस्ति-कार्जुन): (क) 1980 के दौरान पश्चिम रेलवे श्रमिक संगठन द्वारा घजमेर लोकोगेट पर कोई प्रदर्शन या धरना आयोजित नहीं किया गया और न ही उन्होंने किसी प्रकार की मांगों का कोई मापन दिया है ।

(ख) प्रश्न नहीं उठता ।

Yardmen of Bombay Central Terminus

4341. SHRI G. M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the yardmen of the Bombay Central Terminus went on strike recently;

(b) if so, the causes of strike; and

(c) the demands of the yardmen and Government reaction thereto?

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

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

North and South Avenue Canteens

4342. SHRI T. M. SAWANT: Will the Minister of RAILWAYS be pleased to state:

(a) whether Northern Railway administration has taken over the catering of canteens of North and South Avenue, New Delhi;

(b) if so, the number of employees newly recruited for these canteens;

(c) how many of them belong to Scheduled Castes and Scheduled Tribes communities;

(d) whether these employees have been recruited through employment exchange;

(e) whether any qualification was prescribed for this recruitment through any notification; and

(f) if the recruitment is not through employment exchange, what are the specific sources of recruitment?

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

(b) Forty four persons have been recruited from the open market purely on an ad hoc basis and as a stop-gap arrangement.

(c) 7.

(d) and (e). No.

(f) Since the canteens had to be activated at short notice and prior to the commencement of the Parliament session, recruitment was made from the open market, purely on an ad hoc basis as a stop-gap arrangement only. Regular recruitment will be made after the necessary posts are sanctioned.

रेलवे बोर्ड में सदस्य वित्त तथा सदस्य यांत्रिकी के रिक्त पद

4343. श्री विलास मुत्तेमवार :
श्री एस० एम० कृष्ण :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि रेलवे बोर्ड में सदस्य वित्त तथा सदस्य यांत्रिकी के दो पदों को कब तक भर लिया जाएगा ?

रेल मंत्रालय तथा संसदीय-कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : यांत्रिक सदस्य, रेलवे बोर्ड का पद 17-11-1980

से भर दिया गया है जब कि वित्त आयुक्त, रेलवे का पद शीघ्र भरे जाने की संभावना है ।

रेडक्रास सोसाइटी के दिल्ली डिपो में रखा गया खराब हो गया दुग्ध चूर्ण

4344. श्री गिहाल सिंह : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय रेडक्रास सोसाइटी के दिल्ली डिपो में रखा गया करीब तीन हजार बोरी दुग्ध चूर्ण इस्तेमाल न किए जाने के कारण खराब हो गया था और क्या उसमें से करीब 800 बोरियां बिराटी गोदाम, कलकत्ता को जुलाई, 1980 में रेल द्वारा मुफ्त भेज दी गई थी; तथा शेष बोरियां बाद में भेजी गई थीं; और

(ख) यदि हां, तो यह दुग्ध चूर्ण कब तथा किस देश से आयात किया गया था तथा कितने मूल्य का था और इसे किस काम में लाया जाएगा ?

स्वास्थ्य और परिवार कल्याण राज्य मंत्री (श्री नीहार रंजन लस्कर) : (क) रेडक्रास के पास पड़े दुग्ध पाउडर का कोई स्टॉक नष्ट नहीं हुआ है। वैसे बम्बई पत्तन पर उपहार स्वरूप प्राप्त हुए दुग्ध पाउडर के 10,000 बोरों में से 2925 बोरे अतिप्रस्त हालत में थे। विधिवत् बीमा सर्वेक्षण कर लिये जाने के बाद इस अतिप्रस्त स्टॉक को पश्चिम बंगाल सरकार को उन के पशु पालन विभाग द्वारा पशुओं/मुर्गियों के चारे के रूप में इस्तेमाल किये जाने के लिये कलकत्ता भेज दिया गया।

(ख) यह खेप यूरोपियन आर्थिक समुदाय से प्राप्त हुई थी। यह प्रन्टवैरं पत्तन पर लादी गई थी तथा यह एक उपहार स्वरूप खेप थी।

Appointment of non-officials as Ambassadors/High Commissioners

4345. SHRI SANAT KUMAR MANDAL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether recently some non-officials have been appointed as Ambassadors and High Commissioners like that of U.S.A., U.K., Canada etc.; and

(b) if so, their particulars and the mode of their selection and appointment?

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

(b) The following non-officials were appointed Heads of Mission during the year 1980:—

Name of officer with designation	Name of country	Date of assumption of charge
1. Shri Manabendra Shah Ambassador	Ireland	21-4-80
2. Shri G.S. Dhillon High Commissioner	Canada	2-9-80
3. Dr. V.A. Seyid Muhammad High Commissioner	United Kingdom	8-9-80
4. Dr. A.M. Khusro Ambassador	Federal Republic of Germany	17-9-80
5. Shri K.R. Narayanan Ambassador	United States of America	20-10-80
6. Shri G.G. Swell Ambassador	Burma	11-11-80
7. Rajkumar Devendra Singh Ambassador (designate)	Norway	Likely to reach shortly
8. Shri Brij Kumar Ambassador	Maldives	8-12-80

Appointment of our Heads of Mission abroad is done after careful consideration, keeping in mind national interest, exigencies of public service and suitability of the individuals concerned.

This is done by the Foreign Minister, with the approval of the Prime Minister and the President.

Appointments are made after the Agreement of the host Government are received.

अन्तरनगरीय यात्रियों के लिये रेल सेवा

4346. श्री छ. सु. भाई गायित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार अन्तरनगरीय यात्रियों के लिए वर्तमान रेल सेवा से संतुष्ट है,

(ख) यदि नहीं, तो इसमें सुधार के लिए सरकार द्वारा क्या प्रयास किए जा रहे हैं,

(न) क्या सरकार ने रेल सेवा में सुधार लाने के लिए हाल ही में कोई योजना तैयार की है, और

(ब) यदि हाँ, तो उसके मुख्य लक्ष्य क्या हैं ?

रेल अंतःस्थ तथा संसदीय कार्य विभाग में उप बंडी (श्री मल्लिकार्जुन) :

(क) और (ख). जनवरी से दिसम्बर 1980 के दौरान, भारतीय रेलों ने 32 मेल/एक्सप्रेस गाड़ियों सहित 78 अनु-पनगरीय गाड़ियाँ प्रारम्भ कीं। इसके प्रतिरक्त, 31 गाड़ियों का चालन क्षेत्र भी बढ़ाया गया। गाड़ियों के उपयोग और यातायात में प्रत्याशित वृद्धि की अर्ध-वार्षिक गणना के परिणामों का ध्यान में रखते हुए, अपेक्षित स्रोतों की उपलब्धता के अर्ध-समय सारणियों के पुनरीक्षण के समय प्रतिरक्त गाड़ियों के चालू किए जाने के बारे में विचार किया जायेगा।

(ग) और (घ) : प्रवसंरचना सुविध-धर्मों को सुधारने और यात्रियों को अधिक सन्तुष्टि प्रदान करने के उद्देश्य से संचालन कार्यों की, विवेकपर परिचालन और अनु-रक्षण के सम्बन्ध में, तेजी लाने के लिए हाल ही में कुछ कदम उठाये गये हैं।

Resolution passed by Nagar Parishad Trimbak

4347. SHRI BAPUSAHEB PARULEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received in May or June 1977, any representation with a copy of resolution passed by the Nagar Parishad Trimbak (Dist. Nasik, Maharashtra) on the 21st May, 1977 requesting the Government to start a new railway line between Pune and Nasik and to link the same with Western Railway at Balsad or Dahanu;

(b) if so, route suggested by the said Nagar Parishad; and

(c) what action Government have taken or propose to take in this regard

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). The Trimbak Municipality had approached the Railway Ministry in October, 1977, for a new line from Nasik to Dahanu via Trimbak and they were replied that due to extreme shortage of resources, the proposal has to wait for better times. The same position, even, prevails today.

Panel of Assistant Commercial Officers

4348. SHRI RAM VILAS PASWAN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of harijans and adivasis included in the panel prepared for the post of Assistant Commercial Officers in Eastern Railway in December, 1979;

(b) in case no harijans and adivasis were included in the panel, the reasons therefor;

(c) whether steps were taken to take harijans and adivasis in December, 1979 provisional panel of the Personnel Department of Eastern Railway during the period from January to March, 1980 and if not, the reasons therefor;

(d) the reasons for which discrimination was done in the matter of reversions in the case of Assistant Commercial Officers as harijan and adivasi incumbents of these posts were reverted and the non-harijans and non-adivasis who even failed in the examination are still continuing on their posts; and

(e) whether another panel is being prepared in spite of the fact that the December, 1979 panel for Assistant

Commercial Officers has not exhausted yet and in case no other panel is being prepared, the time upto which orders for preparing another panel would be kept pending.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (e) The information is being collected from the Zonal Railway and will be laid on the table of the Sabha.

Unauthorised Vendors at Allahabad Railway Station

4349. SHRI N. K. SHEJWALKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large number of unauthorised vendors engaged by Contractors for sale of miscellaneous goods are operating at Allahabad Railway Station whom the station staff are hesitant to apprehend; and

(b) if so, whether Government would consider a vigilance probe into the affairs on specific complaints made by Members of Parliament, Members of Legislative Assemblies encouraging unauthorised vending at Allahabad?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Reports have been received about the engagement of unauthorised vendors by the Miscellaneous Articles contractor at Allahabad Station. Punitive action against the contractor under the provisions of the Agreement has been taken.

(b) Since unauthorised vendors are being detected from time to time and necessary punishment is being meted out to the contractor, no vigilance probe is necessary in the matter.

New Alipurduar Station

4350. SHRI PIUS TIRKEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Alipurduar in North Eastern Railway has four stations i.e. A. P. D. Junction, New Alipurduar, Alipurduar Court and Alipurduar;

(b) if so, the reasons therefor;

(c) whether the Railways have decided to curb the meter-gauge line along with broad-gauge line up to Bhubaneshwar station; and

(d) if so, by what time it will be completed; 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, but these stations are on Northeast Frontier Railway.

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

सेवा निवृत्त रेल कर्मचारियों को फ्री पास

4351. श्री मोखा माई : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल कर्मचारियों को सेवा निवृत्ति के बाद फ्री पास दिए जाते हैं;

(ख) यदि हां, तो क्या उनकी मृत्यु के बाद यह सुविधा उनके परिवारों को दी जाती है;

(ग) यदि नहीं, तो इसके क्या कारण हैं;

(घ) क्या भविष्य में उनको ऐसे पास देने का सरकार का विचार है; और

(ङ) यदि हां, तो इस संबंध में कतक आदेश जारी कर दिए जाएंगे ?

रेल मंत्रालय तथा संबन्धीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) समय समय पर निर्धारित बतनमात्र पर निर्धारित वर्धना प्राप्त रेलवे सेवा कर बुके सेवा निवृत्त रेल कर्मचारियों को सेवा निवृत्ति उपरांत मानार्थ पास दिए जाते हैं ।

(ख) जी नहीं ।

(ग) से (ङ). सेवा निवृत्त रेल कर्मचारियों की मृत्यु के बाद उनके परिवारों को मानार्थ पास दिये जाने पर विचार किया गया था । लेकिन, इसे निःशुल्क यात्रा सुविधाओं का अति उदारोक्त होने के कारण न्यायोचित नहीं ठहराया गया ।

बिहार में रेल लाइनें:

4352. श्री शिबु सोरन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार के संथाल परगना जिले में नयी रेल लाइनें बिछाई जा रही है;

(ख) यदि हां, तो किस स्थान से किस स्थान तक और यदि नहीं, तो उसके क्या कारण हैं;

(ग) क्या चित्तरेजन लोकोफैक्ट्री के लिए जिन लोगों की भूमि अर्जित की गयी थी उनको पूरा मुआवजा दे दिया गया है और यदि हां, तो किस दर पर;

(घ) क्या उनको अर्जित भूमि के बदले उन्हें नौकरी देने का आश्वासन दिया गया है; और

(ङ) इस समय चित्तरेजन लोको फैक्ट्री में हरिजनों और आदिवासियों की संख्या कितनी है ?

रेल मंत्रालय तथा संबन्धीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) और (ख). पूर्व रेलवे ने रांची रोड हज़ारीबाग टाउन-कोडरमा-गिरिडीह एक नयी बड़ी

लाइन के रेल संपर्क की व्यवस्था करने के लिए एक प्रारंभिक इंजीनियरी एवं यातायात सर्वेक्षण किया था और उसकी रिपोर्ट अक्टूबर, 1980 में रेल मंत्रालय को प्रस्तुत कर दी है । इस रिपोर्ट की जांच की जा रही है और इसके मूल्यांकन के बाद इस पर निर्णय लिया जायेगा ।

मन्दारहित-बैलनाचखाम (55 कि०मी०)

पूर्व रेलवे ने इस रेल संपर्क के लिये प्रारंभिक इंजीनियरी एवं यातायात सर्वेक्षण का काम शुरू कर दिया है । क्षेत्र कार्य पूरा कर लिया गया है और सर्वेक्षण रिपोर्ट के अन्तर्गत ही रेल मंत्रालय में प्राप्त हो जाने की संभावना है । रिपोर्ट के प्राप्त हो जाने पर इस मामले पर आगे जांच की जायेगी ।

(ग) जी हां, भूमि के मालिकों को भुगतान करने के लिये पश्चिम बंगाल और बिहार सरकारों को भूमि की लागत की पूरी अतिपूर्ति का भुगतान कर दिया गया था ।

(घ) चित्तरेजन रेल इंजन कारखाने के निर्माण के समय वहां के स्थानीय/विस्थापित व्यक्तियों को नियोजित करने के संबंध में प्राथमिकता देने की नीति थी ।

(ङ) आदिवासियों के अलग आंकाड़े नहीं रखे जाते । बहरहाल, सफाईवालों में से 302 कर्मचारी अनुसूचित जाति के और 73 अनुसूचित जनजाति के हैं । अन्य कोटियों में अनुसूचित जनजाति के 960 कर्मचारी कार्यरत हैं ।

Cases referred by C.G.H.S. Dispensary to Safdarjung Hospital

4353. SHRI R. L. P. VERMA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that in the CGHS Wing of the Safdarjung hospital, only patients having recommendations of acquaintance

with the doctors are attended to and others either do not get their turn or are simply put off;

(b) whether it is also a fact that cases referred by the CGHS dispensaries to Safdarjung Hospital are either discouraged by the doctors there or are not properly examined with the result the patients have to face a great embarrassment in going to the hospital again and again;

(c) if so, whether Government propose to make surprise checks periodically to set the matters right; and

(d) if not, what steps are envisaged to help the patients to get proper treatment?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). Government is not aware of any such complaints.

(c) Occasional surprised visits are made by the concerned authorities

(d) Does not arise.

Cashiers and Assistant Cashiers of D.T.C.

4354. SHRI EBRAHIM SULEIMAN SAIT: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware of the discontentment among the staff of D.T.C. in category of Cashiers and Assistant Cashiers;

(b) whether recommendations of the Third Pay Commission have not yet been implemented in case of Cashiers and Assistant Cashiers in D.T.C.;

(c) if so, how many persons are suffering monetary losses in this category since the presentation of Third Pay Commission's Report;

(d) the reasons for not implementing the recommendations so far and

the steps Government propose to protect the interest of this category in D.T.C.; and

(e) the total estimated amount to be given to these employees in the form of arrears and the time likely to be taken in this process?

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

(a) Yes, Sir.

(b) Before the Third Pay Commission Cashiers and Assistant Cashiers were in the scales applicable to Senior Clerks and Junior Clerks plus special pay Rs. 40 and Rs. 25 respectively. Their pay was duly fixed according to Government rules based on the recommendation contained in Third Pay Commission Report along with the pay of other employees w.e.f. 1-1-1973 in corresponding scale of this category plus special pay of Rs. 55 and Rs. 40 respectively.

(c) No one is suffering monetary loss as their pay has already been fixed in accordance with the rules consequent to Third Pay Commission recommendations.

(d) Does not arise, as their pay has already been fixed in the revised scales.

(e) Does not arise.

Medically decategorised casual labourers

4355. SHRI S. A. DORAI SEBASTIAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Southern Railway Authorities are not implementing the Railway Board's directive with regard to alternative jobs for medically decategorised casual labourers;

(b) how many cases are pending in this category from 1977;

(c) whether it is also the fact that large number of vacancies have been

filled up in the place of decategorised staff; and

(d) whether Government propose to consider reappointment of the casual labourers, whenever vacancies suitable to their medical fitness are available?

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

(b) 32.

(c) Vacancies as a result of decategorisation of regular staff are filled in the normal course.

(d) Yes, to the extent possible.

Driving licence

4356. SHRI G. Y. KRISHNAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Delhi Administration has made it compulsory to carry the driving licence while driving;

(b) if so, whether it is also a fact that the licence document is big and cannot be carried in the pocket, or left in the car for fear of its getting stolen and misused; and

(c) if so, what measures Government have taken to make the size of the licence small so that it can be kept in the pocket?

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

(b) and (c). Delhi Administration issues the driving licence in the printed booklet of the size of 7 cms x 11 cms. In the absence of booklet, the licence is issued in a cyclostyled forms.

Though the size of the driving licence is not big, Delhi Administration is considering the proposal of reducing it to 5 cms x 9 cms.

Derecognition of CRRI Staff Association, New Delhi

4357. SHRI E. BALANANDAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Central Road Research Institute (CRRI) Staff Association, New Delhi has been derecognised by its management;

(b) if so, what are the reasons;

(c) whether the CRRI management has recently issued a circular warning the employees not to form the Trade Union despite a Supreme Court judgement in February, 1972 declaring all Research Institutions as 'Industry' for the purpose of Industrial Disputes Act, 1947; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). No, Sir. The Central Road Research Institute continue recognising the Staff Association of the Institute as a service association.

(c) and (d). The Central Road Research Institute did issue a circular to the Members of their staff in September 1980 cautioning them against their participating in illegal trade union activities and participating in their demonstrations. The Central Road Research Institute, have, however, been advised to seek a further clarification in the matter from the Registrar of Trade Unions.

Indians who have accepted foreign citizenship

4358. SHRI H. E. HORO: Will the Minister of EXTERNAL AFFAIRS be pleased to state the number of

Indian origin people who have accepted foreign citizenship, country-wise during last three years, year-wise?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): In many countries the Governments granting the foreign citizenship to Indian nationals do not follow the practice of informing the Indian Missions concerned, nor do the Indian nationals keep them informed. The required year-wise information is, therefore, not likely to be available. Efforts are, however, being made to collect the information to the extent available and this will be laid on the Table of the House as soon as possible.

Posts of Estimators

4359. SHRI SOMNATH CHATTERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the upgraded posts of Estimators and Draftsmen in Civil Engineering Department in South Eastern Railway have been filled up;

(b) if not, the reasons thereof and when the same are expected to be filled up; and

(c) whether areas from 1st January 1979 will be paid to such Estimators and Draftsmen by whom the upgraded posts will be filled up?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLI KARJUN): (a) and (b). Upgraded posts of Estimators and Draftsmen have been filled up to the maximum extent leaving aside the cases where there are Court Cases.

(c) Arrears are payable from 1-1-79 and will be paid as soon as the selections are finalised and incumbents are promoted regularly.

Bulk carriers designed and built Indigenously

4360. SHRI BALASAHEB VIKHE PATIL: Will the Minister of SHIP-

PING AND TRANSPORT be pleased to state:

(a) the number of bulk carriers designed and built by the ship builders in the country without any foreign collaboration;

(b) the foreign exchange saved through such indigenous production;

(c) the number of orders for bulk carriers received from abroad; and

(d) the foreign exchange earned thereby?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Hindustan Shipyard Ltd., Visakhapatnam has so far built 8 bulk cargo carriers as repeats of a proto-type West German design. Besides, 3 bulk carriers of indigenous design are being built by Garden Reach Shipbuilders & Engineers, Calcutta without any foreign collaboration.

(b)(i) Rs. 8,248.36 lakhs approximately on account of 8 bulk carriers built by Hindustan Shipyard; and

(ii) Rs. 4,911.00 lakhs on account of 3 bulk carriers being built by Garden Reach Shipbuilders & Engineers.

(c) Mazagon Dock Limited, Bombay had built to the design supplied by the purchaser and delivered 2 bulk carriers in 1976 to a Singapore party.

(d) Rs. 181.26 lakhs.

Mexico's North South Summit

*4361. SHRI R. L. BHATIA:
SHRI S. M. KRISHNA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether his attention has been drawn to the news item captioned 'U.K. undecided on North-South meet' appearing in the Patriot, New Delhi dated the 25th November, 1980;

(b) if so, whether India has studied its adverse impact on Britain's relations with developing countries; and

(c) India's reaction thereto?

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

(b) and (c). Recently Foreign Ministers of 11 developing and developed countries held consultations in Vienna on November 7-8, 1980 in regard to the joint Mexican-Austrian proposal for an international meeting of some Heads of State/Government on co-operation and development. The list of countries to participate in the summit has not yet been finalised. Therefore it is not yet certain whether the United Kingdom will be participating in the meeting.

Apart from this meeting, it is to be hoped that the attitude of developed countries, including United Kingdom, towards the North-South dialogue would be positive.

Colouring of food articles may cause cancer

4362. SHRI K. MALLANNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Food articles coloured by metanil yellow a chemical, instead of permitted food colours, may cause cancer; and

(b) if so, the reaction of Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHARANJAN LASKAR): (a) The metanil yellow is a known carcinogen.

(b) The Prevention of Food Adulteration Act and the Rules made thereunder do not permit the use of this dye in food articles. The State Governments have also been advised, from time to time, to exercise greater check on the use of colours in foods.

Passengers Amenities Committee

4363. SHRI AMARSINGH RATHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to set up a Passengers Amenities Committee to provide better amenities at Railway Stations and in the trains;

(b) when the final decision is likely to be taken in this regard; and

(c) what are the terms of reference of the Committee?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The Government have since constituted the Passengers' Amenities Committee.

(c) A Statement is attached.

Statement

The terms of reference of the Committee are:—

(a) to review the policy and practices in vogue on the Railways in respect of provision of passenger amenities in trains and at railway stations;

(b) to suggest the list of items to be considered as passenger amenities and to review the norms for provision thereof;

(c) to suggest measures to maximise benefits to the passengers, keeping in view additional physical and financial requirements of amenities in the next five to ten years; and

(d) to consider the desirability of introducing standardisation of fittings and fixtures in trains and at stations, of water trolleys, water fountains at stations and of the system of fixing rent and other charges for various amenities, like retiring rooms, bed rolls, etc.

The tenure of the Committee is two years.

Subsidised hostel at Cuttack

4364. SHRI BAJUBAN RIYAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the boys of the subsidised hostel at Cuttack on South Eastern Railway used to be given two meals and one tiffin a day;

(b) whether it is a fact that the Railways allotted Rs. 1.40 in 1961, Rs. 1.75 in 1967 and Rs. 2.40 in 1971 towards the meals and tiffin charges per boy according to cost index; and

(c) why the railways have not increased the allotment according to the present price index for each boy since no revision has been made since 1971?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLI KARJUN): (a) Yes. In addition tea and snacks in the afternoon are also served.

(b) and (c). The rate has been increased in 1980 to Rs. 5.30.

Hadmatiya-Jodva line

4365. SHRI DAULATSINHJI JADEJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the Had Matiya-Jodva railway line in Jamnagar District of Gujarat State has been closed down for the last about two years;

(b) whether Government are also aware that due to the closure the pilgrims of that area are facing great difficulty to reach their destination and also the transportation of salt is suffering;

(c) what are the reasons due to which that line has been closed down; and

(d) whether Government propose to reopen this line for the welfare of pilgrims and Public at that area?

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

(b) No.

(c) On conversion of Viramgam-Hapa metre gauge section into broad gauge, the operation of Hadmatiya-Jodia line is neither operationally feasible nor economical.

(d) Does not arise.

Disparity in grades of Station Master

4366. PROF. MADHU DANDA-VATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a wide disparity between the grades of Station Masters and those of Chief Booking Clerks;

(b) whether it is a fact that there is discontent among the station masters over this disparity; and

(c) what are the time-bound concrete steps proposed to remove this disparity?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLI KARJUN): (a) Both Station Masters and Booking Clerks have been allotted the following grades which are operated depending upon the importance and workload of the Station. The Booking Clerk in higher grades are designated as Chief Booking Clerks.

Rs. 425—640.

Rs. 455—700.

Rs. 550—750.

Rs. 700—900.

It will be observed from the above that there is no disparity in the grades.

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

Recommendations of 3rd Central Pay Commission

4367. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government had accepted the recommendations of the Third Pay Commission regarding travelling allowance vide an Extraordinary Gazette of the Government of India dated 1st November, 1973;

(b) whether it is a fact that the Ministry of Railways issued orders giving effect from 1st May, 1976 to the recommendations of the Pay Commission regarding travelling allowance though accepted by the Government Extra Ordinary Gazette dated 1st November, 1973;

(c) if so, why the order of the Railway Board has not been given effect from 1st November, 1973; and

(c) whether Government propose to issue instructions giving effect to the order with effect from 1st November, 1973.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIK ARJUN): (a) The Resolution notified by Government on 1st November 1973 in the Gazette of India, Extra-Ordinary contained the decision of the Government to broadly accept subject to the improvements mentioned therein, the recommendations of the Pay Commission on various matters including Travelling allowance.

(b) The orders of the Ministry dated 29-4-76 contained the decision of the Government on travelling allowance/daily allowance to Railway employees after considering the recommendation of the Pay Commission in this regard and were effective from 1-5-1976.

(c) Publication of the Resolution on 1-11-73 did not imply that the decisions contained therein are necessary to be effective from that date.

(d) Does not arise.

New Passenger Vessel Triveni

4368. SHRI MANORANJAN BHAKTA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a new passenger vessel named TRIVENI has been procured by the Andaman and Nicobar Administration and is tied up without any service;

(b) if so, what action Government propose to take to run the vessel;

(c) whether it is a fact that the Administration ordered for construction of four Triveni type vessels in the Mainland seven years ago and only one vessel has been received and the rest three are still under construction;

(d) if so, when the other three vessels are likely to be delivered; and

(e) whether the specifications of all these four vessels are in conformity with the requirement of the Territory or require some alterations and additions before utilisation; if so, who has finalised the specifications and who has approved them?

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

(c) Orders for four such vessels were to non-availability of qualified staff for manning and operating it. A proposal for creation of certain posts for this purpose has been received from the Andaman Administration. The Administration has also taken up the question of entrusting the responsibility for the manning/operation of the vessel with Shipping Corporation of India Limited.

(c) Orders for four such vessels were placed in July, 1975. However, only

one vessel viz. M. V. 'Triveni' has been delivered so far and the remaining 3 are still under construction.

(d) Information is being collected and will be laid on the Table of the House in due course.

(c) The specifications of all the four vessels are in conformity with the requirement of the Union Territory and do not require any alteration or addition before utilisation.

Capacity of Emergency Wards of Hospitals in Delhi

4369. SHRI BHEKHU RAM JAIN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what is the capacity of emergency wards in various hospitals of Delhi;

(b) what is the number of emergency cases attended to in various hospitals of Delhi;

(c) whether Government propose to improve standard and expand the capacity of emergency wards and accidents services in the hospitals in Delhi; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) 541 beds.

(b) 1415 average per day.

(c) and (d) Improvement in the standard of service and expansion of the capacity of emergency wards and accident services is always kept in view while formulating schemes for expansion of hospitals, and efforts made to provide increased hospital facilities in Delhi subject to availability of resources.

Local Purchase of Ayurvedic Medicines

4370. DR. A. U. AZMI: Will the Minister of HEALTH AND FAMILY

WELFARE be pleased to refer to the reply given to unstarred Question No. 498 on the 20th November 1960 regarding local purchase of Ayurvedic medicines and lay on the Table of the House a copy of the instructions issued in this behalf to the Medical Officers-in-charge of the C.G.H.S. Dispensaries (Ayurvedic Wing) authorising the local purchase of Ayurvedic medicines prescribed by the Specialists in that system in case of their non-availability either in the Stores Depot or in the Dispensary and the mode of reimbursement of their cost to the beneficiaries, as some of the Ayurvedic Dispensaries are not aware of these orders;

(b) if not, the reasons therefor.

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). A copy of instructions issued by C.G.H.S. Delhi is laid on the Table of the House (Placed in Library. See No. LT-1670/80).

Railway Lines for Survey in Orissa

4371. SHRI GIRIDHAR GOMANGO. Will the Minister of RAILWAYS be pleased to state:

(a) the names of the railway lines suggested by the Government of Orissa to his Ministry for survey;

(b) the names of the lines taken up for survey and likely to be completed; and

(c) the railway lines proposed to be included for construction in Sixth Plan period by his Ministry in that State.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) (1) Talcher-Sambalpur.

(2) Koraput-Parvatipuram/Bayegada.

(3) Gauge conversion of Rupai-Talband NG line.

(4) Khurda Rd.—Bolangir.

(b) Excepting Khurda Rd-Bolangir for which no survey has been ordered, surveys for the remaining 3 lines are either in progress or are nearing completion.

(c) The question of including in the Sixth Plan Talcher-Sambalpur and Koraput-Parvatipuram-Rayagada are being under active consideration.

Number of Indians Employed in Middle East Countries

4372. DR. GOLAM YAZDANI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of Indians employed in Middle East Countries, country-wise;

(b) whether there is any scheme under consideration of Government for exporting more manpower.

(c) whether any of the Middle East Countries have imposed conditions in this regard; and

(d) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) In the absence of any system of registration of Indian nationals with Indian Missions and Posts abroad the precise number of Indians employed in the Middle East countries is not known.

(b) To facilitate emigration of Indian workers the Government has liberalised emigration procedures. State Governments of Kerala, Maharashtra, Orissa and Tamilnadu have Corporations that try to obtain overseas employment for Indian workers. A proposal to establish a Corporation at the Central level for overseas employment of Indian workers is also under consideration of the Government.

(c) and (d). Entry of expatriate workers in the countries in the Middle East is governed by the laws of individual countries. According to these laws expatriate workers are required

to obtain Stay Permits/Employment Visas before taking up employment in these countries.

Expenditure on Guest in Tuticorin Port Trust

4373. SHRI D. S. A. SIVAPRAKASAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the amount allotted for expenditure on guests (hospitality) in the Budget 1979-80 in the Tuticorin Port Trust; and

(b) the total amount spent so far till date from that allotment?

THE MINISTER FOR SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The amount allotted for expenditure on guests (hospitality) in the Budget 1979-80 was Rs. 10,500/-

(b) The total amount spent in 1979-80 was Rs. 14,502/-. The amount allotted in 1980-81 for this purpose is Rs. 10,500/- and expenditure incurred so far by the Port is Rs. 15,688.15.

More Bogies to Jayanti Janata Express

4374. SHRI A. A. RAHIM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to add more bogies to Jayanti Janata Express running from Trivandrum Central to Bombay to avoid heavy rush of passengers; and

(b) if so, when it will be done?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). It is not operationally feasible to augment the load of 81/82 Bombay-Trivandrum Central Jayanti Janata Express for want of room on this train to haul additional coaches on a regular basis.

Supreme Court's Verdict on Service Matters of Group 'A' Engineer Officers of Roads Wing

4375. SHRI SUSHIL BHATTACHARYYA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Supreme Court has set aside the circulars dated 31st December, 1979 and 30th January, 1980 and directed the Government to implement the judgment of 7th August, 1979 within three months from 6th October, 1980 on Service matters of Group 'A' engineer officers of Roads Wing of Ministry of Shipping and Transport; and

(b) if so, what actions have been taken by Government to implement the Supreme Court Judgment?

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

(b) Necessary action to implement the directions of the Hon'ble Court is being taken in consultation with the other concerned departments, namely, Department of Personnel and A. R., Ministry of Law and the U.P.S.C. It is also proposed to seek clarification on certain points from the Supreme Court before implementation of their orders.

Road Overbridge on National Highway No. 34

4376. SHRI ZAINAL ABEDIN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that an allocation was made by the authority concerned for the construction of a road overbridge on National Highway No. 34 at the crossing point of the rail track at Morgram in Eastern Railway;

(b) if so, why the construction work has not yet been started;

(c) whether Government propose to take necessary steps in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):
(a) to (d). The work has not yet been sanctioned. The question of any funds being allocated for its execution does not arise at present. However, this work is provided for in the 6th plan and preliminary action towards its sanctioning is in hand.

Amount Spent on Vaccines Carried by States

4377. SHRI RAJESH PILOT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what arrangements have been made to carry vaccines in the villages of the country for immunizing children:

(b) how much amount has been incurred by each State on procurement of vaccine carriers during 1979-80 against the Central Allocation;

(c) whether any specifications/dimensions have been laid down by the Centre for such vaccine carriers like Community Health Volunteer and Dai kits;

(d) if so, details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Vaccines are to be carried in villages in thermoflasks and thermocol boxes.

(b) A statement is attached.

(c) No.

(d) Does not arise.

(e) Thermocol boxes of different shapes and sizes are available in the market. The decision was left to the State health authorities to select the

vaccine carrier suitable for them. The size and shape of thermocole boxes would vary at different places depending on the quantity of vaccine to be carried, which is determined by the number of children to be vaccinated on a day, distance to be travelled, number of workers in the team etc.

Statement

State-wise allocation of funds and expenditure incurred for thermocole boxes and syringes during 1979-80

S.No.	State/U.T.	Allocation (Rs. in lakhs)	Expendi- ture incurred (Rs. in lakhs)
1	2	3	4
1.	Andhra Pradesh	0.75	0.74
2.	Assam . . .	0.25	0.04
3.	Bihar . . .	1.05	N.A.
4.	Gujarat . . .	0.45	N.A.
5.	Haryana . . .	0.15	0.15
6.	Himachal Pradesh	0.15	N.A.
7.	Jammu & Kashmir	0.15	N.A.
8.	Karnataka . . .	0.50	N.A.
9.	Kerala . . .	0.50	N.A.
10.	Madhya Pradesh .	0.85	N.A.
11.	Maharashtra . . .	0.75	0.70
12.	Manipur . . .	0.05	0.29
13.	Meghalaya . . .	0.05	N.A.
14.	Nagaland . . .	0.025	N.A.
15.	Orissa . . .	0.55	N.A.
16.	Punjab . . .	0.25	0.11
17.	Rajasthan . . .	0.40	N.A.
18.	Sikkim . . .	0.025	N.A.
19.	Tamil Nadu . . .	0.70	N.A.
20.	Tripura . . .	0.05	0.04

1	2	3	4
21.	Uttar Pradesh . .	1.60	N.A.
22.	West Bengal . . .	0.60	N.A.
23.	A & N Islands . .	0.025	N.A.
24.	Arunachal Pradesh	0.125	N.A.
25.	Chandigarh . . .	0.025	N.A.
26.	D & N Haveli . . .	0.025	N.A.
27.	Delhi	0.025	N.A.
28.	Goa, Daman & Diu	0.025	N.A.
29.	Lakshadweep . . .	0.025	N.A.
30.	Mizoram	0.025	N.A.
31.	Pondicherry . . .	0.025	N.A.
India Total		9.975	2.07

N.A.-Information not available.

टिस्को को बैगन सप्लाई

4378. श्री आर० पी० बाइंगी : क्या रेल मंत्री यह बनाने की कृपा करेंगे कि :

(क) 30 नवम्बर, 1980 तक माल चढ़ाने तथा उतारने के लिए टाटानगर स्टेशन याद से टाटा आयरन एण्ड स्टील कम्पनी के परिसर में कितने बैगन भेजे गये;

(ख) कितने बैगन किस तारीख को भेजे गये तथा किम उद्देश्य से भेजे गये और टाटानगर रेलवे याद को वे किस तारीख को लौटाये गये;

(ग) टाटा आयरन एण्ड स्टील कम्पनी को भेजे गये बैगनों में माल चढ़ाने तथा उतारने के लिए निर्धारित समय क्या था; और

(घ) निर्धारित समय में बैगनों को न लौटाये जाने पर सरकार द्वारा क्या कार्यवाही की गई है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) 1 नवम्बर, से 30 नवम्बर, 1980 तक टाटा स्टील एण्ड स्टील कम्पनी को टाटानगर घाट से 1101 लदे हुए और 380 खाली माल डिब्बे दिए गए थे।

(ख) नवम्बर, 1980 के दौरान तारीखवार माल डिब्बों के मीपे जाने का एक विवरण (अनुबंध 'क') संलग्न है। इस संयंत्र को माल डिब्बे तथा कच्चा माल वहां ले जाने और वहां से तैयार माल बाहर ले जाने के लिए मंप्पाई किए जाने हैं। विभिन्न किस्मों के माल डिब्बों की रकौनी का समय दर्शाने वाला एक और विवरण (अनुबंध 'ख') संलग्न है।

(ग) एक विवरण (अनुबंध 'ग') संलग्न है।

(घ) निःशुल्क समय के बाद माल डिब्बों की रकौनी पर बिलम्ब शुल्क लगाया जाता है। इस्पात कारखानों में माल डिब्बों की रकौनियों को न्यूनतम करने के लिए 'टिस्को' के प्राधिकारियों के साथ और इस्पात कारखानों के साथ आयोजित होने वाली मासिक मोह्रा और इस्पात बैठकों में विचार-विमर्श किया जाता है।

विवरण—'क'

तारीख	माल डिब्बे
1	2
1-11-80	58
2-11-80	48
3-11-80	74
4-11-80	53
5-11-80	126
6-11-80	65
7-11-80	73
8-11-80	14
9-11-80	34
10-11-80	33

1	2
11-11-80	15
12-11-80	74
13-11-80	107
14-11-80	37
15-11-80	36
16-11-80	12
17-11-80	32
18-11-80	32
19-11-80	62
20-11-80	24
21-11-80	44
22-11-80	46
23-11-80	8
24-11-80	52
25-11-80	55
26-11-80	54
27-11-80	46
28-11-80	48
29-11-80	34
30-11-90	65
	1461

लदे हुए 1101+खाली 360-1461

विवरण—'ख'

माल डिब्बे की किस्म	कार्य स्थल पर ग्रीसत रकौनी	एक्सचेंज याई पर ग्रीसत रकौनी
1	2	3
	घंटे	घंटे
सामान्य	54.08	8.52
बी ओ बी एक्स	42.46	6.36
बी ओ बी एक्स (सी बी सी)	33.44	7.13
बी ओ एक्स	52.00	10.26

1	2	3	1	2	3
बी ओ एक्स	43.04	9.15	के ओ	67.22	10.09
बी एफ आर	92.05	4.40			

बिबरण—ब

माल डिब्बों की किस्म	इकहरा परिचालन (घण्टे)	दोहरा परिचालन (घण्टे)
1. होपर टाइप, स्वयं खाली होने वाले माल डिब्बे (क) बी ओ बी एक्स . (ख) बी ओ बी एक्स, के ओ और उसी प्रकार के होपर	9 24	नागू नहीं होता नागू नहीं होता
2. बी ओ एक्स माल डिब्बे	24	48
3. सामान्य माल डिब्बे अर्थात् के सी, सी बी, बी के सी, बी सी एक्स, सी आर टी और अन्य गैर-टिप्पनिंग माल डिब्बे .	48	96
4. बी एफ आर, बी आर एच और अन्य बोगी प्लेट्स .	40	72
5. टंकी माल डिब्बे (क) खाली करने के लिए . (ख) लदान करने के लिए	30 48 24	साफ्ट पिच और कोलतार के प्रतिरिक्त कोलतार के लिए

Delay in Implementation of Development Projects in Nepal

4379. SHRI BHOGENDRA JHA:
Will the Minister of EXTERNAL
AFFAIRS be pleased to state:

(a) whether Fatehpur-Rajbiraj and other roads under construction in Nepal under I.C.M. are falling behind schedule:

(b) whether Western Kosi Canal within Nepalese territory has been unduly delayed;

(c) whether the extension of Kamla Embankment beyond Jay Nagar (Bihar) upto Sisapani in Nepal has not yet been taken up despite Indo-Nepalese agreement for the same; and

(d) what are the causes for the delay and what steps are being taken to expedite the same.

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) According to the information made available to us by the Ministries concerned and according to

information with the Ministry of External Affairs, the position is as follows:—

The real link between Fatehpur and Rajbiraj is through Hanuman-nagar. Work on the Hanumannagar-Fatehpur road has been completed; work on the Hanumannagar-Rajbiraj road is being carried out and is likely to be completed by 1981.

On the Central Sector of the Mahendra Raj Marg, about 70 per cent of the work has been completed. The project is expected to be completed by December 1982.

The difficulties in the timely completion of these projects have been occasioned by the rapidly escalating cost of construction materials, difficult terrain in certain sectors, and also labour strikes (in the central sector of the Mahendra Raj Marg) resulting in loss of working seasons.

(b) The Western Kosi Canal Project is expected to be completed by 1983 and as of date, on an overall basis more than 60 per cent of the work has been completed and progress has been satisfactory.

(c) The scheme for the extension of Kamla embankments beyond Jaynagar into Nepalese territory is in the final stages of preparation by the Government of Bihar.

(d) Causes for delay in respect of road projects have been explained in (a) above. In the case of (c), the Government of Bihar has been requested to expedite finalisation of the scheme. Efforts have been made to adhere to the construction schedules through ensuring timely movement of construction materials, provision of trained technical personnel and by overcoming labour difficulties to the extent possible.

लन्दन और काठमांडु स्थित भारतीय मिशनों में हिन्दी अनुवादकों के पदों को समाप्त किया जाना

4380. श्री जयपाल सिंह कश्यप : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ब्रिटेन और काठमांडु स्थित भारतीय मिशनों में हिन्दी अनुवादकों के तीन पद समाप्त कर दिये गये हैं ;

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

(ग) यदि नहीं, तो उक्त मिशनों में इस समय कितने हिन्दी अनुवादक कार्य कर रहे हैं और कब से कार्य कर रहे हैं ?

विदेश मंत्री (श्री पी० बी० नरसिंह राव) : (क) से (ग). जी नहीं। लन्दन स्थित हमारे हाई कमीशन में एक हिन्दी अनुवादक 16-5-1977 से अनुभाग अधिकारी के पद पर काम कर रहा था और वह वही से 31-5-1979 को सेवा निवृत्त हो गया। लन्दन में हिन्दी के काम के लिए एक उपयुक्त पद बनाने का प्रश्न विचाराधीन है।

काठमांडु स्थित हमारे राजदूतावास में एक हिन्दी अनुवादक 1-2-1978 से कार्य कर रहा है। हाल ही में विदेश सेवा निरीक्षकों ने इसे समाप्त किये जाने की सिफारिश की थी लेकिन इस पर पुनर्विचार किया जा रहा है।

बिलासपुर-जबलपुर साइन के लिये सर्वेक्षण

4381. श्री केसर मुखर्ज : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश का दक्षिण-पूर्वी क्षेत्र जहां हरिजनों और आदिवासियों की

जनसंख्या अधिक है, खनिज और औद्योगिक दृष्टि से बहुत महत्वपूर्ण है ;

(ख) क्या छत्तीसगढ़ क्षेत्र में रेल यातायात बहुत कम है, और क्या अपर्याप्त परिवहन सुविधाओं के कारण इस क्षेत्र का विकास धीमा है ;

(ग) क्या सरकार का विचार बंगाल-बिहार मोहा खान से रायभर भिलाई इस्पात संयंत्र तक, कोरबा एल्यूमीनियम संयंत्र से रांची (बिहार) तक और बिलासपुर जंक्शन से जबलपुर तक रेल सुविधाएं उपलब्ध कराने का है; और

(घ) क्या सरकार की बिलासपुर को जबलपुर से जोड़ने के बारे में सर्वेक्षण करने की कोई योजना है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) से (घ). एक विवरण संलग्न है ।

विवरण

(क) से (ग). जी हां । छत्तीसगढ़ क्षेत्र में परिवहन सम्बन्धी सुविधाओं के विकास की आवश्यकता को देखते हुए तथा औद्योगिक विकास को बढ़ावा देने के लिए लगभग 60 करोड़ रुपये की लागत से विकामात्मक लाइन के रूप में जगदलपुर को बड़ी लाइन के द्वारा दिल्ली राजहरा के साथ जोड़ने की परियोजना को स्वीकृति प्रदान करने के लिए योजना आयोग से पहले ही सम्पर्क किया जा चुका है । किरन्दुल (बेलाडिला) पहले ही बड़ी लाइन के द्वारा जगदलपुर से सम्बद्ध है ।

बरवाडीह और करौजी के बीच (154 कि० मी०) एक नई बड़ी लाइन के लिए प्रारम्भिक इंजीनियरी एवं यातायात सर्वेक्षण के कार्य की अच्छी प्रगति हो रही है और इसके मार्च, 1981 तक पूरा हो

जाने की संभावना है । सर्वेक्षण रिपोर्ट प्राप्त होने तथा इसका मूल्यांकन कर लिये जाने के बाद ही कोई निर्णय लिया जायेगा ।

रायपुर-धमनारी छोटी लाइन को बड़ी लाइन में बदलने के लिए पहले शुरू किये गये इंजीनियरी एवं यातायात सर्वेक्षण को अद्यतन करने तथा प्रस्तावित लाइन को बामोद तक बढ़ाने के प्रश्न पर सक्रिय रूप से विचार किया जा रहा है और 1981-82 के बजट में इसे शामिल करने के लिए सर्वेक्षणों को अन्तिम रूप देने समय इस सम्बन्ध में निर्णय किया जायेगा ।

कोरबा को रांची से जोड़ने तथा बिलासपुर से जबलपुर तक रेल लाइन बिछाने के कोई प्रस्ताव फिलहाल विचाराधीन नहीं है ।

(घ) जी नहीं ।

पश्चिम रेलवे के मुख्यालय का स्थानांतरण

4382. श्री मोतिलाल शर्मा जीधरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार पश्चिम रेलवे के मुख्यालय को बम्बई से गांधीनगर स्थानान्तरित करने के लिए महमत हो गई है ;

(ख) यदि हां, तो क्या इस सम्बन्ध में गुजरान सरकार को कोई निर्देश दिए गए थे; और

(ग) क्या बम्बई में स्थान के अभाव को देखते हुए तथा यह देखते हुए कि गांधीनगर पश्चिम रेलवे का केन्द्रीय स्थल है, इस निर्णय को शीघ्र कार्यान्वित किया जाएगा ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) जी नहीं ।

(क) और (ब). प्रश्न नहीं उठा ।

Filling up Peon's Post from Safai-walas in Dr. Ram Manohar Lohia Hospital

4383. SHRI MOTI LAL SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether 25 per cent of vacancies occurring in the grade of Peons are reserved for being filled up by transfer of Safaiwalas, Farashes, etc. who have put in a minimum of five years' service even though they may not be possessing minimum educational qualifications prescribed for direct recruitment to the post since February, 1977 in Dr. Ram Manohar Lohia Hospital, New Delhi; and

(b) if so, why even a single vacancy of peon out of five filled in the hospital has not been made reserved for Safaiwalas in 1980?

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

(b) One Safaiwala has been appointed as Peon by transfer out of 4 vacancies of Peons filled in 1980.

Pending Representations of SC/ST Employees of Dr. Ram Manohar Lohia Hospital

4384. SHRI RAMJIBHAI MAVANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that a number of representation from Scheduled Castes/Scheduled Tribes employees of Dr. Ram Manohar Lohia Hospital, New Delhi are pending with the Health authorities for more than two years; and

(b) if so the reasons therefor?

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

(b) Does not arise.

DTC Colonies at G.T. Road and Hari Nagar

4385. SHRI M. RAMGOPAL REDDY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether D.T.C. colonies at G.T. Road and Hari Nagar were constructed in 1964;

(b) whether the Ministry of Works and Housing has decided to transfer the tenements/houses in its occupants.

(c) whether D.T.C. Board approved the transfer of houses/tenements to the present occupants of D.T.C. colonies at G.T. Road and Hari Nagar on 31st August, 1979;

(d) whether the Ministry of Shipping and Transport has also accorded its approval for the sale/transfer of these houses/tenements in July, 1980; and

(e) if so, the reasons why the decision has not been implemented so far.

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

(a) The work of construction of G.T. Road and Hari Nagar D.T.C. Colonies was taken up in the year 1962-68 and completed in the year 1964-65.

(b) No, Sir, The Ministry of Works and Housing had in April 1978 advised the DTC that "it is for the employers to decide whether they would like to dispose off the housing stock created under the Scheme and replace the same for other eligible workers, where the houses were constructed by the employers for

their workers. In case they decide to do so, they should approach the Government of India/State Governments/Union Territory Administrations from whom financial assistance was taken for construction of houses, for terms and conditions".

(c) to (e). The DTC Board in August, 1979 approved the proposal for transfer of membership rights of the houses to their allottees subject to certain conditions, but itself, reviewed its earlier decision in December, 1979 and expressed the view that the transfer of ownership rights of the houses to the occupants would generate similar demands from the allottees of the houses in another colony of the Corporation and also from other employees which will be difficult to resist. Since the facility of housing accommodation for the employees was actually short and there was also no hope for making good this shortage in the near future, the Board decided that the decision as already taken in this behalf be re-examined in consultation with the Government and the matter may be brought up again for consideration.

The advice of the Government in the matter has already been conveyed to the Corporation in May, 1980 and the DTC Board has to re-consider the matter, and later has to forward the matter for approval of the Government.

The question if implementation thereof will arise, after final decision is taken in the matter.

Low Percentage of Doctors and Nurses in M.P.

4386. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the percentage of doctors and nurses to population in Madhya Pradesh is low as compared to other States in the country;

(b) if so, what is the national average of doctors and nurses to population and the available percentage of doctors and nurses to population in Madhya Pradesh; and

(c) whether this percentage is grossly inadequate in the backward Districts of Madhya Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (c). The requisite information is being collected and will be laid on the Table of the Sabha.

कहना से नियुक्त केन्द्रीय सरकार स्वास्थ्य योजना के कर्मचारियों को हड़ताल की प्रवृत्ति के बेटन भुगतान

4387. श्री वसन्त देव प्रसाद पंडित : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार स्वास्थ्य योजना के फार्मिसिस्टों ने 6 नवम्बर से 30 नवम्बर, 1978 तक अपनी मांगों के समर्थन में हड़ताल की थी ;

(ख) क्या इन कर्मचारियों ने तत्कालीन सरकार के आश्वासन पर अपनी हड़ताल वापस ली थी; और

(ग) यदि हां, तो बिहार में पटना में नियुक्त केन्द्रीय सरकार के कर्मचारियों को उस प्रवृत्ति का बेटन भुगतान न किए जाने के क्या कारण हैं ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर) : (क) जी हां ।

(ख) कोई विशेष आश्वासन नहीं दिया गया था ।

(ग) सरकार की नीति—“काम नहीं बेटन नहीं” के अनुसार फार्मिसिस्टों को नवम्बर, 1978 के हड़ताल के समय का बेटन नहीं दिया गया है ।

**Roads from Theog to Rohru in
Himachal Pradesh**

4388. SHRI JITENDRA PRASAD: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether toppers of recent Himalayan car rally were touched and influenced with the affection of the people and scenic beauty of the countryside on the last day of rally from Theog to Rohru and then finally to the terminating point of the rally at Narkanda (via Summerkot and Khadralla) in Himachal Pradesh; and

(b) if so, whether Government propose to take steps to improve and widen this road to attract tourists?

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

(a) Yes, Sir.

(b) The road in question is a State Road and the State Government are primarily concerned in the matter. It appears from the information received from the State Chief Engineer that they would be interested in improving the road and widening it to promote tourism etc. subject to the availability of funds.

नागदा-इन्दौर सवारी गाड़ी का देर से चलना

4389. श्री सत्यनारायण अटिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) नागदा से उज्जैन के रास्ते इन्दौर को घाने वाली शाम की सवारी गाड़ी का उज्जैन पहुंचने का समय क्या है और इन्दौर से बिलासपुर जाने वाली गाड़ी का उज्जैन से प्रस्थान करने का समय क्या है; और

(ख) 15 सितम्बर से 15 अक्टूबर, 1980 तक की अवधि के दौरान उक्त नागदा-इन्दौर गाड़ी किस-किस तारीख को अपने निर्धारित समय पर उज्जैन पहुंची और यदि वह देर से पहुंची तो वह तारीख

क्या है और प्रत्येक मामले में वह गाड़ी कितनी देर से पहुंची और उसके क्या कारण थे ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) 87 डाउन नागदा—इन्दौर यात्री गाड़ी का उज्जैन में पहुंचने का निर्धारित समय 16.23 बजे है और 33 डाउन इन्दौर-बिलासपुर एक्सप्रेस का उज्जैन से प्रस्थान समय 16.55 बजे है।

(ख) एक विवरण सभा पटल पर रखा है। [संस्थान में रखा गया। इंडियन संख्या एल-टी—1671/80]।

जिससे यह पता चलेगा कि 89 डाउन गाड़ी में मुख्यतः शक्ति और निर्वात संवट आदि के कारण समय गंवाया क्योंकि यह गाड़ी, 22-8-80 से 15-10-80 तक परीक्षण के तौर पर और नागदा में, जहां वृत्त सवारी डिब्बों का 87 डाउन में अंतर्निहित किया जाता है, 19/20 देहरादून एक्सप्रेस के साथ मेल लेने के लिए मिश्रित गाड़ी में बदल दी गई थी। लेकिन, यह परीक्षण 15-10-80 से बंद कर दिया गया था।

वर्ष 1975-76 के दौरान मुद्रास्फीति किये गये रेल कर्मचारी

4390. श्री कृष्ण दत्त सुल्तानपुरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1975 तथा 1976 में जोन-वार कितने रेल कर्मचारियों की सेवायें समाप्त की गई थीं और उनके विरुद्ध क्या आरोप लगाए गए थे ;

(ख) क्या यह सच है कि जिन कर्मचारियों की सेवायें आपातकाल के दौरान समाप्त कर दी गई थीं उन्हें वर्ष 1977, 1978 और 1979 के दौरान बहाल कर दिया गया; और

(ग) यदि हा, तो इसके क्या कारण हैं तथा ऐसे कर्मचारियों की जोन-वार संख्या क्या है ?

रेल नंबाखर तथा संसर्गय कार्य विवरण में उप संज्ञी (श्री मल्लिकार्जुन) :
(क) से (ग). सूचना इकट्ठी की जा रही है और सभा-घटन पर रख दी जायेगी ।

Capitation fee charged by Medical College, Bangalore

4391. SHRI K. RAMAMURTHY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Ramaiah Medical College, Bangalore charges capitation fee of Rs. 1,60,000 for a foreign candidate and Rs. 60,000 for a local candidate, which is reported to have been approved by the State Government;

(b) whether the capitation fee, which is larger than this charged by Manipal Medical College has also been approved by the State Government; and

(c) if so, whether this hinders in the way of foreign students seeking admission through the Ministry of External Affairs?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (c). According to the information available with the Ministry of Health and Family Welfare, Capitation Fee (Special Tuition Fee) as approved by the Government of Karnataka is chargeable by the private medical colleges in the State including the M.S. Ramaiah Medical College Bangalore, and the Kasturba Medical College (Manipal Section) at the rate of US \$ 20,000 in foreign exchange or an equivalent amount in rupees per seat. It would thus be seen that the institutions charging capitation fee do not discrimi-

minate between Indian and foreign students. Besides gaining admissions through this mode, the Government of India reserves a given number of seats, every year, for foreign students under the Cultural Exchange Programmes, as well as under the Self-financing Scheme.

Railway Service Commission,
Muzaffarpur

4392. SHRI D. L. BAITHA: Will the Minister of RAILWAYS be pleased to state

(a) whether it is a fact that certain allegations of corruption against the former Member-Secretary of Railway Service Commission, Muzaffarpur, have been received by Government;

(b) if so, what were the allegations; and

(c) steps taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Some complaints were received against the former Member-Secretary of Railway Service Commission, Muzaffarpur. Investigation has been completed, and the advice of Central Vigilance Commission has been sought as per rules, after which action will be taken as warranted. It will not be in public interest to give more details at this stage.

Wastage of precious blood in India

4393. SHRI R. P. GAEKWAD: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of the views expressed by two U.K. Blood Transfusion Experts saying that there is considerable wastage of precious blood in India as there is no systematised method for blood transfusion services;

(b) if so, what are the constraints in the efficient working of blood transfusion service; and

(c) the steps proposed to overcome these constraints?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes, the Government are aware of the views but they do not agree with the same.

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

Cargo vessel M. V. Viswavinaya

4394. SHRI P. M. SAYEED: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Lakshadweep Administration has chartered a Cargo Vessel named M. V. Viswavinaya on payment of Rs. 1500 per day during the current year;

(b) whether due to its irresponsible performance in loading and unloading and reaching Island at odd hours resulted in colossal loss on account of pilferage and other malpractices and the Government was forced to withdraw the Cargo vessel;

(c) if so how many voyages it has performed, name of Island it touched

in each voyage, total cargo loaded and unloaded at each Island during the period of contract and the total loss suffered due to its introduction; and

(d) whether any inquiry has been conducted into its losses and its irregularities and the action taken against those held responsible?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The cargo vessel M. V. 'Vishwa Vinaya' was chartered on a payment of Rs. 15,000 pay day and not on Rs. 1500.

(b) No, Sir. The ship was withdrawn only due to onset of monsoon.

(c) The vessel performed 6 voyages. The names of Islands it touched in each voyage and the total cargo loaded and unloaded at each Island during the period of contract are given in the enclosed statement.

(d) No loss was incurred by the Lakshadweep Administration due to the introduction of this vessel alone. However, shipping service in the Lakshadweep area is not profit-oriented but is run as an essential service.

(d) Does not arise.

Statement

Port	Arrived	Sailed	Loaded Tons	Discharged Tons
Voyage 1				
Cochin	22-1-80	1-2-80	1498	—
Miticoy	2-2-80	21-2-80	267 Drums	1498
Voyage 2				
Cochin	22-2-80	10-3-80	1528	267 Drums
Kavaratti	11-3-80	12-3-80	—	82
Androth	13-3-80	24-3-80	32	668
Amini	24-3-80	25-3-80	—	230

Port	Arrived	Sailed	Loaded Tons	D'charged Ton
Voyage 3				
Cochin	26-3-80	28-3-80	..	32
Calicut	29-3-80	9-4-80	990	..
Cochin	10-4-80	14-4-80	121	..
Androth	15-4-80	15-4-80	..	21.5
Kavaratti	16-4-80	20-4-80	..	29.816
Amini	20-4-80	20-4-80	..	78.300
Kalpeni	21-4-80	23-4-80	..	268.000
Agathi	24-4-80	27-4-80	..	311.350
Kavaratti	27-4-80	30-4-80	..	260.100
Amini	30-4-80	1-5-80	9	165.000
Voyage 4				
Cochin	2-5-80	4-5-80	..	..
Androth	5-5-80	10-5-80	..	281.300
Amini	10-5-80	13-5-80	12.8	238.500
Voyage 5				
Cochin	14-5-80	24-5-80	1087	21.8
Kilton	25-5-80	27-5-80	..	..
Amini	27-5-80	30-5-80	..	202.000
Kilton	30-5-80	30-5-80	..	87.000
Kavaratti	1-6-80	2-6-80	..	149.000
Agathi	3-6-80	4-6-80	..	..
Kavaratti	4-6-80	5-6-80	..	..
Kalpeni	6-6-80	6-6-80	..	..
Voyage 6				
Cochin	7-6-80	17-6-80	..	..
Androth	18-6-80	19-6-80	..	..
Kavaratti	20-6-80	26-6-80	..	49.2
Agathi	26-6-80	28-6-80	..	1 + 21.6
Androth	29-6-80	30-6-80	..	1.4
Cochin	1-7-80	..	..	574
			5277.8 Tons plus 267 Drums	5277.8 Tons plus 207 Drums

Confirmation of Class II, III, IV employees

4395. SHRI B. R. NAHATA: Will the Minister of RAILWAYS be pleased to state:

(a) how many class II, III & IV employees have not been confirmed for the last 7 years and more;

(b) what is the period prescribed for confirmation or otherwise;

(c) what are the reasons for their neither being confirmed nor action being taken against them; and

(d) what are the steps that are being taken up by Railway Administration to decide their cases?

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

Running of Sangam Express from Saharanpur

4396. SHRI JAGPAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have under consideration any proposal to replace 1st class bogie of seven cabins with a full bogie of 28 sleepers of 10 Dn/9 Up train from Saharanpur to Lucknow and Lucknow to Saharanpur;

(b) whether Government propose to start Sangam Express, operating between Meerut and Allahabad from Saharanpur now; and

(c) if so, by what time?

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

(c) Does not arise.

Infrastructure of Dock/Port area of Haldia Dock Complex

4397. SHRI SATYAGOPAL MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the position of the infrastructure of the Dock or Port area of the Haldia Dock Complex; and

(b) the details thereof?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). The position regarding infrastructure facilities at the Haldia Dock Complex is indicated below:—

Storage facilities

Apart from port shed and bulk storage facilities, Central Warehousing Corporation has constructed one warehouse. Land has been allotted to private parties for construction of additional warehouses.

Communication

Haldia Dock Complex is served by South-Eastern Railway. The port has

its own Railway System and Yards having a track length of about 75 Km. connected with South-Eastern Railway.

Haldia is connected to National Highway-6 by National Highway-41 and net work of fodder and internal roads of about 100 Km. have been constructed. Telephone and Telex facilities are available.

Water supply

For water supply to shipping, other installations and offices in Dock area, two tubewells with reservoirs have been installed. Four tubewells have been installed in township area for recruitment of residential zone.

Sewage

Excavated canals connected with river-Hooghly or Haldia meet drainage of township and industrial zone. Drainage canal in industrial estate also exists. In residential zone, sewer lines have been laid for disposal of sewage. In dock area and industrial estate, septic tanks have been provided for sewage disposal.

Electricity

West Bengal State Electricity Board have extended power grid to Haldia and installed 132 KV sub-station at DEBHOG for supplying power. The port has own internal power grid for supplying power to installations and township.

Housing

Port township located 5 Km. away from the docks has an area of about 1.5 Sq. Miles. 1461 Nos. Quarters have been constructed and additional 188 units are under construction. In residential zone, lands have been allotted to all industries, commercial organisations and Government Departments including IOC and HFC for construction of Residential Houses.

Facilities for schools, marketing centres, police stations, banking, recreation, medical etc. have also been provided.

Capital Share of Road Transport Corporation

4398. SHRI P. NAMGYAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that under the Road Transport Corporation Act, 50 per cent of the Capital share of Road Transport Corporation's in India are to be provided by the Central Government;

(b) whether it is also a fact that the Road Transport Corporation, Jammu and Kashmir State has not received the Centre's share on capital since 1976-77;

(c) if so, the reasons for not providing the share capital so far; and

(d) the amount due to be paid to the RTC, J & K on account of share capital as on 31st of March, 1980?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Once the Central Government decides to financially participate in a State Road Transport Corporation, the Central Government's liability against the initial investment, which may be in the form of fixed or movable assets, as also capital, is limited to 25% of the total investment made by the State Government. The value of assets is determined by an Evaluation Committee to be constituted by the Corporation with Railways' representatives thereon. Thereafter, from the year of participation, the Central Government contributes at the rate of 50% of the annual investment made by the State Government with the prior approval of the Planning Commission.

(b) and (c). The request received from the J & K State Road Transport Corporation for Central Government's financial participation is currently under examination and a final decision in this regard is yet to be taken.

(d) If it is decided to participate financially in this Corporation, the amount of Central Government (Railways') contribution will be determined in the manner indicated in answer to part (a) above.

Role of foreign agency funds for Malaria Control Programme

4399. SHRI CHATURBHUIJ: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn to the Press Report in Indian Express dated the 23rd September last criticising role of foreign agency funds for a malaria control programme in the north-east region;

(b) whether there have already been reports of misuse of foreign funds from Tripura and other neighbouring States; and

(c) the facts and precautions taken in this regard?

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

(b) No.

(c) Does not arise.

Resumption of Tezpur Express

4400. SHRI RATAN SINH RAJDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Tezpur Express which was suspended earlier has not been re-introduced even after an assurance to introduce it with effect from November 1, 1980;

(b) whether passengers from Northern Arunachal and Northern Assam including Tezpur have to travel for more than two days to catch 155 Up Tinsukia Mail at New Bongaigaon and also after alighting from 156 Dn. Tinsukia Mail at New Bongaigaon even passengers bound for Tezpur have to travel two days to reach destination;

(c) whether Government propose to shuttle the Tezpur Express after restoration in such a way that it serves as a link train of the super fast Tinsukia Mail without affecting the Arunachal Express; and

(d) if not, what other improved timings Government propose to introduce on this line to alleviate peoples' difficulties?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No assurance was given about its restoration from 1-11-80 and it has not yet been reatored.

(b) and (c). No.

(d) There is no proposal to change the timings of other services as convenient connected services with Tinsukia Mail are available for passengers from Tezpur, North Lakhimpur and Murkongselek in 9/10 Arunachal Express and 185/186 Rangapara North-Tezpur Passenger.

रेवाड़ी लाइन और पंजा रोड के समानान्तर चलने वाली बरसाती नाले की ऊपर पुल

4401. श्री हीरा लाल शार० परमार : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेवाड़ी लाइन और पंजा-रोड के समानान्तर चलने वाले बरसाती नाले के ऊपर बना पक्का पुल, जिस पर नसीरपुर से दिल्ली परिवहन निगम की बसें और सेना के भारी वाहन गुजरते हैं, टूटी-कूटी स्थिति में है;

(ख) यदि हां, तो क्या सरकार का विचार इस पुल की मरम्मत करने तथा वहां पर एक नया पक्का पुल बनाने का है;

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

(घ) यदि हां, तो किस समय तक ?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह) : (क) से (घ). संभवतः माननीय मदस्य का ध्यान दावरी गांव के निकट के पुल से है। स्थायी अधिकारियों ने प्राप्त सूचना के अनुसार, इन अधिकारियों ने दावरी गांव के निकट बाढ़ के दिनों में इस्तेमाल के लिए एक पुल का निर्माण करवा दिया है।

रेलवे में अस्थायी कर्मचारी

4402. श्री प्रसन्नकाश हुसैन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतीय रेलवे में इस समय कुल कितने अस्थायी कर्मचारी हैं और उनमें से कितने कर्मचारी ऐसे हैं जो पांच बर्गों से अधिक समय से अस्थायी रूप में कार्य कर रहे हैं ;

(ख) उनका जॉन-बार तथा श्रेणी-बार ब्यौरा क्या है; और

(ग) सरकार का उन्हें कब तक स्थाई बनाने का विचार है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) से (ग). सूचना अंतीय रेलों से इकट्ठी की जा रही है और सभा-मटल पर रख दी जायेगी।

Proposal for World Bank loan for D.T.C.

4403. SHRI SHIV KUMAR SINGH THAKUR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Delhi Transport Corporation is considering to approach the World Bank for a loan; and

(b) if so, the details of the loan which the D.T.C. has desired to take from the World Bank?

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

(a) and (b). No view has yet been taken by DTC about seeking World Bank assistance.

Representation of Laboratory Technicians in C.G.H.S. re. inter-se-seniority

4404. SHRI CHANDRA PAL SHAILANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether some Laboratory Technicians working in S.G.H.S. have made representations against distortions and discrepancies in their inter-se-seniority list circulated in the year 1977; and

(b) if so, the action taken or proposed to be taken to remove the said distortions in their inter-se-seniority?

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

(b) The matter was examined but no distortions as alleged were found in the seniority list.

Providing Shoranur a stoppage for Trivandrum bound trains

4405. SHRI V. S. VIJAYA RAGHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the trains bound for Trivandrum do not halt at Shoranur which connects North and South Kerala;

(b) if so, whether there is any proposal under consideration to provide a halt near 'A' cabin, Shoranur; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No. However, the trains which are coming from Jolarpettal direction and are bound

towards Trivandrum side are presently by-passing Shoranur Junction via the link by-pass. The trains from Mangalore side are touching Shoranur Junction.

(b) and (c). No. The proposal for opening of a halt station near Control Cabin Shoranur on Shoranur-Vallottolnagar link line was, however, examined in the past but dropped on account of heavy recurring loss, meagre traffic prospects and adequate availability of bus services in the area.

Production of drugs

4406. SHRI ARJUN SETHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Committee, set up by the Indian Council of Social Science Research and Indian Council of Medical Research, have recommended that village communities be encouraged to cultivate and grow medical herbs;

(b) if so, what are the other recommendations which have been accepted by Government; and

(c) 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) Yes.

(b) and (c). A summary of the recommendations of the report of the Study Group is placed at Annexure I. The main recommendations pertaining to health sector are sought to be implemented in a phased manner through the successive Five Year Plans.

Statement

The recommendation of the Report of the Study Group set up jointly by I.C.M.R. and I.C.S.S.R. on health for all: an alternative strategy:

1. The objective of the national health policy should be to provide

health for all by 2000 A.D. This implies the provision of a good and adequate health care system for all citizens, and especially for women and children and the poor and underprivileged groups. It also implies a drastic reduction in the total mortality and morbidity and bringing down the infant mortality from 120 to 60 or less and overall death rate from 15 to 9.

2. To achieve this goal a major programme for the health care services is necessary but not sufficient. Health is a function, not only of medical care, but of the overall integrated development of society-cultural, economic, educational, social and political. Therefore the three programmes of: (i) integrated overall development including family planning; (ii) improvement in nutrition environment and health education; and (iii) the provision of adequate health care services will have to be pursued during the next two decades.

3. Integrated development should include the programme of (i) doubling the national income *per capita* by 2000 A.D.; (ii) full scale employment including the guarantee of work on reasonable wages to every adult; (iii) improvement in the status of women; (iv) adult education with emphasis on health education and vocational skills; (v) universal elementary education for all children by 1991; (vi) welfare of Scheduled Castes and Scheduled Tribes; (vii) creation of democratic decentralised and participatory form of Government; (viii) rural electrification; (ix) improvement in housing and slum clearance and (x) organising the poor and underprivileged groups.

4. To establish a National Population Commission by an Act of Parliament to formulate and implement an overall population policy with the objective to reduce the N.R.R. from 1.67 to 1.00 and the birth rate from 33 to 21.

5. To achieve improvement of nutrition through adequate production of

food, reduction in post-harvest losses, proper organisation of storage and distribution and increasing the purchasing power of the poor through generation of employment and organising food for work programmes. Special programmes should be developed for nutritional disorders like iron deficiency and anemia or vitamin A and iodine deficiencies. In addition supplementary feeding programmes should be organised for carefully identified target groups at risk.

6. Special drinking water supply should be provided to all urban and rural areas. Good sewage disposal systems should be established in all urban areas where, simultaneously, a massive programme of proper collection and disposal of solid wastes and their conversion into compost will have to be developed. Similarly, in intensive programme of improving sanitation should be developed in the rural areas. Urgent steps have to be taken to prevent water and air pollution, to control the ill effects of industrialisation.

7. Health education should become an integral part of all general education and an essential component of all health care.

8. The existing exotic, top-down, elite oriented, urban-biased, centralised and bureaucratic system which over-emphasises the curative aspects should be replaced by the alternate model of health care services. This alternate model is strongly rooted in the community, provides adequate, efficient and equitable referral services, integrates promotive, preventive and curative aspects.

9. M.C.H. services should be expanded and improved. The diast should be trained and fully utilised. Health education of the mothers should be an important component of M.C.H. Services.

10. The objective should be to eradicate or at least effectively control diarrhoeal diseases, tetanus, diphtheria, hydrophobia, poliomyelitis, tuberculosis, fuinta-worm, malaria, filariasis and leprosy.

11. A new category of personnel, the Community Health Volunteers, should be introduced to form the main bridge between the community and the services. There should be adequate arrangement for the continuous in service education of all categories of health personnel. The Government should establish, under an Act of Parliament, a Medical and Health Education Commission.

12. There is need for a clear cut drug policy and a National Drug Agency to implement it.

13. Research of social aspects of medicine and especially on the economics of health should be promoted.

14. The roles of Central and State Governments, in view of the large powers delegated to the local bodies at the district level and below, should be re-defined. Voluntary organisations should receive encouragement and aid.

15. The total investment in health services should be substantively raised and health expenditure should be raised by 8 to 9 per cent per year, at constant prices, and reach about 6 per cent of G.N.P. by 2000 A.D.

16. Time is not ripe for the creation of a National Health Service and the issue may be examined in due course.

17. For its success the suggested programme would depend on our capacity to create a mass movement and the ranks of millions of young men and women to work for it.

Cheating of Indian Job Seekers

4407. SHRI K. PRADHANI:
SHRI K. MALLANA:
SHRI B. V. DESAI:
SHRI S. M. KRISHNA:
SHRI R. L. BHATIA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the news item in 'Hindustan Times' dated 19

November, 1980 that a number of Indians were cheated to the tune of Rs. 16 lakhs by a gang racketeering in Gulf jobs who had left them high and dry at Tel Aviv in Israel to experience harrowing days and ultimately the Indian government had to pay for their air tickets; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). Government have seen this report in the Hindustan Times dated 19 November, 1980. Information had been received by the Government that 117 Indian nationals had been stranded in a hotel at Tel Aviv without any means to pay their bills or their return fares to India. On the request of 106 of them their repatriation was arranged on an undertaking that they would reimburse the expenses. On arrival in India these Indian nationals informed the authorities that they had been taken abroad on false promises of employment but that, on arrival in Tel Aviv, the organisers had left them in a hotel and disappeared. The stranded Indian nationals have mentioned the names of some persons as having been involved in defrauding them. A case has been registered against the alleged racketeers with the police authorities in Bombay. Detailed investigations have been started already.

Eight Line Bridge Over Jamuna in Delhi

4408. SHRI LAKSHMAN MALLICK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have since received a report from experts for construction of eight line bridge over river Yamuna in Delhi;

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

(c) by when the construction work is likely to start; and

(d) the total estimated expenditure likely to be incurred on the construction of the proposed bridge over Yamuna river?

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

(a) to (d). According to the information received from Delhi Administration, while the final report from the Central Road Research Institute, has been received final reports from the Central Water and Power Research Station and Geological Survey of India are, however, yet to be received by them. Pending receipt of these reports, the Local Administration have prepared estimates for main bridge including via-duct. Eastern approach and left guide-bund. The sub-estimate for fly over and improvement of junction at Ring Road is being prepared by them. According to the Local Administration, the work is likely to cost about Rs. 23 crores and the work could start within 12 months from the date of receipt of sanction from the concerned authorities after clearance by the Finance and Planning Commission to whom the project proposal has still to be projected.

Shipping Services

4409. SHRI B. V. DESAI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Shipping Corporation of India at present operating its services to all countries;

(b) if not, the name of the countries where the Shipping Corporation of India is not at present operating its services; and

(c) if so, what are the main reasons for the same?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEE-

RENDRA PATIL): (a) to (c). The Shipping Corporation of India Limited is at present operating its services to almost all areas of the world except West African and Latin American countries. It has recently planned to start an all-container service to West African Ports from December, 1980. SCI also hopes to provide a container oriented service for carrying Indian exports to Carribean and Latin American countries during 1980-81.

Allotment of Bookstall at Delhi Station

4410. SHRI K. M. MADHUKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways in November, 1980 invited applications through wide publicity from eligible categories for the allotment of bookstall on newly constructed/added Platforms at Delhi station;

(b) if so, details thereof; and

(c) whether A. H. Wheeler & Co., filed a writ petition in Delhi Court with collusion with Railway for the reasons the unemployed persons may not get chance to have the bookstall on newly constructed/added platform No. 14-A at this station.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). Advertisement Notice inviting applications was sent to the Chief Public Relations Officer, Northern Railway, for wide publicity through Press. A copy of the same was displayed at Delhi main station and another copy was sent to the Directorate General Employment Exchange, New Delhi. Due to some technical flaws, the advertisement notice was not ultimately sent to the Press.

(c) M/s. A. H. Wheeler & Co. (P) Ltd., the existing bookstall contractors, filed a civil writ petition in Delhi High Court to restrain the

Railway Administration from granting Licence for bookstalls on this platform to any other party. Later on, the petition was withdrawn by the party at the suggestion of the Court, which also ordered for arbitration of the case in terms of the agreement. The dispute is now pending before the Sole Arbitrator.

Cancellation of Local Trains on Samadari-Bhildi Line

4411. SHRI VIRDHA RAM PHULWARIYA: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for cancelling the local trains on Samadari-Bhildi line in the first instance whenever there is shortage of coal in Jodhpur Division;

(b) whether Government have under their consideration a proposal for the construction of a shed for platform at Marwar Bhimal Railway station on Samadari-Bhildi line and if so, the time by which it is likely to be implemented; and

(c) if there is no proposal for the construction of shed at the platform at Marwar Bhimal station the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) In the event of shortage of coal, trains are partially cancelled in the first instance on sections where more than two or three trains services are available. On sanctions where only one train is operating, cancellation is avoided to the extent possible.

(b) & (c). Keeping in view the present and anticipated passenger traffic at this station, proposal for a shed will be processed for inclusion in Works Programme in the future, subject to recommendations of Railway Users' Amenities Committee and availability of funds.

Wagon Production at Mokame

4412. SHRIMATI KRISHNA SAHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways pay less for a wagon produced at Mokame than what they do for those located in other states;

(b) what steps Government consider to end this dual price policy; and

(c) what steps are under contemplation for utilisation of the present capacity for wagon production in the country to meet the existing shortage of wagons.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b) The prices of wagons are fixed on the basis of wage structure of each wagon builder as certified by an independent agency of the Ministry of Finance. Accordingly the latest wagon prices for Mokame Unit are less than those for the West Bengal and Rajasthan Units, but more than the prices for the U.P. Unit. There is no proposal to change this pricing policy.

(c) The capacity utilisation of wagon builders depends upon the plan allocations to be made by the Planning Commission and the traffic needs for the wagons and procurement of wagons is planned on year to year basis consistent with the plan allocations.

Number of Persons killed and injured in DTC Bus Accidents

4413. SHRI KRISHNA PRATAP SINGH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the total number of passengers killed and injured for accidents involving D.T.C. buses in Delhi and other places where D.T.C. buses

operate during the last three years; year wise;

(b) the main causes of these accidents;

(c) the punishment awarded to D.T.C. drivers; and

(d) the nature and amount of compensation paid by D.T.C. to the victims of D.T.C. bus accidents?

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

(a) Figures showing only the "Passengers" killed and injured in accidents involving DTC buses are not separately maintained but are included in the total number of "persons" killed or injured and the requisite information is given below:

Year	No. of Accidents	No. of persons killed	No. of persons injured
1977-78	2573	98	667
1978-79	2481	100	696
1979-80	2890	106	462

(b) Major causes of accidents in which DTC buses are involved are mixed heavy and difficult traffic conditions in Delhi, over-taxed carriage-way capacity in certain areas, disregard of basic traffic rules and regulations by other vehicles and in certain cases negligence or error of judgement on the part of the DTC drivers including mechanical failures.

(c) Drivers who are found responsible for causing the accident are challenged by the Traffic Police and tried in the Court of Law. The DTC also holds inquiry against such drivers and awards punishments including termination of their services according to merits of the cases.

(d) Compensation is paid to the victims of accidents or to their legal

heirs as per verdict of the Motor Accident Claims Tribunal or through negotiations outside court. The compensation paid during the last three years is as under:—

Year	No. of cases decided	Amount of compensation paid (Rs. in lakhs)
1977-78	40	2.47
1978-79	43	3.07
1979-80	46	10.00

उर्वरकों का परिवहन

4414. श्री रामादत्तार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेल बैगनों की कमी के कारण हल्दिया, परादीप, मद्रास और बम्बई से बिहार को उर्वरकों के परिवहन में काफी कठिनाईयाँ आ रही हैं ;

(ख) क्या यह भी सच है कि बिहार सरकार ने केन्द्रीय सरकार को एक एस ओ. एस. भेजा है ;

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

(घ) इस पर सरकार की क्या प्रतिक्रिया है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) जी नहीं ।

(ख) और (ग) जी हां । बिहार सरकार ने कुछ पत्र लिखे थे जिनमें राज्य के लिए उर्वरकों की अतिरिक्त दुलाई की मांग की गई थी । विभिन्न बन्दरगाहों से

हुलाई, सम्बन्धी वास्तविक प्रबन्धों के बारे में राज्य सरकार को सूचित कर दिया गया है। अगस्त, सितम्बर, अक्तूबर, नवम्बर और दिसम्बर, (10 तारीख तक), 1980 के दौरान हृत्दिया, पारादीप, मद्रास और बम्बई बन्दरगाहों से बिहार को की गई वास्तविक हुलाई का एक विवरण संलग्न है। 10 दिसम्बर, 1980 को बिहार राज्य

में निःशुल्क गन्तव्य के लिए केवल 4 मांसे बकाया थीं।

(घ) बिहार द्वारा अर्पित उर्बरकों की अतिरिक्त मात्रा तथा कृषि विभाग द्वारा आवंटित किये गये उर्बरकों की हुलाई विभिन्न बन्दरगाहों पर की गई मांगों के प्राधार पर की जा रही है।

विवरण

अगस्त से दिसम्बर (10 तारीख तक) 1980 की अवधि के दौरान हृत्दिया, पारादीप, मद्रास और बम्बई बन्दरगाहों से बिहार को आयातित उर्बरकों का सदान।

बन्दरगाह का नाम	सदान (माल्टीडिब्बों में)				
	अगस्त 80	सितम्बर 80	अक्तूबर 80	नवम्बर 80	दिसम्बर 80 (10 तारीख तक)
हृत्दिया . . .	—	14	23	—	—
पारादीप . . .	68	37	291	324	64
मद्रास . . .	164	74	231	200	7
बम्बई . . .	—	—	—	452	81

Provision of Cobalt 60 Unit and Radio Isotope Unit in Darbhanga Medical College and Hospital

4415. SHRI HARINATH MISRA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether considering the vast areas of population served by the Darbhanga Medical College Hospital, the urgency to provide cobalt 60 unit and a radio isotope unit with the co-operation of WHO is a vital necessity as has also been provided for Patna and Ranchi Medical College hospitals for the treatment of power cancer patients; and

(b) if so, the steps that have been taken or are proposed to be taken to fulfil this demand?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b) No request for such assistance has been received either from the institution or from the Government of Bihar.

Broad Gauge projects

4416. SHRI MOHD. ASRAR AHMED: Will the Minister of RAILWAYS be pleased to state:

(a) the number of broad gauge projects (new) under implementation as well as the metre gauge projects (new) under implementation and the length of each project;

(b) when these projects were sanctioned and the date on which the work started;

(c) the dates by which these projects had to be completed;

(d) the dates when extension in time and extension in amount involved was sanctioned from time to time; and

(e) the causes which hindered the implementation of the projects within time and what steps were taken by Government to ensure the completion of these projects in time.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (e) A statement is laid on the Table of the House. [Placed in Library. See No. LT-1672/80].

Steps to ensure safe Travel by Railways and reasons for Accidents

4417. SHRI SUBHASH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether after the recent incidents of accidents on Railways, the Government have reached a conclusion that most of the accidents were due to human failure; and

(b) if so, what action Government propose to take against the persons so responsible and ensure safe travel by railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Human failure has all through been the largest single factor responsible for accidents.

(b) Necessary disciplinary action has been initiated against the staff held responsible for accidents. Since failure of railway staff is the largest single factor responsible for accidents, Safety Organisations on the Railways have been engaged in a relentless campaign to create greater safety consciousness amongst the staff con-

nected with running of trains and to ensure that staff do not violate rules or indulge in short-cut methods that may lead to accidents.

Examination of trains and spot checks in carriage and wagon depots have been intensified. Instructions regarding proper maintenance of track have been reiterated. In order to reduce dependence on human element sophisticated aids like ultra-sonic flaw detectors for wheels, axles, and rails, axle counters, track circuiting etc. are being introduced progressively.

High level task teams have also been set up on the Railways to review the position of accidents and take immediate remedial measures.

Link Station on Shornoor

4418. SHRI A. K. BALAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any proposal has been received regarding the link station in Shornoor; and

(b) if so, the details thereof.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b) Representations for construction of a halt/mini station near Shornoor link were received. The proposals were examined and were not found justified.

Book and D.T.C. Routes

4419. SHRI CHARANJIT LAL SHARMA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal to print book on D.T.C. routes with a view to provide the citizens with complete information in a consolidated form about routes on which the DTC operates its buses; and

(b) if so, by what time it will be released?

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

(a) and (b) The current time-table and route guide is already available and on sale at all time-keeper booths at present at a price of Rs. 2.00.

Missing Ships of Shipping Corporation of India

4420. SHRIMATI PRAMILA DANDAVATE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that a number of ships belonging to the Shipping Corporation of India with cargo like iron ore etc. are missing and the cargo is being sold in the South African markets;

(b) whether Government have investigated into the missing ships and their whereabouts; and

(c) if so, the details thereof.

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

(b) and (c) Do not arise.

Medical Termination of Pregnancy by Private Medical Practitioners

4421. SHRI NAWAL KISHORE SHARMA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that medical termination of pregnancy operations are being conducted by private medical practitioners and clinics;

(b) the number of cases of deaths reported during the last three years, year-wise, where the pregnancy was terminated by the private medical practitioners and clinics; and

(c) whether Government propose to impose restrictions on private

practitioners to conduct medical termination of pregnancy operations where this facility is already available in all Government hospitals?

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

(b) From replies received so far from 20 states Governments/Union Territories, two deaths due to Medical Termination of Pregnancy performed by Private Medical Practitioners were reported in 1979-80.

(c) No Qualification and experience which a registered medical practitioner must possess, and conditions which a private clinic must fulfil, before medical termination of pregnancy can be performed, are laid down in the Medical Termination of Pregnancy Act (1971) and the M.T.P. Rules (1975) framed there-under, and those adequately safeguard women seeking legal abortions. All Private Clinics registered under the Act have to conform to these conditions.

Kakinada-Kotipalle Line

4422. SHRI KUSUMA KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have considered the need to restore the dismantled railway lines which were laid during the British time in order to eliminate the regional imbalance in spreading the railway lines in the country; and

(b) how much it would cost to restore the Kakinada-Kotipalle railway line new in view of the existence of some of the necessary infrastructure still there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Keeping in view the fact that but for their dismantlement during the Wars and due

to other reasons, these lines would have continued as an integral part of the Railway system, the then Railway Minister announced in the Lok Sabha on 12-3-1973 that the restoration of such dismantled lines would be considered. On this basis 15 out of the 26 lines were restored. For the remaining 11, the thinking so far has been that there is no justification for their restoration at this stage on account of their high cost and limited traffic prospects. The Kakinada-Kotipalle line is one such line that has not been restored.

(b) The restoration of this 43 kms. line will cost about Rs. 7.75 crores at the present day price level.

Production of B.C.G. Vaccine

4423. SHRI C. CHINNASWAMY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the production of liquid B.C.G. Vaccine by B.C.G. Vaccine laboratory, Guindy is sufficient to the mass B.C.G. campaign in the country; and

(b) whether there is any proposal to expand the production unit of B.C.G. Vaccine Laboratory?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Liquid B.C.G. Vaccine is not being manufactured in the B.C.G. Vaccine Laboratory, Guindy, Madras since 1973. At present this laboratory is manufacturing only Freeze Dried Vaccine whose production is sufficient to meet the requirements of the B.C.G. Vaccination Programme in the country. The B.C.G. Campaign has now been integrated with the Expanded Programme of Immunisation.

(b) There is no proposal for any further expansion of the production unit of B.C.G. Vaccine Laboratory, Guindy, Madras.

Wagon production Unit in Orissa

4424. SHRI NITYANANDA MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Orissa Government have offered land and other infrastructural facilities for location of a wagon unit in Orissa; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) There is at present no scheme for setting up a new wagon production unit by the Railways in Orissa.

(b) Does not arise.

Cuttack Railway Station

4425. SHRI A. C. DASS: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the condition of platform of the Cuttack Railway Station has become deteriorated;

(b) whether it is also a fact that the sanitary arrangements in this station are not satisfactory; and

(c) if so, the steps Government propose to take thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The condition of the platform is satisfactory. In view of the remodelling of the station, there is, however, some debris on the platform surface. This is being removed by the Railway.

(b) and (c). Sanitary arrangements at this station are also satisfactory. Periodical inspection and maintenance are being carried out to ensure proper upkeep and cleanliness of the station and its surroundings.

नियमों के अनुसार पदोन्नति के अवसर प्राप्त हैं। नियमित कार्यक्रम अधिकारियों की पदोन्नति के लिए विभिन्न भर्ती नियम निर्धारित हैं। तथापि, कार्यक्रमों को तैयार करने के कार्य में रत आकाशवाणी के स्टाफ आर्टिस्टों की पदोन्नति के अवसर बढ़ाने का प्रश्न सरकार के विचाराधीन है।

Shortage of Coal in the country

270. SHRI C. CHINNASWAMY: Will the Minister of ENERGY be pleased to state:

(a) whether there is an acute shortage of coal in the country;

(b) whether this shortage is due to shortage of wagons or less production; and

(c) what steps Government have taken to remove this shortage as it has considerably affected the economic growth in the various spheres in the country?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). There is some shortage in the availability of coking coal and certain grades of superior coal from Raniganj coalfields mainly due to lower production following the law and order problem, labour strikes, power shortage which has affected the coal production in the mines in Bihar-Bengal region. All other grades of coal are available in plenty. The pithead stocks as on 1-11-80 exceed 12.9 million tonnes. The main impediment however in making coal available to the consumers is the inadequate transport capacity.

(c) The steps taken to improve the coal availability to the consumers include close coordination between the Railways and coal industry at all operational levels, release of coal by

road to the consumers against the shortfall in the movement of coal by Railways. Further, the movement of coal by Railways and coal production are also being monitored at the highest level in the Government by a Cabinet Committee on Industrial Infrastructure.

Composition of Benches of Supreme Court and High Courts

271. SHRI RAVINDRA VARMA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have any proposal to change the terms and composition of the benches of the High Courts and the Supreme Court; and

(b) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKAR): (a) and (b). No, Sir. Benches of the Supreme Court and the High Courts for hearing different kinds of matters are constituted by the respective Chief Justices.

Load Shedding in the Capital Since January, 1980

272. SHRI SOMNATH CHATTERJEE: Will the Minister of ENERGY be pleased to state:

(a) whether there has been any load shedding in the Capital since January, 1980;

(b) if so, the extent thereof; and

(c) whether any area of the Capital has been exempted from load shedding and if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). Yes, Sir. The details of load shedding effected in Delhi since January,

Chinese side in these interviews to improve bilateral relations between the two countries. As is well known, India has always been committed to the normalization of India-China relations on the basis of the five principles of peaceful co-existence and consistent with our national interests and has taken several steps in conformity with this desire.

Eklashmi Alubari Line

4427. SHRI ANANDA PATHAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there was a proposal for providing Railway line for a shorter route from Eklashmi in the Malda district to Alubari in West Dinajpur District both in the State of West Bengal which may reduce the existing distance from Delhi or Calcutta atleast by 100 kilometre and render a valuable service to the millions of rural population in this backward area and serve the common interest of the people of North Bengal, Sikkim, Assam and other North Eastern States; and

(b) if so, whether Government are considering the proposal for its immediate implementation?

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

(b) Does not arise.

Digha-Tamluk Station Line

4428. SHRI SUDHIR GIRI: Will the Minister of RAILWAYS be pleased to state:

(a) the progress of the survey work made after 7th August, 1960 for linking of Digha with Tamluk Station via Contai in West Bengal; and

(b) the steps taken to expedite the said work?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Field work has been completed and the recess work for preparation of plans and estimate has been taken up. Survey report is expected to be received shortly.

Stranded Indians in Libya

4429. Shri C. D. PATEL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that about 100 Indian nationals, working with Construction Building Co., Jaghboob Site P.O. Box 204 (Tobruk) Libya are stranded there due to fraud of the said Company and they have requested to the Indian Embassy to make necessary arrangements for their return journey to India; and

(b) if so, what steps have been taken by the Government of India in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). About 100 Indian nationals working with Construction Building Co., in Libya have approached the Embassy with complaints that the Company had not paid their dues and was not taking action to repatriate the workers even after the expiry of the contract period. The workers have requested the Embassy to arrange their repatriation with all payments and benefits due from the Company. The workers have also represented to the Libyan Labour Office and the matter is under examination of the local Civil Courts. The Indian Embassy in Tripoli has also taken the matter up with the Foreign Liaison Bureau of the Government of Libya.

Compensation paid by Burma to Repatriates

4430. SHRI AHMED M. PATEL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government of Burma who nationalised all business assets including stocks on March 19, 1964 has paid any amount of compensation to the repatriated Indians; and

(b) if no, what steps the Government of India propose to take?

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

(b) The matter has been raised with the Government of Burma from time to time. There has, however, been no further progress.

Proposal to acquire new equipments for Ports

4431. SHRI S. B. SIDNAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether with a view to maximum utilisation of capacity and to meet the growing demand it is proposed to acquire new equipment for various ports;

(b) whether there is also a proposal to start new shipping services to various countries; and

(c) if so, the details thereof?

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

(b) and (c). Shipping services to various countries are operated by Shipping companies both in the public and the private sectors. The Shipping Corporation of India proposes to start container shipping service from West Coast of India to West Africa during December, 1960.

Connecting South Avenue with A.I.I.M.S. by DTC Buses

4432. SHRI R. N. RAKESH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received requests from the Members of Parliament to connect South Avenue with A.I.I.M.S., Safdarjung Hospital via Nauroji Nagar;

(b) if so, what action has been taken in this regard;

(c) whether it is a fact that South Avenue is not connected by any bus route with South Delhi; and

(d) if so what action Government propose to take to give this facility to the commuters of this area?

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

(a) Yes, Sir.

(b) In view of the convenient change-over facilities available at Udyog Bhawan and Krishji Bhawan bus stops which are well connected by a number of services to South Avenue and A.I.I.M.S. it has not been considered justified to introduce the proposed route.

(c) and (d). No, Sir. South Avenue is connected with parts of South Delhi directly by routes Nos. 620, 680, 710 and 720. It is also connected with other South Delhi areas such as A.I.I.M.S. Safdarjung Hospital etc. by change-over facilities at Udyog/Krishji Bhawan.

Criteria for giving Central Assistance to State Government for Health Schemes

4433. SHRI B. D. SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the extent of Central assistance given to the State Governments to carry out their Health Schemes during the last three years. State-wise;

(b) the criteria for giving the Central assistance for the purpose;

(c) whether during the three years, there has been any demand from the State Governments, particularly from the State Government of Uttar Pradesh for special Central assistance or to raise the Central allocation for the Health Scheme; and

(d) if so, details thereof and reaction of Government with regard thereto?

THE MINISTER OF STATE FOR HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR):
(a) The Central assistance for State Health Plan Schemes is given to the State Govts. in aggregate each year on the overall outlay, agreed for their annual plans for all the Sectors such as Irrigation, Health etc., put together and is not allocated for the individual Sectoral Programmes.

(b) The Central assistance is given on the basis of the formula recommended by the Finance Commission/National Development Council and accepted by the Govt. of India.

(c) No.

(d) Does not arise.

सोमालिया कार्यरत भारतीयों की कठिनाइयां

4434. श्री तारिक अख्तर : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सोमालिया में कार्य करने वाले भारतीयों को भारत में अपनी धनराशि भेजने में कठिनाइयों का सामना करना पड़ रहा है ;

(ख) क्या उनके मंत्रालय ने इस मामले को सोमालिया की सरकार के साथ उठाया है ; और

(ग) यदि हाँ, तो इस सम्बन्ध में कौन सी कठिनाइयां हैं तथा उनका समाधान क्या खोजा गया है ?

विदेश मंत्री (श्री पी. वी. नरसिंह

राव): (क) और (ख) . जी, नहीं । सोमालिया में काम करने वाले भारतीयों को भारत में धन भेजने में कुछ बिलाकर किमी बड़ी कठिनाई का सामना नहीं करना पड़ता है । लेकिन कतिपय भारतीय राष्ट्रियों को अपने बच्चों के शिक्षा भत्ते और पार्यक्य भत्ते के 50 प्रतिशत से अधिक राशि भारत भेजने में कुछ समस्याएं पैदा हुई हैं । मोयाडिसू स्थित हमारे राजदूतावास ने इस विषय को सोमालिया सरकार के समक्ष समुचित रूप से उठाया है ।

(ग) बच्चों के शिक्षा भत्तों और पार्यक्य भत्तों को पूरी राशि भारत भेजने में होने वाली कठिनाइयां मामूली किस्म की हैं और यह समस्या निचले स्तरों पर मनमाने ढंग से लिए गए निर्णयों के कारण उत्पन्न हुई है । इससे सोमालिया सरकार की किसी असहानुभूतिपूर्ण नीति का पता नहीं चलता । इसके संतोषजनक समाधान के लिए सभी सम्भव प्रयत्न किये जा रहे हैं ।

Nadiad-Kapadwanj line

4435. SHRI SHANTUBHAI PATEL:
Will the Minister of RAILWAYS be pleased to state:

(a) the plans and estimates for commissioning the Nadiad-Kapadwanj broad-gauge railway line;

(b) when the work will start and if it is started when the same will be completed;

(c) if the work is taken up, what is the present stage and the reasons for delay in the completion of the line;

(d) if the work is started, how much expenditure is incurred till date; and

(e) the total amount estimated for its completion?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). The project which involves conversion of Nadiad-Kapadwanj NG line to BG and construction of new BG line from Kapadwanj to Modasa is an approved work and included in the budget for 1979-80. Final Location Survey is in progress for preparation of project report and estimate. Pending sanction to the project estimate, urgency certificate has been sanctioned for taking up construction of the project. Upto date progress on construction of new line & the gauge conversion is 7.0 per cent and 6.8 per cent respectively. The delay in completion of the line is due to limited availability of funds.

(d) and (e). The estimated cost of the project is Rs. 9.43 crores and the expenditure incurred till March, 1980 is Rs. 1.40 crores.

Godavari Express

4436. **SHRI K. A. SWAMI:** Will the Minister of RAILWAYS be pleased to state:

(a) the incidents which occurred Vishakhapatnam on the 24th August, 1980;

(b) why the Railway authorities were unable to control the mob which attacked the Godavari Express on the day;

(c) whether action has been taken against the concerned officials for allowing the Godavari Express again to be dislocated on its return journey to Vishakhapatnam on the 25th August, 1980 from Hyderabad; and

(d) what steps have been taken to prevent recurrence of such incidents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). No incident concerning Godavari Express

occurred at Waltair station on 24-8-80. However, 7 Godavari Express which left Waltair on 24-8-80 suffered detention enroute, especially between Khamman and Secunderbad due to repeated Alarm Chain pulling and hosepipe disconnections by groups of students travelling to Hyderabad as per call given by Students Federation of India & All India Youth Federation to hold a conference in connection with diversion of Krishna River Water to Rayalaseema region. Though police escort was provided, the late running of this Express due to above said reasons could not be prevented.

8 Godavari Express which left Hyderabad on 25-8-80 also suffering detention due to Alarm Chain pulling and hosepipe disconnections. Arrangements were made at Secunderabad with the help of State Reserve Police and the RPF. At Duvvada a special check was conducted and cases registered against more than 100 persons for ticketless travelling and for causing inconvenience to passengers. Whenever necessary, the local police and railway police are approached to ensure smooth running of railway services.

मानन्दन अध्ययन समिति

4437. **श्रीमती उषा वर्मा:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मानन्दन अध्ययन समिति द्वारा कुवियों तथा बेंचरों के संबंध में की गई कितनी सिफारिशें स्वीकार कर ली गई हैं और कितनी विचाराधीन हैं,

(ख) क्या सिफारिशों पर विचार करने के लिए फिर से कोई बैठक बुलाई जा रही है;

(ग) क्या कुछ संसद सदस्यों तथा उनकी केबल-माल प्रतिनिधि संस्था 'श्री नेशनल फेडरेशन आफ रेलवे पोर्ट्स, बेंचर्स एंड केबर्स' ने मंत्रालय से बैठक बुलाने का अनुरोध किया है; और

(ब) यदि हां, तो यह बैठक कब तक बुलाई जायेगी ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप संज्ञा (श्री मल्लिकार्जुन) :

(क) आनन्दन समिति द्वारा की गई 89 सिफारिशों में से पूर्णतः स्वीकार कर ली गई। 46 सिफारिशों और आलोचनों के साथ स्वीकार की गई। 14 सिफारिशों विभिन्न रेलों पर कार्यान्वयन के विभिन्न चरणों में हैं। 24 सिफारिशों को स्वीकार नहीं किया गया और 5 सिफारिशों अबलोकनार्थमात्र थीं।

(ख) जी नहीं।

(ग) नेशनल फेडरेशन ऑफ रेलवे पोटर्स, वेल्डर्स एण्ड बेयरर्स से, आनन्दन समिति की सिफारिशों पर विचार-विमर्श करने के लिए बैठक किये जाने के लिये एक अनुरोध प्राप्त हुआ था लेकिन इस प्रकार की कोई बैठक आवश्यक नहीं समझी गयी।

(घ) प्रश्न नहीं उठता।

Siliguri Town Railway Level Crossing

4438. SHRI AMAR ROY PRADHAN:
Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration to remove the Siliguri Town Railway Level Crossing (Ghoomty), North Frontier Railway which is in the heart of the city for the construction of a flyover bridge there for the easy movement of traffic and pedestrians etc.;

(b) if not, the reasons therefor; and

(c) if so, when the construction work of the flyover bridge would start and what is its estimated cost?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS AND
IN THE DEPARTMENT OF PAR-

LIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). A proposal to construct a road over-bridge in replacement of existing level crossing near Siliguri, Northeast Frontier Railway is under the examination of the Railway in consultation with the State Government. The detailed designs, drawings and estimate have not so far been finalised and mutually accepted by the Railway and the State Government. It is not possible at this stage to say when the work will start and what will be its estimated cost.

Selling of adulterated confectionary
by Parley Products Ltd.

4439. SHRI DHARAM DASS
SHASTRI:

SHRI K. LAKKAPPA:

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

(a) whether Parley Products Limited, Bombay have been fined Rs. 2 lakhs by a Bombay Court;

(b) whether it is due to the fact that their product confectionary has been found adulterated and is injurious if consumed by human beings; and

(c) if so, the action contemplated by Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) On 24th November, 1980, that the Metropolitan Magistrate, Delhi, convicted Messrs. Parley Products Private Ltd., Bombay under Section 7/16 of the P.F.A. Act; and sentenced to pay a fine of Rs. 2 lakhs only and not by a Bombay court.

(b) The Delhi Court found that the sample of hard boiled confectionery connected with the case was adulterated as per the certificate of Director, Central Food Laboratory dated 3rd April, 1974.

Demonstration by Railwaymen in Gorakhpur

4440. SHRI VARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a demonstration by railwaymen in Gorakhpur on the 16th September, 1980 and there was a lathi charge on 19th September, 1980 where these workers were on a hunger strike;

(b) if so, what are their demands;

(c) whether the Chief Engineer has forwarded their demands to Railway Board; and

(d) if so, whether any decision has been taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, but there was no report of a lathi charge on 19th September, 1980.

(b) their demands are as follows:—

(i) Casual Labour employed on BG construction organisation should be given permanent status.

(ii) Casual Labour should be given same facilities as are given to permanent/temporary casual labour employed on open line.

(iii) There should be no retrenchment of casual labour.

(iv) Construction organisation should be declared as a permanent department of the railway.

(c) The demands were mentioned in a communication sent to the Railway Board in the course of the communication received from the Chief Engineer while intimating the background of the agitation by casual labour.

(d) The demands of the casual labour had been considered and policy decisions communicated to the railway on 21-10-80.

Delayed reservation messages

4441. SHRI MATILAL HASDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether many reservation messages and messages requiring immediate attention by officers are delayed for months together in the Telegraph Office, Madras on all circuits;

(b) whether the aforesaid delay is mainly due to administrative inability to post one operator for one circuit;

(c) whether the left over messages were more than 10,000 both in Wireless Office and Telegraph Office last month due to inadequate strength of staff;

(d) whether the Signallers and Wireless Operators are daily ordered to work on more than two circuits which makes them exhausted and they are not in a position to look after the urgency of messages kept in heaps daily in each circuit; and

(e) the steps proposed in this regard?

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

(b) Does not arise.

(c) Yes More than 10000 ordinary messages left in Wireless and Telegraph Office at the end of October, 1980.

(d) No. The number of messages varies from circuit to circuit. Sometimes light circuits are clubbed together with a view to limiting and balancing the load on the operators.

(e) On the Southern Railway some more links are proposed to be transferred to operating branch based on administrative convenience and after the creation of necessary posts of signallers.

Promotion avenues of Wireless Operators

4442. SHRI MATILAL HASDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway Board has agreed to retain the cadre structure intact, emoluments protected and avenues of promotions protected in respect of wireless operators category declared surplus/shrinking due to introduction of Microwave;

(b) whether the Board have ordered that existing cadre structure of WOPs/IWTs/CIWTs shall be retained intact and the staff concerned continue to get the same emoluments and have the same avenues of promotions;

(c) whether a decision has been taken to work out upgrading on the sanctioned strength that existed just prior to the upgradation on 1st May, 1969;

(d) what are the reasons for working out upgrading on actual strength on Southern Railway; and

(e) whether any action will be taken against officials concerned for totally ignoring boards directives?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) It was decided that a scheme would be drawn up to ensure that wireless operators declared surplus as a result of introduction of Microwave are absorbed with protection of their pay and scale. The scheme would also provide the same avenue of promotions and percentage of higher grade posts as existed prior to introduction of Microwave.

(b) Pending formulation of scheme Wireless Operators/IWTs/CWITs rendered surplus are to be utilised for working additional teleprinter links introduced and for this purpose the existing cadre structure of WOPs/IWTs/CWITs is to be retained intact.

(c) No.

(d) Because a number of vacant posts in the base grade cannot be filled as they are surplus to requirement.

(e) Does not arise.

Overbridge at Dhanbad Station

4443. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state whether Government have initiated any action to eliminate the long-standing troubles to the public caused by not extending the public foot over-bridge at Dhanbad station upto Cinema Road at Dhanbad old market and to provide an over-bridge at East end of new goods shed; Dhanbad to avoid serious congestion of Road Traffic at East and Level Crossing Gate, Dhanbad?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): Extension of the foot over-bridge at Dhanbad Station upto Cinema Road can be considered if it is sponsored by the State Government/Local Authority together with an undertaking to bear the entire cost thereof. Similarly, proposals for construction of road over/under-bridges in replacement of existing level crossings are to be sponsored by the State Government/Local Authority together with an undertaking to bear their share of the cost. No proposal for construction of a road over-bridge in replacement of existing level crossing at east end of new Goods shed at Dhanbad has so far been sponsored by the State Government/Local Authority.

Halt between Chhota Ambona and Kaloobathan

4444. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state whether Government propose a halt between Chhota Ambona and Kaloobathan with the facility of stoppage for one minute of 129 Up, 130 Dn, 330 Up and 340 Dn Passenger trains to eliminate the difficulties of the people of adjacent villages?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN

THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): No. This proposal was, however, examined in the past but not found feasible both from the engineering as well as the operating points of view.

Memo received by Divisional Manager, Central Railway

4445. **SHRI R. K. MHALGI:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Divisional Manager, Central Railway Solapur (Maharashtra) has received any memorandum in September or October, 1980 regarding filling up of vacancies and creating new ones wherever and whenever necessary; and

(b) if so, what action has been taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The Divisional Secretary, National Railway Mazdoor Union submitted a memorandum to the General Manager, Central Railway in September 1980 for filling up vacancies and creation of posts in Daund Shed.

All vacancies except 27 in the Shed at Daund have been filled. Action is on hand to fill up the 27 vacancies also. The demand for creation of posts of Luggage Porters, however, could not materialise, as there is a complete ban on creation of additional posts.

Inclusion of part of D.A. in pension

4446. **SHRI R. K. MHALGI:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to include some part of the D.A. in pension for those who have retired from the Central Government service on or after 30th July, 1977;

(b) whether some 3000 and odd applications for pension duly completed and submitted to the concerned authorities in time are still pending in the Bombay Division of Central Railway;

(c) if so, the reasons for the delay in settling the claims of the retired persons; and

(d) what action Government have taken or taking to expedite the settlement of these cases?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) As per orders issued by the Government in June 1979, a portion of Dearness Allowance is treated as pay for the purpose of pensionary benefits in the case of those employees who have retired from Railway service on or after 30-9-1977.

(b) Only 550 cases are pending.

(c) and (d). The work relating to review of pensionary benefits to the employees who retired from 30-9-1977 onwards involved, preparation of their revised claims by Personnel Branch and scrutiny thereof in Accounts Branch. Steps are, however, being taken to expedite settlement of the outstanding cases.

Wireless Operators on Railways

4447. **SHRI MATILAL HASDA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the cadre structure of Wireless Operators on all Indian Railways as per Boards orders is CIWT/DIWT/IWT/WOP;

(b) whether it is a fact that only IWTs are eligible for promotion as DIWT as per avenue chart;

(c) whether it is a fact that only on Southern Railway the post of IWT is maintained as WTS;

(d) whether it is a fact that on Southern Railway many posts of WTS have not been filled up and cadre strength of WTS/IWT not maintained; and

(e) what are the reasons for not changing the designation of WTS as IWT and maintaining the strength on Southern Railway with separate seniority as per avenue chart contained in Board's orders?

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

(b) No, WTS/Senior Wireless Operators who are in the same scale as IWT are also eligible.

(c) Post of WTS on Southern Railway have since been redesignated as IWT.

(d) The post of WTS/IWT is operated as Senior WOP as these posts are identical in scales of pay.

(e) Does not arise.

Wireless Operators at Madras

4448. SHRI MATILAL HASDA: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of wireless operators at Madras on the 15th November, 1969 while deploying them on Microwave Teleprinters and the total number of wireless Operators at Madras as on date;

(b) the total number of teleprinter circuits operated by the Wireless Operators at Madras on the 15th November, 1969 and the total number of circuits operated by them on date;

(c) whether Government are aware that the same number of links are operated by Wireless Operators at Madras since 15th November, 1969 till date with depleted strength due to several retirements;

(d) whether it is a fact that the COPS/MAS has agreed to take over the links from wireless operators as and when they retire due to shrinkage of cadre; and

(e) if so, the reasons for not taking over even a single link from 1969 till date despite several retirements at Madras?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) 29 and 19 respectively.

(b) 7.

(c) and (d). Yes.

(e) Three teleprinter circuits have already been taken over by the COPS.

Class III and IV posts surrendered

4449. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that large number of Class III and Class IV posts have been surrendered during the last three years for creation of the posts of Supervisors and Officers on Indian Railways;

(b) if so the number of Class III and Class IV posts surrendered and the posts of Supervisors and Officers created and operated during the last three years showing the figures Division-wise on Indian Railways; and

(c) the results and benefits derived out of this scheme of matching surrender?

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

(b) A statement is attached.

(c) Better supervision and overall efficiency.

Statement

Part (b)

	Post Surrendered Class III	Class IV	Post Created Officers	Supervi- sors
Central Railway	213	113	24	181
Northern Railway	100	43	5	65
Southern Railway	50	57	26	34
South Central Railway	174	96	11	61
Chittaranjan Locomotive Works	10	5	1	7
Diesel locomotive Works	16	30	..	27
				Class III & Class IV posts
Integral Coach Factory	72	..	1	97
Eastern Railway				
Western Railway				
South Eastern Railway				
North Eastern Railway				
Northeast Frontier Railway				

Information is being collected and will be laid on the Table of the House.

परिवहन और सड़कों का विकास

4450. आचार्य भगवान देव: क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) राष्ट्रीय परिवहन विकास परिषद की 16वीं बैठक में परिवहन और सड़कों के विकास के बारे में क्या प्रमुख निर्णय किए गए ;

(ख) क्या चालू वित्तीय वर्ष के दौरान परिवहन और सड़कों के विकास के लिए राज्यवार कोई लक्ष्य निर्धारित किए गए हैं ;

(ग) यदि हां, तो उनका राज्यवार ब्यौरा क्या है ; और

(घ) उन्हें अब तक किस हद तक क्रियान्वित किया गया है ?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बृटा सिंह) : (क) परिवहन विकास परिषद की 16 वीं बैठक में नीचे लिखी मुख्य सिफारिशों की गयीं :-

I. सड़क विकास :

1. परिषद् ने सिफारिशों की कि मौजूदा आवश्यकताओं को पूरा करने के लिए सरकार को मोटर यान अधिनियम 1939 में संशोधन के प्रस्तावों को शीघ्र अंतिम रूप दे देना चाहिए जिससे कि मौजूदा आवश्यकताओं को पूरा किया जा सके ।

2. प्रत्येक राज्य/संघ राज्य क्षेत्र के लिए राष्ट्रीय परमिटों की मौजूदा संख्या में 10% की वृद्धि की जानी चाहिए ।

3. प्रत्येक राज्य/संघ राज्य क्षेत्र के जोनल परमिटों की संख्या में 50% की वृद्धि की जानी चाहिए।

4. दुर्घटना कर भाग जाने वाले मामलों में दुर्घटनाग्रस्त व्यक्तियों को मुआवजा देने की योजना को लागू किया जाना चाहिए।

5. आवश्यकताओं को पूरा करने के लिए अखिल भारतीय पर्यटक मोटर टैक्सियों के परमिटों में उपेक्षित वृद्धि की जानी चाहिए। इस प्रकार मंत्रालय द्वारा समीक्षा के बाद (ओमनी बसों) बहु प्रयोजनी बसों के परमिटों में भी वृद्धि करने के लिए कदम उठाये जाने चाहिए।

II. सड़कें

1. न केवल धन के आवंटन में बल्कि सिंचाई तथा ऊर्जा इत्यादि आवश्यक सामग्री की तरह समय पर पर्याप्त और नियमित सप्लाई के लिए सड़कों को 'प्राथमिकता' दी जानी चाहिए।

2. यह सुनिश्चित किया जाना चाहिए कि सड़कों के उचित तथा व्यवस्थित

अनुरक्षण के लिए जो नियमित धन राशि दी जाये उसका उपयोग अन्य क्षेत्रों के लिए नहीं हो।

(3) संगठनात्मक और परियोजना कार्य-विधि को इस प्रकार सुधारा जाना चाहिए कि जिससे परियोजना समय पर पूरी हो सके। इसी प्रकार परियोजना पूरी होने में लगने वाले समय और धनराशि में अपव्यय को रोकने के लिए कारगर कदम उठाये जाने चाहिए।

(4) यातायात को निर्बाध रूप से होने देने के लिए समतल वाले पुलों के स्थान पर नीचे से या ऊपर से आने के लिए पुलों के निर्माण किये जाने और शहरी इलाकों आदि में समानान्तर सड़कों के बनाने के लिए उपाय किये जाने चाहिए।

(5) अन्तर्राज्यीय सीमाओं पर राष्ट्रीय राजमार्गों पर विभिन्न जांच चौकियों को मिलाकर एक जांच चौकी बनाई जानी चाहिए और यह राजमार्ग से कुछ दूर पर बनायी जानी चाहिए जिससे यातायात निर्बाध गति से हो सके।

(ख), (ग) और (घ). 1(i) प्रत्येक राज्य के लिए नियत किए गए परमिटों की संशोधित संख्या नीचे दिखाई गयी है :—

राज्य का नाम	गाड़ियों की संख्या जिनके लिए राष्ट्रीय परमिट जारी किए जाने चाहिए।
आंध्र प्रदेश, असम, बिहार, गुजरात मध्य प्रदेश, महाराष्ट्र, उत्तर प्रदेश, तथा पश्चिम बंगाल	प्रत्येक को 900
हरियाणा, कर्नाटक, केरल, उड़ीसा, पंजाब राजस्थान, तमिलनाडु तथा दिल्ली	प्रत्येक को 800
हिमाचल प्रदेश तथा जम्मू और कश्मीर	प्रत्येक को 600
गोवा, दमण और दीव	प्रत्येक को 500
त्रिपुरा	400
केराल, मणिपुर, नागालैण्ड, सिक्किम, अरुणाचल प्रदेश, चण्डीगढ़, हादरा नगर हवेली, मिजोरम तथा पाण्डीचेरी	प्रत्येक को 100

(ii) जोनल परमिट स्कीमों में भाग लेने वाले राज्यों ने जोनल परमिटों की संख्या में वृद्धि करने से संबंधित कार्याविधि को पूरा करने के लिए आवश्यक कदम उठाए हैं।

इस प्रकार परमिटों की संख्या में 50% कम्पोजिट परमिटों की वृद्धि हो जाएगी।

दक्षिण जोन परमिट स्कीम	3864
पश्चिमी जोन परमिट स्कीम	2820
उत्तर जोन परमिट स्कीम	3000
केन्द्रीय जोन परमिटस्कीम	2100 तथा
पूर्वी जोन परमिट स्कीम	2500

ग्रबिल भारतीय/भोमनी बसों के पर्यटक परमिटों की संख्या में वृद्धि करने के प्रश्न पर विचार किया जा रहा है।

2. जहां तक सड़क विकास का प्रश्न है, परिवहन विकास परिषद् ने सड़क विकास के राज्य वार लक्ष्य निर्धारित करने के संबंध में कोई सिफारिश नहीं की है।

Cases against Reservation Policy

4451. SHRI H. M. SAWANT: Will the Minister of RAILWAYS be pleased to state:

(a) how many cases against reservation policy of the Ministry of Railways in respect of Scheduled Castes and Scheduled Tribes are pending in the various High Courts and Supreme Court of India;

(b) in how many such cases stay orders has been vacated by the Courts;

(c) the number of cases in which stay order has not been vacated; and

(d) if so, what action has been taken for getting the stay orders vacated?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) About 200.

(b) 48.

(c) 117.

(d) Vigorous attempts are being made to get the stay orders vacated through the Government Advocates.

40-Point Rosters

4452. SHRI T. M. SAWANT: Will the Minister of RAILWAYS be pleased to state:

(a) whether 40-Point Rosters have been operated since the reservations in promotions have been challenged in the High Courts and Supreme Court;

(b) if so, how many Scheduled Castes and Scheduled Tribes employees in each department and each category right from Class I to Class IV have been provisionally promoted against the 40-Point Roster from October, 1979 to November 14, 1980;

(c) how many general candidates have been promoted against reserved roster point during the stay order granted by the Supreme Court and other High Courts; and

(d) whether Government propose to treat these posts as carry forward vacancies in the light of Supreme Court judgement dated 14th November, 1980 in the Akhil Bhartiya Sosit Karamchari Sangh Case?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). The information is being collected from various Zonal Railways/Production Units and will be laid on the Table of the Sabha.

Recruitment of Cashiers

4453. SHRI T. M. SAWANT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there has been a ban on the direct recruitment of Cashiers on the Indian Railways;

(b) whether the existing Cashiers have been drawing overtime allowance more than three times the amount of their salary; and

(c) whether this fact is proving un-economical and a drain on the railway's resources?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Posts of Cashiers are filled by promotion and not by direct recruitment. There is a ban not on recruitment but on creation of new posts.

(b) No.

(c) Does not arise.

Correction of date of birth of Railway employees

4454. SHRI SANAT KUMAR MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether any guidelines have been laid down by Railway Board for correction of date of birth of Railway employees—both gazetted and non-gazetted—sometimes before their retirement;

(b) whether date of birth of some employees of Northern Railway who were due to retire in next 1—3 years had been altered during years 1979 and 1980;

(c) if so, their particulars, authority which permitted such an alteration circumstances under which this was allowed and extra years' benefit which accrued;

(d) whether some of employees whose date of birth was corrected are working in Northern Railway Headquarters Office, Baroda House, New Delhi in 'P' Branch and they had been involved in some vigilance cases also; and

(e) if so, their particulars and whether Railway Administration propose

to review such cases and whether an element of circumvention existed?

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

(b) and (c). Yes, their particulars etc. are given in the statement laid on the Table of the House. [Placed in Library. See No. LT-1673/80].

(d) and (e). Nil, so far as alterations made during the years 1979 and 1980 are concerned. However, in the year 1978 alteration in date of birth of one Shri Bishamber Nath Malhotra, now working as Superintendent (P) in local arrangements in Headquarters office of Northern Railway was made by the competent authority on the basis of revised matriculation certificate issued by the Punjab University, Lahore (Pakistan). His date of birth was altered from 15-3-1920 to 20-10-1924. There is no vigilance case pending against Shri B. N. Malhotra. Detailed investigations were however, made by the Vigilance Branch of Northern Railway on receipt of complaints in August 1979 for obtaining fictitious certificate regarding his date of birth but nothing was found in the complaints.

Non-medical Class I and II Officers in D.G.H.S.

4455. SHRI SANAT KUMAR MANDAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the names and designations of the non-medical Class I and II Officers in the Directorate General, Health Services, who have not as yet been issued certificates showing completion of 25 years of qualifying service as enjoined in the Ministry of Finance Office Memorandum No. 6(3)-EV/88 dated the 29th October, 1980.

(b) what are the impediments that lie in the way of the D.G.H.S. in complying with these instructions and

issuing the necessary certificates as envisaged therein; and

(c) whether he would go into the matter and set down a target date for completion of this job, and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) A statement giving the names and designations of non-medical Class I and II (now Group 'A' and 'B') Officers, both Gazetted and Non-Gazetted, in the Directorate General of Health Services as on 1-11-1980 is given in the statement laid on the Table of the House. [Placed in Library. See No. LT-1674/80].

(b) The procedure in regard to the issue of certificates to the Government servants who complete 25 years service has been reconsidered by the Government after the Departmentalisation of Accounts. In accordance with this procedure before issuing such a certificate to a Government servant under rule 32 of the CCS (Pension), Rules, 1972. The administrative authority is required to send a statement showing the qualifying service and the manner in which the qualifying service has been worked out to the Pay and Accounts Officer, who would then audit the statement and after satisfying himself that the qualifying service has been properly determined, record a certificate of verification in the Service Book. The certificate of qualifying service is now required to be issued after a certificate of verification of service has been recorded by the Pay and Accounts Officer in the Service Book of the officer concerned. Above administrative steps, which have to be completed before issue of such a certificate takes time and causes corresponding reflection in timely issue.

(c) The Director General of Health Services has been directed to take up the matter on priority basis and to ensure that the requisite certi-

ificates in accordance with prescribed procedure are issued to the eligible officers without any avoidable delay.

Railway Projects Delayed

4456. SHRI G. M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of projects the completion of which have been delayed for more than a year;

(b) the details of these projects; originally scheduled dates for their completion; and the expected delay;

(c) the causes of delay in completion of these projects;

(d) the additional expected cost as a result of the delay; and

(e) the steps taken to ensure their completion by rescheduled dates?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c) and (e). A statement is laid on the Table of the House. [Placed in Library. See No. LT-1676/80].

(d) Approximately Rs. 212 crores.

Bonus to Railway Employees

4457. SHRI G. M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether bonus to railway employees working in different departments in railway workshop at Bombay Central under D.R.M. (Bombay Central) was paid later than the date announced by him for payment of bonus (namely 10th October, 1980) and the date on which it was paid to all other railway employees;

(b) if so, when bonus was paid to the said employees; and

(c) what action was taken against the officer/officers responsible for the delay in payment of bonus to these employees?

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

(b) Payment of Productivity Linked Bonus to staff on Bombay Division was commenced on 10-10-1980 and completed on 28-10-1980.

(c) No action was deemed necessary to be taken against any officer/officers, as the payment was done as per the schedule programmed by Divisional Railway Manager, Bombay Central in consultation with the recognised Unions.

राष्ट्रीय आयुर्वेदिक केन्द्र, जयपुर का अधिग्रहण

4458. **आचार्य भगवान देव :** क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने राष्ट्रीय आयुर्वेदिक केन्द्र, जयपुर का प्रबन्ध अपने हाथ में ले लिया है ;

(ख) यदि हां, तो सरकार ने इस केन्द्र में उच्चतर शिक्षा देने और आयुर्वेद में अनुसंधान करने के लिए क्या योजना बनाई है ; और

(ग) यह योजना कब तक लागू कर दी जाएगी ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री नीहार रंजन लस्कर):

(क) यह निश्चय किया गया है कि राज्य सरकार के प्रबन्ध तथा नियंत्रणाधीन चल रहे सरकारी आयुर्वेदिक कालेज, जयपुर और इसके संबद्ध अस्पतालों और केन्द्रीय आयुर्वेद तथा सिद्ध अनुसंधान

परिषद के नियंत्रणाधीन चल रहे क्षेत्रीय अनुसंधान केन्द्र, जयपुर को कुछेक शर्तों के अन्तर्गत केन्द्रीय सरकार तथा राष्ट्रीय आयुर्वेद संस्थान, जयपुर को सौंप दिया जाये ताकि वे बेहतर एकीकृत संगठन के रूप में काम कर सकें ।

(ख) और (ग) राष्ट्रीय आयुर्वेद संस्थान, में एक विषय अर्थात् कार्य-चिकित्सा में स्नात्कोत्तर डिग्री प्रदान करने करने के लिये उच्च शिक्षा देने की भी व्यवस्था है । जल्द ही पांच नये स्नात्कोत्तर विभाग और जोड़ने का विचार है जिसके लिए राजस्थान विश्वविद्यालय ने अपनी मंजूरी दे दी है ।

यह भी निश्चय किया गया है कि जयपुर स्थित केन्द्रीय आयुर्वेद तथा सिद्ध अनुसंधान परिषद् के क्षेत्रीय आयुर्वेद अनुसंधान को राष्ट्रीय आयुर्वेद संस्थान जयपुर के साथ मिला दिया जाय ताकि अनुसंधान संबंधी गतिविधियों की गति को तेज किया जा सके और अतिव्याप्ति से बचा जा सके ।

Chief Goods Superintendent,
Allahabad

4459. **SHRI N. K. SHEJWALKAR:** Will the Minister of RAILWAYS be pleased to state:

(a) the details of reports made by the Chief Goods Superintendent, Allahabad, against the unsatisfactory performance of the Goods Handling Work at Allahabad by Railway Cycle Stand Karamchhari Shram Samvidya Sahakari Samiti Limited, Allahabad during the period June, 1979 to October, 1980;

(b) whether any action was taken to terminate the contract as provided in the agreement for continued unsatisfactory performance;

(c) whether instead of taking penal action against the society demurrage charges correctly raised by the Goods Shed Staff were waived; and

(d) the details of demurrage charges accrued and waived from June, 1979 to October, 1980 month-wise separately?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Three reports were received from Chief Goods Superintendent, Allahabad, on 17-7-1980, 19-9-1980 and 29-10-1980 against the Railway Cycle Stand Karamchari Shram Samvida Sahkari Samiti Ltd., Allahabad, for short/late supply of labour, non-removal of garbage, non-cleaning of wagons and non-clearance of tracks after unloading wagons of minerals.

(b) A fine of Rs. 100/- was imposed upon the Society on the basis of the complaint of 17-7-80. On the other two complaints, notice has been served on the Society on 15-11-80 for termination of the contract in case it fails to improve its working.

(c) Demurrage charges have been waived where justified.

(d) A statement is enclosed.

Statement

Details of demurrage charges accrued and waived during the period June 1979 to October, 1980

Month	Demurrage accrued	Demurrage waived
1	2	3
	(Rs.)	(Rs.)
June/79	330.50	330.50
July/79-	87.00	87.00
Aug./79	486.50	486.50
Sept./79	638.00	Nil
Oct./79	330.00	229.00
Nov./79	579.00	374.00

1	2	3
Dec./79	390.50	330.00
Jan./80	225.00	225.00
Feb./80	798.00	200.00
March/80	539.00	400.00
April/80	830.00	670.00
May/80	1686.60	1419.50
June/80	1664.50	1178.25
July/80-	3893.00	Nil
Aug./80	2329.75	1113.50
Sept./80	598.00	299.00
Oct./80	2029.00	757.25
	17434.35	8099.50

Representation of West Dinajpur District Journalist

4460. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the representation of the West Dinajpur Journalist Association dated 11th November, 1980 has been received;

(b) if so, main points in the representation; and

(c) Government's reaction thereto?

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

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

Posts of Gangman and Khalasis Sanctioned

4461. SHRI SHIBU SOREN: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3339 on the 15th March, 1979 regarding casual

workmen in Eastern Railway and state:

(a) the number of regular posts of Gangmen and Khalasis sanctioned and operated under the Chief Engineer (Construction) Eastern Railway in 1980;

(b) the number of such staff absorbed against available vacancies in construction Department and in open line separately; and

(c) the number of such staff handed over along with the assets made over by Construction Department, in Dhanbad Division, Eastern Railway since 1963 to 1980, with work-wise break-up.

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.

City Booking Office for Dhanbad

4462. SHRI SHIBU SOREN: Will the Minister of RAILWAYS be pleased to state the action taken by the Railway Administration to materialise the decisions of 58th D.R.U.C.C. meeting at Dhanbad Division, Eastern Railway:—

(i) opening of City Booking Office for Dhanbad town (ii) extension of parcel Offices at Pathardih and Lodna, (iii) Provision of some reserved seat quota at Dhanbad in 133UP/134 Dn. Howrah-Ahmedabad Special trains, (iv) steps taken by the administration to improve punctuality of Passenger Trains particularly in Branch Lines; and (v) Provision of Super Fast train between Dhanbad and Tata via 'Adra-Bhojudih'?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) The survey to

assess the need of a City Booking Office for Dhanbad has been completed and the same is under examination of the Railway Administration.

(ii) Neither was such a proposal received in the D.R.U.C.C. meeting, nor is it under consideration.

(iii) The number of tickets issued at Dhanbad for Ahmedabad and stations *en-route* (via Howrah) does not justify the allotment of reserved quota by 134 Dn. at Dhanbad. Demands for reservations received at Dhanbad station by this train are satisfied by sending reservation messages to Howrah.

(iv) Constant efforts are being made to improve the punctuality of trains and the assistance of State Government has been sought to curb the incidence of alarm-chain pulling, disconnection of hose-pipe, etc. which adversely affect punctual running of trains.

(v) A study of sale of tickets was undertaken to ascertain the volume of traffic between the Dhanbad-Tata via Adra-Bhojudih. The traffic over this section does not justify introduction of a new train. Besides this, adequate terminal facilities are not available at Dhanbad to deal with any additional traffic.

Promotions made between 15th October, 1979 and 14th November, 1980

4463. SHRI T. M. SAWANT: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of promotions made in various departments between 15th October, 1979 and 14th November, 1980;

(b) the number of promotions made by each department in each category and each grade including workshops/stores and constructions units, wheel and axle plant, Bangalore;

(c) how many belong to Scheduled Caste and Scheduled Tribe Communities in each grade and category;

(d) whether 40 points Roster was taken note of at the time of making promotions;

(e) the number of vacancies reserved for Scheduled Castes and Scheduled Tribes consumed by other communities candidates; and

(f) whether the Ministry of Railways propose to treat the vacancies consumed by other communities as carry forward vacancies in favour of Scheduled Castes/Tribes.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (f). The information is being collected from various Zonal Railways/Production Units and will be laid on the Table of the Sabha.

Irregularities by Director, CRRI, New Delhi

4464. SHRI E. BALANANDAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received representations from the Central Road Research Institute (CRRI) Staff Association New Delhi alleging the high-handedness, anti-workers attitude and other irregularities of the Director, CRRI, New Delhi;

(b) whether Government are aware that the leaders of the Association have recently been victimised by the Director, CRRI; and

(c) what steps have been taken to restore normalcy in CRRI and also to meet the genuine demands of the CRRI Staff Association?

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

(b) It is not correct to say that leaders were victimised. Only three members of staff who prevented senior officers from doing their official duty, were given charge sheets to explain the position.

(c) All genuine demands which can be met under the rules have been accepted and implemented viz. over sixty Class IV staff have been confirmed in their posts and, wherever possible, departmental promotions have been given.

News Item Captioned Costly Wards

4465. SHRI R. L. BHATIA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention have been drawn to the news item captioned "Costly Ward" appearing in the *Patriot* of the 24th November, 1980;

(b) if so, the total expenditure being incurred on the guarding of the 'brain scanner' at the All India Institute of Medical Sciences, New Delhi;

(c) whether Doctors and technicians have been fully trained to handle this ultra-scientific contraption and if so, where and how many; and

(d) the manner in which this equipment is being used and whether any charges are levied in this behalf and if so, what?

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

(b) No special expenditure is incurred in guarding the brain scanner by the All India Institute of Medical Sciences, New Delhi. The security of the Institute is maintained as a whole.

(c) Yes. The doctors and technicians of the Institute are fully trained to handle this equipment. Four

members of the staff were trained in the Karolinska Hospital, Stockholm.

(d) This equipment is used to scan the brain for any lesions. This service is available to patients both from the Institute Hospital and those referred from outside. The charges are as follows:—

(i) Rs. 200/- if the case is referred through the out patient Department or indoor patients of the Institute.

(ii) Rs. 500/- when the case is referred from elsewhere.

(iii) Poor and indigent patients, so certified by the Head of the concerned Clinical Unit of the Institute Hospital are rendered free service.

.. Shortage of Wagons at Kiratpur

4466. SHRI R. L. BHATIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the shortage of Railway wagons at Kiratpur has hit the marketing of seed potatoes the production of which has recorded a new high during this season;

(b) whether this has resulted in a heavy loss to the potato growers, who suffered a heavy loss during the past two years due to less demand and poor marketing system; and

(c) if so, the steps which Government propose to take to provide adequate number of wagons to carry the potato seeds?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). No. However every effort is made to provide adequate number of wagons for movement of potato seeds during the

current potato season. During October to December (upto 10th), 1980, a total of 1230 wagons of potatoes have been loaded at Kiratpur.

Improvement of National Highways in Karnataka

4467. SHRI JANARDHANA POOJARY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the nature of assistance sanctioned by the Centre to improve the conditions of National Highways in Karnataka during the last three years, year-wise; and

(b) the amount spent during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). Funds provided for the development and maintenance of National Highways are not in the nature of any assistance to States as such but are a direct expenditure since National Highways are a Union subject. The position of funds provided for development and maintenance of National Highways to Karnataka during the last 3 years and the expenditure incurred against those funds is indicated below:

Development of National Highways :

Year	Final allotment	Actual expenditure
	(Rs. in lakhs)	
1977-78 . . .	382.00	381.67
1978-79 . . .	450.49	451.74
1979-80 . . .	510.00	530.16

Maintenance and Repairs of National Highways :

Year	Final allotment	Actual expenditure
	(Rs. in lakhs)	
1977-78	129.44	128.58
1978-79	136.55	135.89
1979-80	136.17	143.66

Conversion of Miraj-Bangalore Line

4468. SHRI JANARDHANA POOJARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering a proposal to convert the Miraj-Bangalore metre gauge line into broad gauge;

(b) if so, the estimated cost thereof; and

(c) when the work will be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) A survey for conversion of Miraj-Bangalore metre gauge railway line into broad gauge has recently been sanctioned.

(b) Cost of the project will be known after the survey is completed.

(c) Further action will be taken only after the survey is completed and the report is examined subject to clearance by the Planning Commission.

Disposal of Unserviceable Buses in various Depots

4469. SHRI JANARDHANA POOJARY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that huge number of unserviceable buses are lying in the various depots of DTC;

(b) if so, the number of these buses;

(c) whether Government have formulated any policy for their disposal;

(d) if so, the details thereof; and

(e) the number of buses disposed off during the last three years and total amount earned by Government?

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

(a) Yes, Sir. Buses which have recently been decided to be scrapped are lying in the Depots awaiting auctioning.

(b) At present 67 buses are lying in the Depots awaiting auctioning.

(c) Yes, Sir.

(d) The vehicles of the Corporation which have covered five lakhs KMs. or 8 years of age and/or are awaiting extensive repairs are inspected by a Board of Technical Officers to ascertain whether they are fit for further economic operation either in the existing state or after repairs. The vehicles that are found to be uneconomical to operate/repair are scrapped and then deleted from the fleet of the Corporation and disposed off through tender-cum-auction sale.

(e) Total number of buses disposed off during last 3 years from 1978 to 1980 is 330 and total amount realised Rs. 62,91,600/-.

दिल्ली परिवहन निगम के बस मार्ग संख्या 88 को तीन मूर्ति तक बढ़ाया जाना

4470. श्री निहाल सिंह : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या साउथ एवेन्यू से पहाड़ गंज के बीच कोई सीधी बस सेवा न होने के

कारण इन इलाकों के यात्रियों को बड़ी कठिनाई हो रही है;

(ख) यदि हां, तो क्या सरकार का विचार आनन्द पर्वत से केन्द्रीय सचिवालय तक मार्ग संख्या 88 को तीनमूर्ति तक बढ़ाने का आदेश देने का है; और

(ग) यदि नहीं, तो मार्ग संख्या 88 को तीनमूर्ति तक बढ़ाने में क्या कठिनाई है ?

नीबहन और परिवहन बंगलाय में राज्य बसों (श्री बूटा सिंह) : (क) से (ब). साउथ एवेन्यू में अधिकतर संसद सदस्य और उच्च वर्ग के अधिकारी रहते हैं जिनके पास प्रायः अपनी-अपनी गाड़ियां होती हैं। इसलिए इस क्षेत्र में यातायात अधिक नहीं होता। इस क्षेत्र की स्थिति ऐसी है कि सभी दिशाओं को जाने वाली बसें यहां से हो कर नहीं जा सकतीं। परन्तु, धौलाकुआं, मोतीबाग और आर० के० बुरम की ओर से चलने वाली रूट नम्बर 710, 680, 720 की बसें यहां से होते हुए केन्द्रीय सचिवालय तक जाती हैं। रूट नं० 200 की बस जो साउथ एवेन्यू (तीनमूर्ति) से चलती है, केन्द्रीय टर्मिनल से हो कर जाती है जहां से पहाड़ गंज के लिए कई बसें चलती हैं जैसे रूट नम्बर 10, 110, 88, 90 और 95।

रूट नम्बर 88 की सेवाओं का साउथ एवेन्यू तक विस्तार करना संभव नहीं है क्योंकि ऐसा करने से इस रूट की मौजूदा बस की फ्रीक्वेंसी कम हो जायगी और इस रूट के यात्रियों से शिकायतें आने लगेंगी।

Phase Programme for Installation of CAT Scan Machines

4471. SHRI S. M. KRISHNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any country-wide phased programme has been prepared

for installation of CAT scan machines at various Centres;

(b) if so, what and whether these will be worked on commercial lines or free to certain weaker and deserving sections of the society;

(c) whether any scale of charges has been laid down and if so, what; and

(d) whether Bangalore will be one of the places where this machine will be installed and if so, when is it likely to take place?

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

(b) Does not arise.

(c) Does not arise. However, the schedule of charges, in respect of the machine operating at the All India Institute of Medical Sciences, New Delhi is as follows:

(i) Rs. 200/- if the case is referred by physicians of the All India Institute of Medical Sciences;

(ii) For poor and indigent patients the scanning is free on the basis of certification by the concerned Head of Clinical Unit of the All India Institute of Medical Sciences Hospital.

(iii) Rs. 500/- when the case is referred from elsewhere.

(d) No such proposal is under consideration.

Railway Employees on Duties at out Stations

4472. SHRI BAJU BAN RIYAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any instructions have been issued by General Manager or Chief Personnel Officer of South Eastern Railway stating that the railway employees attending duties at

out-stations are to produce certificates alongwith travelling allowance journals to prove their performance to duty at out-stations;

(b) what are the conditions the employees should fulfil to prove their performance of duty at out-stations when they perform duty at out-stations with the prior approval of the Supervisory official/Controlling officer; and

(c) what are the points to be checked by the Supervisory official/Controlling officer who are to countersign the T.A. bills of their subordinates to check the genuineness of the claim.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) In December, 1972, the Chief Personnel Officer of the South Eastern Railway issued instructions whereunder, the staff who had been sent on duty, had to produce a certificate from the Supervisor/Officer with regard to the performance of duty at the place visited. This practice however has been discontinued since April 1973.

(b) Since employees are sent out on duty with specific assignments by their Supervisory/Controlling Officers, they are required to report back to them at their headquarters with requisite documents to justify their performance of duty at out-stations.

(c) The Supervisory/Controlling Officer must scrutinise the necessity and duration of journeys and halts and should disallow the whole or any part of the Travelling Allowance claimed, if he considers that the journey was unnecessary or unduly protracted or halt was of excessive duration. He must also ensure the factual correctness and also that the T.A. Bills/journals are a correct presentation of facts and do not contain claims which are not reasonable or

normal and are free from interpolations, unauthenticated corrections, erasures, etc. They must also satisfy themselves about the performance of duty at out-stations in a manner they deem fit, to check the genuineness of the claim.

New Lines since Independence

4473. SHRI BAJU BAN RIYAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total length of new railway lines constructed since Independence; and

(b) the additions made during that period, year-wise, zonal and State and Union Territory-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). A Statement is laid on the Table of the House. [Placed in Library. See No. LT-1676/80].

Chief Personnel Officer of South Eastern Railways

4474. SHRI BAJU BAN RIYAN. Will the Minister of RAILWAYS be pleased to state:

(a) whether the Chief Personnel Officer of South Eastern Railway has issued any circular on 13th April, 1972 stating that staff should be changed every 5 years from Booking Office to Parcel Office;

(b) if so, whether the instructions of the Chief Personnel Officer are being followed rigidly in every Division of South Eastern Railway;

(c) whether the instructions have been carried out in the respective stations of Khurda Road Division including Puri station; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a). Yes, however, the instructions referred to were issued on 21-3-72 and not on 13-4-72 as stated in the question.

(b) to (d). The above instructions of South Eastern Railway were modified by the instructions issued from the Ministry of Railways on 27-4-79 which stipulated that periodical transfers in respect of ASMs, Commercial Staff and others should be ordered on a selective basis based on complaints or general reputation of such staff as available on record of Railway Administration. These modified instructions are being implemented on South Eastern Railway. Consequently the instructions contained in C.P.O.'s circular letter dated 31-3-72 are not being followed rigidly in all Divisions of South Eastern Railways.

India's contribution in solving Health Problems of Developing Countries

4475. SHRI CHINTAMANI JENA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Director General of World Health Organisation has made any observation that India should come forward and work actively in solving the health problems of the developing countries;

(b) if so, the details thereof; and

(c) what are his suggestions and what action Indian Government has taken in that context?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (c). Yes. The Director General, World Health Organisation, during his visit to India in Feb., 1980 had observed that India, with its experience, could play a pivotal role in helping the developing

countries to achieve the goal of 'Health for All by the Year 2000 AD'. He had made this observation referring to India's vast manpower resources in medical and para-medical fields, a community based voluntary health scheme, primary health care centres at the periphery with a net-work of referral centres and centres of excellence where training could be imparted both to medical and para-medical personnel. He stated that India had already formulated its own national drug policy which had resulted in bring down drug prices and that several other countries were also following this line. Referring to the reemergence of malaria, Dr. Mahler had said that India had shown tremendous capacity to drastically bring down its incidence. He also felt that in all the four aspects of Health viz preventive, promotive, curative and rehabilitative, India has not only the infrastructure but also the training potential to offer to the developing countries, in the spirit of technical co-operation among the developing countries. The Government has given due consideration to the observations of the Director General, World Health Organisation and is already offering suitable technical assistance to the neighbouring and other countries which have sought help.

Accidents occurred in various Ports

4476. SHRI CHINTAMANI JENA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether some accidents have occurred at Indian Ports during last three years;

(b) if so, the details thereof, Port-wise;

(c) the details regarding these accidents and the reasons thereof; and

(d) the measures which Government have taken to prevent such accidents in future?

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

(b) and (c). A statement is attached.

(d) The measures to prevent accidents at ports are taken on continuous basis. All cases of major accidents are investigated and suitable preventive measures taken. Handling equipment, and gears used both on shore

and on board the vessels are regularly checked by the Inspectorate of Dock Safety. Besides, Dock Safety Committees have been functioning at major ports to promote safety consciousness and safe working conditions in Docks. The staff and labour are imparted training in safe and efficient methods of cargo handling and personnel concerned with port operations are trained in safety measures by deputing them for training courses conducted by the Factory Advice Service and Labour Institute etc.

Statement

Port	Number of Accidents occurred in			Brief reasons
	1978	1979	1980 (upto 30-11-80)	
Bombay*	441	329	345	Shipping accidents take place on account of failure of vessels main propulsion machinery, failure of machinery in port's, crafts, error of judgement of Port pilot or Berthing Master, effecting wrong engine movement due to misunderstanding etc.
Calcutta	840	545	474	
Cochin	201	216	166	
Kandla	60	149	83	
Madras	493	502	427	
Mormugao	34	76	63	
New Mongalore	Nil	4	3	
Paradip	2	7	1	
Tuticorin	26	39	64	
Visakhapatnam	137	57	64		Other accidents occur due to accidental fall of persons, heavy packages from a height, human or mechanical failing while handling cargo, contact with harmful material.

*45 fire accidents occurred at Bombay Port from 1-4-77 to 30-11-80 have not been included in the above statement.

Recommendations of the Working Group on ports on Kandla Port

4477. PROF. MADHU DANDAVATE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the working group on ports for Sixth Plan has recommended new schemes for creating additional capacities at Kandla port including construction of additional oil

jetty, cargo berth and a deep water cargo berth with mechanised loading facilities; and

(b) if so, what steps are proposed to be taken on these recommendations?

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

(b) The proposal for construction of additional Oil Jetty has already been

sanctioned. The other proposals are under consideration.

Revised Scales of Pay to Railway Employees

4478. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the revised scales of pay have been awarded to Railway employees with effect from 1st January, 1973 on the basis of the recommendation of Third Pay Commission;

(b) whether any scales of pay have been revised for Railway employees after 1st January, 1973; and

(c) if so, for which category of Railway employees and what revisions of scales of pay have been made and from which date and the details thereof?

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

(b) and (c). The revised pay scales of Railway employees in some of the categories were modified after 1st January, 1973. A statement showing the details of such categories is attached.

Statement

S. No.	Category	Revised scale originally allotted	Revised scale as modified	Dates from which modified
1	2	3	4	5
1.	Sr. Train Clerks	330-480	330-560	1-1-73
2.	Claims Tracer	330-480	330-560	1-1-73
3.	Hd/Sr. Signaller	330-480	330-560	1-1-73
4.	Sr. Message Checker	330-480	330-560	1-1-73
5.	Gate-men/Trollymen	196-232	200-250	1-1-73
6.	Gate-men/Hd. Trollymen	200-240	200-250	1-1-73
7.	Head Shroff	425-600	425-640	1-1-73
8.	Head Cash Clerks	425-600	425-640	1-1-73
9.	Mistries on Openline in Civil Engg. Deptt.	330-480 380-560	380-560	1-1-73
10.	Loco Inspector/Fuel Inspector	550-750 700-900	700-900 840-1040	1-1-73
11.	Foremen—Maintenance/Mechanical/Boiler Maker Inspector	550-750 700-900	700-900 840-1040	1-1-73
12.	Cypher Operator	425-640	425-700	1-1-73
13.	Guard Grade 'C'	290-480	330-530	1-1-73
14.	Coach Attendant (First Class)	200-240	200-250	1-1-73
15.	Coach Attendant (Air-conditioned)	200-230	210-270	1-1-73

1	2	3	4	5
16.	Fireman-B	225-308	260-350	1-1-73
17.	Shunter-B	290-350	290-400	1-1-73
18.	Progress Supdt.	455-700	550-750	1-1-73
19.	Second Fireman	200-250	210-270	1-1-78
20.	Stock Verifier Accounts	425-700	425-750	1-8-78
21.	Train Starter	330-480	330-560	1-11-78
22.	Craft Teacher	330-560	425-640	1-11-79
23.	Chief Traction Foreman (O.H.E.)	700-900	840-1040	19-8-80
24.	Traction Foremen (O.H.E.)	550-750	700-900	19-8-80
25.	Primary School Teacher (Matric trained)	290-560	330-560	1-1-73
26.	Loco Training School Teacher/Instructor	290-400	330-560	1-4-80

Valve Operators

4479. SHRI SAMAR MUKHERJEE:
Will the Minister of RAILWAYS be
pleased to state:

(a) whether any category termed
as 'Valve Operator' exists in the Civil
Engineering Department of Indian
Railways;

(b) if so, in which Zonal Railway
such category is available;

(c) what scale of pay has been
allotted to them; and

(d) whether Government propose
to change the scale of pay for the
Valve Operators?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS AND IN
THE DEPARTMENT OF PARLIA-
MENTARY AFFAIRS (SHRI MALLI-
KARJUN): (a) to (c). A Statement
is attached. Information regarding
North-East Frontier Railway is await-
ed and will be placed on the table of
the House as soon as it is received.

(d) No.

Statement

Railway:

Central	The category of Valve Operator does not exist.
Eastern	There are posts of Valvemen in scale Rs. 200—240 (Rs.)
Northern	There are posts of Valvemen in scale Rs. 196—232 (Rs.) and Rs. 200—250 (Rs.)
North-Eastern	There are posts of Valvemen/Khalasi Valve Operators in scale Rs. 196—232 (Rs.)
Northeast-Frontier	(Information is awaited)
Southern	Khalasis of the Engineering Department in scale Rs. 196—232 are utilised as Valvemen/Turn Cock/Water Khalasis.
South Central	The category of Valve Operators in scale Rs. 196—232 (Rs.) exists.
South Eastern	Khalasis of the Engineering Department in scale Rs. 196—232 (Rs.) are utilised to release Valves of the Pipe Lines.
Western	There are posts of Valvemen in scale Rs. 196—232 (Rs.)

Railway Quarters at Alipurduar Junction

4480. SHRI PIUS TIRKEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Alipurduar Junction of North-Eastern Railway is one of the important junction in this zone;

(b) the total number of employees, category-wise, who have been provided with railway quarters in this Divisional Headquarters of North-Eastern Railway and the number who have not yet been allotted quarters;

(c) the number of schools, playgrounds, clubs, swimming pools, cinema halls and other general amenities available to the employees;

(d) what steps are being taken or likely to be taken to beautify the colonies; and

(e) whether there is any proposal to clean the existing "Jheels" for fishery purposes?

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

Running of Local Train from Dadar to Thane and Kalyan

4481. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) details of progress Railway Administration has made in last six months regarding running of few local trains in a day from Dadar towards Thane, Dombivali, Kalyan and Karjit and vice-versa for Bombay commuters;

(b) if no progress made so far the detailed reasoning thereof; and

(c) what remedies are thought of to overcome the difficulties in implementing the long pending public demand?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Due to absence of a bay platform at Dadar and the present pattern of suburban services, any originating/terminating services at this intermediate station will interfere with the present arrangements of high frequency of suburban services and will adversely affect the peak hour clearance capacity in particular. A techno-economic survey for provision of suburban terminal facility at Dadar was conducted with total cost of about Rs. 6.5 crores. Further consideration of this project will be taken up when the resources position permits.

Facilities to Passengers at Nagpur Railway Station

4482. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Member of Parliament from Thana constituency paid a visit with previous appointment to Nagpur Railway Station (Maharashtra), in the second week of October, 1980 and made a few important suggestions to local and divisional railway authorities with respect to amenities and facilities of the passengers;

(b) whether General Manager of Central Railway, Bombay had promised to look into them;

(c) if so, the action taken on each of the suggestions made by the Member; and

(d) if no action is taken, the reasons thereof?

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

(b) to (d). A statement is attached.

Statement

Points raised	Action taken
(1) Increase in the number of reservation counters to reduce the waiting period of passengers.	One extra Hind Class counter has been opened, increasing the number of Hind Class counters to 6. Adjustments have also been made in the work handled at the different reservation counters. This has cut down the waiting time of passengers.
(2) Inadequacy of space in the Reservation Office concourse for passengers and inside the reservation office for staff.	Such Works are undertaken through Works Programme, subject to availability of funds, duly keeping in view the priorities to be given to the different stations according to the urgency of their requirements. The case of Nagpur will also be kept in view while considering inclusion of works in future Works Programme.
(3) Opening of separate Reservation window at Ajni Station.	It is not found desirable to provide reservation facilities at Ajni as this will reduce the availability of reservation quota at Nagpur.
(4) Increase in the reservation quotas at Sitabuldi and Central Avenue City Booking Office.	Increase in the quota of City Booking office is not possible without correspondingly reducing the quota available at Nagpur station which is not desirable.
(5) The telephone booths of P&T Department in the concourse of station building and on the platforms frequently remain out of order.	The matter has been consistently pursued with the local P&T Office and the functioning of the telephone booths has improved.
(6) The Enquiry Clerk answering enquiries on telephone should not be made to attend to enquiries at the Counters.	This has been done by re-distribution of work.
(7) There should be at least one latrine on each platform.	There are already 6 latrines for Gents and 5 for ladies in the 2nd Class Waiting Hall which are considered adequate. There is also a latrine for ladies on platform No. 1. There are no latrines on other platforms. The latrines previously existing on other platforms have been gradually dismantled as they were mostly used by outsiders and it was difficult to keep them in reasonably hygienic condition.
(8) Cover over the platform should be extended so as to cover the entire length of the Platforms.	Cover over platforms will be gradually extended, according to the availability of funds. Some extensions have already been done in 1979-80 Works Programme. In 1980-81 Works Programme also a similar work costing Rs. 50,000/- has been included.
(9) Provision of a cover over platform at Ajni station.	Provision of a cover over the Up and Down platforms costing Rs. 95,000/- has been included in the works Programme for 1980-81.
(10) A list detailing reservation quotas available at Nagpur Railway Station.	The list was handed over to the Hon'able M.P. Shri R.K. Mhalgi.

Action on Representation of National Integrated Medical Association, Bombay

4483. SHRI BAPUSAHEB PARULEKAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what progress has since been made in respect of fourth demand of representation dated 20th March, 1980 made by National Integrated Medical Association, Bombay in regard to holding elections to the Central Council of Indian Medicine; and

(b) if no progress has been made, in the last four months, the reasons thereof and the persons responsible for the same?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) The following progress has been made in regard to holding elections to the Central Council of Indian Medicine:—

(i) Requisite details of the State Boards/Councils of Indian Systems of Medicine and copies of upto-date State Registers of practitioners of Ayurveda, Siddha and Unani Systems of Medicine together with details of Faculties/Departments of Indian Medicine in the various Universities have been collected.

(ii) Election Rules, Booklet and forms for holding the elections have been got printed.

(iii) Necessary steps have been taken to finalise the names of officers for appointment as Returning Officers for conducting elections in the States.

(iv) Notification regarding the allocation of seats for the different systems in the States, in accordance with the formula prescribed in the First Schedule to the Indian Medicine Central Council Act, 1970, has been finalised.

(b) Does not arise.

Representation from Bhartiya Railway Mazdoor Sangh, Bombay

4484. SHRI BAPUSAHEB PARULEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Chairman of Railway Board has received a representation dated 3rd July 1980 from Bhartiya Railway Mazdoor Sangh, Bombay in regard to pay scales and worsening service conditions of car-attendants in Railways;

(b) if so, the details of demands made;

(c) what action Railway Administration has taken on each of the said demands; and

(d) if no action has, so far, been taken, the reasons thereof and when it will be taken?

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

(b) The following main demands have been made in the representation:—

(i) The inclusion of this category in the channel of promotion of Commercial Department;

(ii) Upgradation 50 per cent of the category to cover up the backlog for having no promotions till 10 years in each individual case.

(iii) The retrospective effect for upgradation as per Group C & D Committee's Report.

(iv) Similar action in favour of Mechanical car attendants attached to reserved carriages and saloons.

(c) and (d). The demands are under examination in consultation with All Indian Railways.

Representation from Uttar Kokan Railway Pravasi Sangh

4485. SHRI BAPUSAHEB PARULEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether a representation from Uttar Kokan Railway Pravasi Sangh (Distt. Thane, Maharashtra) has been received on 30th July, 1980 or thereabout by Government;

(b) if so, what are the demands made therein;

(c) what action Railway Administration have taken with regard to each of the said demands; and

(d) if no action has been taken so far, the reasons thereof and when it shall be taken?

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

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

Jawahar Municipal Council

4486. SHRI BAPUSAHEB PARULEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the resolution passed by Jawahar Municipal Council of District Thane (Maharashtra) in the year 1977 has been received by Railway Administration regarding the construction of Railway line from Dehanu to Nasik Road via Jawahar Mokhed and Trimbekashwar, through the Adivasi area of Thana and Nasik District of Maharashtra;

(b) if so, whether the survey has been conducted of the said line; and

(c) if so, when?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No such resolution passed by the Jawahar Municipal Council in 1977 appears to have

been received by the Railway Administration.

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

Marine and Shipping Department in Andaman and Nicobar Islands

4487. SHRI MANORANJAN BHAKTA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Marine and Shipping Department in the Union Territory of Andaman and Nicobar Islands has been manned and maintained in proper manner and streamlined norms;

(b) if not, what action Government propose to take to set right the work-load distribution and management;

(c) whether Government propose to have a separate Corporation for Government-owned vessels to run inter-Island service in the Union Territory of Andaman and Nicobar Islands for increased efficiency; and

(d) if so, whether any proposal has been received in this regard and, if so, the action which Government contemplate to take in the matter?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): The information is being collected and will be laid on the Table of the Lok Sabha.

कृषक भारतीय के लिये रेल पास

4488. श्री निहाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे :

(क) क्या यह सच है कि एक अखिल भारतीय संगठन, कृषक भारती ने सरकार से अगस्त, सितम्बर, 1980 में अपने पदाधिकारियों के लिए रेल पास जारी करने का अनुरोध किया है; और

(ख) यदि हां, तो कृषक भारती को अभी तक रेल पास जारी न करने के क्या

कारण हैं जब कि ऐसे ही 277 अन्य संमठनों को पास जारी कर दिए गए हैं ?

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

(ख) यह अनुरोध ऐसे पास जारी करने के लिए निर्धारित मार्गदर्शन के अन्तर्गत नहीं आता है ।

Threat by Indian Medical Council to Derecognise Medical Colleges in Madhya Pradesh

4489. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is fact that the Indian Medical Council has threatened to derecognise the Medical Colleges in Madhya Pradesh who under the State Government orders will admit students with 20 per cent of marks;

(b) whether Central Government have been consulted before relaxation is given for admission to these colleges; and

(c) whether Government feel that lowering down of academic standards will seriously affect the quality of Doctors, that the college will turn up and what precautions are being taken to ensure that medical education in the country is not allowed to fall below a certain level?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RAJAN LASKAR): (a) to (c). From Press reports, it is learnt that the Government of Madhya Pradesh have decided that admissions to medical colleges be given to Scheduled Caste and Scheduled Tribe candidates without any restriction regarding the minimum marks obtained at the qualifying examinations against the seats reserved for these categories. A writ petition was filed

by the M.P. State Branch of the Indian Medical Association in the Madhya Pradesh High Court, Jabalpur, challenging the above decision of the State Govt. It is learnt from press reports that the High Court has quashed the said orders of the State Govt. The Medical Council of India as well as the Govt. of India have asked for the actual position regarding these reports from the Govt. of Madhya Pradesh.

इन्दौर उज्जैन तथा देवास और शाजापुर के बीच सुपरफास्ट रेल सेवा

4490. श्री फूल चन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार इन्दौर, उज्जैन तथा देवास और शाजापुर के बीच सुपर-फास्ट रेल सेवा आरम्भ करने का विचार कर रही है; और

(ख) यदि हां, तो कब तक और तत्सम्बन्धी ब्योरा क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

Dakshin Railway Employees' Union

4491. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a copy of representation dated 23rd October, 1980 from Dakshin Railway Employees' Union, Madras regarding retrenchment of casual labourers working under IOW/BR/SPE; and

(b) what action has been taken by Government to prevent retrenchment and for absorption of these casual labourers into regular service?

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

(b) 131 workers who had been engaged for re-building of bridges had been stopped on completion of work. They will, however, be re-engaged as and when new work is undertaken on the basis of seniority.

पोंटा-जगाधरी लाइन

4492. श्री कृष्ण बत सुल्तान पूरी :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि पोंटा-जगाधरी रेल लाइन पर कब तक कार्य प्रारम्भ हो जायगा और तत्सम्बन्धी ब्यौरा क्या है :

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री श्री मल्लिकार्जुन) : जगाधरी से पोंटा के रास्ते राजवन तक एक नई बड़ी लाइन की व्यवस्था करने के लिए अन्तिम मार्ग-निर्धारण इंजीनियरी सर्वेक्षण किया जा रहा है। सर्वेक्षण पूरा हो जाने, उसकी रिपोर्ट की जांच कर लिये जाने और योजना आयोग से इस परियोजना की स्वीकृति मिलने के बाद ही इस परियोजना के सम्बन्ध में कोई निर्णय लिया जा सकेगा।

Health Care

4493. SHRI JANARDHANA POO-JARY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether All India Federation of Junior Doctors Associations have urged the Government to make health care a fundamental right of every citizen; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). Yes. The Government is already committed to the goal of attaining

Health for All its people by the year 2000 A.D. through the universal provision of primary health care services. This objective is sought to be achieved within the overall financial and other constraints.

Non-Resident OPD Nurses in Dr. Ram Manohar Lohia Hospital

4494. SHRI PIUS TIRKEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of non-resident O.P.D. nurses in Dr. Ram Manohar Lohia Hospital;

(b) what are their avenues of promotion and in what grade they are working and since when;

(c) whether it is a fact that their number is limited for the last so many years while the number of Doctors in the same OPD have increased; and

(d) if so, whether Government propose to post more non-resident nurses in OPD keeping in view the large number of patients in OPD daily and by what time the non-resident nurses in the OPD will get their selection grade?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Fifteen (15).

(b) They have no avenues of promotion. They have been working since 1965 and their grade is Rs. 330-480. However, out of these, three posts have been given Selection Grade in the scale of pay of Rs. 425-600.

(c) Yes.

(d) Not at present.

Two non-resident nurses who are eligible have already been given selection grade.

Legislation to bring Indian Council of Medical Research under Government Control

4495. SHRI M. RAMANNA RAI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the total number of scientists and technicians working under the Indian Council of Medical Research and what are the service rules and conditions governing the employees;

(b) the total amount of grants given by Government to the Indian Council of Medical Research during the year 1979-80; and

(c) whether Government propose to bring forward a comprehensive legislation for the proper functioning of the Indian Council of Medical Research and for improving the working conditions of employees?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) The total number of Scientists (Assistant Research Officers and above) and Technicians, Research Assistants, Technical Assistant etc., working under the Council as on 1-4-1980 is as under:—

(i) Scientists	351
(ii) Technicians	370

The conditions governing the service of the employees of the Council are contained in the Memorandum of Association and Rules, Regulations and Bye-laws of the Indian Council of Medical Research. Relevant extracts are laid on the Table of the House. [Placed in Library. See No. LT-1677, 1801]. So far as Scientists of the grade of Research Officer and above are concerned, their conditions of service are regulated under the Rules and Regulations of the I.C.M.R. Research Cadre.

(b) During the financial year 1979-80, the undermentioned grants were

given to Council by the Ministry of Health and Family Welfare:—

	(Rupees in lakhs)
(i) Plan	210
(ii) Non-Plan	390
Total:	600

(c) No. Although the Indian Council of Medical Research is an autonomous organisation i.e. a society registered under the Societies Registration Act of 1860, the Government is adequately represented on all high-powered bodies and committees exercising control over the administration of the Council, its activities and the administration of its funds. Thus, the Government is able to exercise adequate control over the Council while, at the same time, allowing it to maintain its fully autonomous status, as is the case with other similar research organisations like the Council of Scientific and Industrial Research and the Indian Council of Agriculture Research. In view of the aforesaid position, the Government has no proposal at present to bring the Indian Council of Medical Research under an Act of Parliament.

Late running of Trains between Delhi and Rewari in Northern Railway

4496. DR. VASANT KUMAR PANDIT: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a memorandum in September, 1980 regarding late running of trains between Delhi and Rewari in Northern Railway and if so, the action taken thereon;

(b) whether late running of 2RD, 100Dn, 2DB and 216 Chetak Express trains has become a permanent feature;

(c) if so, trains-wise details of late running from January to October, 1980; and

(d) what steps are being taken for enforcing punctuality?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). Yes, a representation regarding late running of 2DF and 4DF was received. An analysis of punctuality indicates that 2RD, 100Dn, 2DB and 216Dn trains are not regularly running late. During 10 months period from January—October '80, 2RD reached destination late on 29 occasions, 100Dn on 32 occasions, 2DB on 76 occasions and 216 Chetak Express on 7 occasions. In order to improve the running of these trains their punctuality is being closely monitored and cases of avoidable detention are being suitably taken up. Close liason is also being maintained with the State Govern-

ment to curb the incidence of miscreant activities and alarm chain pulling.

S.O. and S.T. Members as Members of Railways Service Commission

4497. SHRI BHEEKHABHAI: Will the Minister of RAILWAYS be pleased to state the particulars of Chairmen and Members of the Railway Service Commissions who are from Scheduled Castes and Scheduled Tribes, separately?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): The particulars of the Chairmen and Member Secretaries of Railway Service Commissions belonging to Scheduled Caste and Scheduled Tribe communities are given in the Annexure.

Statement

Sl. No.	Name of the incumbent	Name of the Railway Service Commission where posted	State to which he belongs	Whether S.C./S.T.
1	Sarvashri : Shankar Rao R. Kharat (Ex. Vice-Chancellor Mahrathawada University)	Bombay	Maharashtra	S.C.
2	B. N. Saikia (Secy. Gauhati University co-ordination of Text Books in the Regional Language, Gauhati).	Gauhati	Assam	S.C.
3	H. Hanumanthappa (Advocate and Correspondent)	Bangalore	Karnataka	S.C.

Particulars of the Member Secretaries, Railway Service Commissions belonging to S.C. and S.T. Communities.

Sl. No.	Name of the Incumbent	Name of the Railway Service Commission	Railway to which he originally belongs	Whether S.C./S.T.
1	S/Shri S.R. Patil (ex Senior Engineer, Central Railway)	Allahabad	Central	S.C.
2	R.C. Lal (ex Senior Commercial Supdt., Western Railway)	Calcutta	Western	S.C.
3	K. R. Mudduramiah (ex Divl. Commercial Supdt., Southern Railway)	Secunderabad	Southern	S.C.
4	R.K. Dass (ex Senior Personnel Officer, N.F. Railway)	Gauhati	Northeast Frontier	S.T.

साऊथ एवेन्यू बस स्टाप

4468. श्री कूल चन्द वर्मा : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या साऊथ एवेन्यू बस स्टैंड के पास मोड़ पर 13 नवम्बर, 1980 को डी० टी० सी० की बस द्वारा एक व्यक्ति कुचला गया था ;

(ख) क्या मृतक को अभी तक पहचाना नहीं जा सका है ;

(ग) क्या इस मोड़ पर पहले भी दुर्घटनाओं से कई मौतें हुई हैं ; और

(घ) यदि हां, तो क्या इस क्षेत्र के निवासियों की सुरक्षा के लिए इस बस स्टैंड को कुछ आगे स्थानान्तरित किया जा सकता है ?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बृटा सिंह) : (क) जी, हां। दिल्ली परिवहन निगम के परिचालन के अन्तर्गत एक चलती हुई प्राइवेट बस से उतरने वाले एक व्यक्ति की 13-11-1980 को साऊथ एवेन्यू के निकट बस के नीचे आ कर मृत्यु हो गई थी।

(ख) दिल्ली परिवहन निगम ने चाणक्य पुरी पुलिस स्टेशन से जो सूचना प्राप्त की है उसके अनुसार मृत व्यक्ति की शिनाख्त नहीं हो सकी।

(ग) पिछले कुछ समय में इस डायवर्जन पर दिल्ली परिवहन निगम की बसों को इस तरह की और कोई दुर्घटना नहीं हुई।

(घ) दिल्ली परिवहन निगम से इस बस स्टाप को सड़क डायवर्जन से दूर आगे ले जाने की संभावना का पता लगाने के लिए कह दिया गया है।

Late running of Chetak Express on 5th November

4499. SHRI BHEEKHABHAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Chetak Express (215 up) bound for Udaipur was made to run late at Delhi Junction by half an hour and at Palam Station by one hour and a half on 5th November, 1980; and

(b) if so, the persons responsible for causing delay in running the train from emanating Station?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). On 5-11-80, 215 Up Chetak Express left Delhi Junction 35 minutes late due to engine defect and some time was lost before a new diesel locomotive could be located and provided. It suffered further detentions of 8 minutes at Patel Nagar due to alarm chime pulling and of 58 minutes at Palam as the through passage was blocked due to failure of a goods train locomotive on the track ahead, which had failed due to an electrical defect and could not be rectified on the spot by the driver.

Arrangements for rescuing Fishing Vessels

4500. SHRI DAULATSINHJI JADEJA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what arrangements have been made by the Government rescuing fishing vessels which run aground at sea;

(b) whether any arrangements have been made by the Government to acquire modern rescue vessels to toe fishing vessels; and

(c) if not, how Government propose to assist the fishing trawler owners, who face these problems frequently?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Government have established Air Sea Search Rescue Organisation around the coast of India. Government have also set up a Coast Guard Organisation and their duties, *inter-alia*, provide for protection of fishermen including assistance to them at sea while in distress. Fishing Vessels which run aground at sea are provided assistance by other ships, Navy, Port authorities/salvage tugs etc.

(b) and (c). Existing arrangements are considered adequate and at present there is no plan to acquire any modern rescue vessels.

Setting up of Dental College in Delhi

4501. **DR. VASANT KUMAR PANDIT:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is no fulfilled Dental College in Delhi and if so, the reasons thereof;

(b) whether the Planning Commission has sanctioned over Rs. 12 lakhs for equipment and other furnishings;

(c) when the project would start functioning;

(d) whether the Head of this Dental College would also become the Chief Dental Adviser to the Government of India; and

(e) if so, who has been selected to head this Dental College?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) No. The Delhi Administration propose to start a Dental Wing in the Maulana Azad Medical College, New Delhi.

(b) The Scheme has been included in the 6th Five Year Plan an allocation of Rs. 12 lakhs has been made for 1980-81.

(c) The proposal was initiated by the Delhi Administration in 1977. The

Dental Wing will start functioning after the necessary staff is provided and the Delhi University approves the introduction of the Course.

(d) and (e) There is already one Dental Adviser to the Director General of Health Services. There is no proposal for appointment of a Chief Dental Adviser to the Government of India.

Footpath facility over Baliapattam Railway Bridge

4502. **SHRI M. RAMANNA RAI:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation from the people of Baliapattam, Papinissori and Kalyassivi Ponnaya regarding request not to close footpath facility over Baliapattam Railway bridge on the opening of new roadbridge on national highway No. 17 which is one kilometre away; and

(b) if so, the decision taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Representations have been received from President, Azhikode Block Congress Committee, Cannanore; General Secretary, The Western India Cotton National Labour Union, Cannanore and Baliapattam Panchayat, requesting not to close the existing foot path over bridge No. 1116 near Valapattanam on the Calicut-Mangalore Section of Southern Railway.

(b) It is not proposed to retain this footpath, since the structural steel work supporting the footpath is weak and corroded. Further a new road bridge with a footpath has been opened recently by the Road authorities, at a distance of 300 metres away from the rail bridge for the convenience of the public in lieu of the existing road and footpath over the Railway Bridge.

**Officer incharge, Ayurvedic Store,
Asaf Ali Road, New Delhi**

4503. SHRI S. A. DORAI SEBASTIAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that orders have been issued by the Ministry not to keep doctors at the Medical Stores including Ayurvedic Store situated at Asaf Ali Road, New Delhi who have served for more than two years;

(b) whether it is also a fact that the Staff Inspection Unit of the Ministry have recommended that officers of the rank of doctors should not be posted as Store Incharge; and

(c) if so, what action has been taken or proposed to be taken in this regard?

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

(c) Does not arise.

**Shortage of nurses and opening of
new Nursing Training Schools**

4504. SHRI M. RAMANNA RAI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that the hospitals throughout the country are in need of trained nurses;

(b) whether it is also a fact that the scarcity of trained nurses in the country is because of the attitude of the All India Nurses Council which is reluctant to accord permission to open new Nurses Training Schools; and

(c) whether Government have any plan in hand to increase the number of trained nurses?

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

some shortage of trained nurses in certain parts of the country.

(b) No. The Indian Nursing Council lays down the minimum standards of nursing education. Institutions desirous of imparting training in nursing have to meet these requirements and approach the State Nursing Council and the State Government for approval.

(c) Training of nurses is primarily the concern of States. Several States have been increasing admissions in schools of nursing from time to time, according to their requirements.

**Discrepancies in Compulsory Deposit
Schemes accounts of doctors**

4505. SHRI CHANDRAPAL SHAILANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether some representations have been received by Government regarding glaring discrepancies in the Compulsory Deposit Scheme account entries of doctors working in the CGHS;

(b) if so, the number of such complaints and the action taken to remove such discrepancies; and

(c) the steps taken to ensure correct entries to the satisfaction of the concerned officials?

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

(b) and (c). About 112 medical officers working under CGHS have represented about the discrepancies in their Compulsory Deposit Scheme Accounts. The matter has already been taken up with the office of the Treasury for reconciliation.

**Homoeopathic principles of medication
and its propagation**

4506. PROF. P. J. KURIEN: Will the Minister of HEALTH AND

FAMILY WELFARE be pleased to state;

(a) whether it is a fact that homoeopathic principles of medication have been ignored under pseudoscientific pressures of vested interests of Multi-national drug companies;

(b) whether the claims of homoeopathy have been scientifically proved; and

(c) if so, what steps are being taken for its propagation?

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

(b) Homoeopathy is a system of medicine prevalent in many countries of the world and is based on the scientific principle 'similia similibus curantur'.

(c) (i) Under the Homoeopathic Central Council Act 1973, a Central Council of Homoeopathy was constituted in 1974. The minimum standards of education will be enforced and professional practice will be regulated in accordance with the provisions of the Act.

(ii) The Government of India have established a separate Council for Research in Homoeopathy.

(iii) Financial assistance is given to the private undergraduate medical institutions in the States in order to improve their standards.

(iv) Treatment under the Homoeopathic system is also available in the Central Government Health Scheme Homoeopathic Dispensaries which have been opened in several places.

(v) The Homoeopathic Pharmacopoeia Committee has been constituted to prescribe various standards for the Homoeopathic drugs to ensure quality control.

(vi) The Homoeopathic Pharmacopoeia Laboratory at Ghaziabad has been established for working out

standards of the raw materials and finished products.

(vii) The National Institute of Homoeopathy has been set up at Calcutta in 1975 to promote and assist, research, education and medical care in Homoeopathy in the country.

Use of helmets by scooter/motorcycle drivers

4507. **SHRI G. Y. KRISHNAN:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the use of helmets does not appeal to be safe for scooter and motor cycle drivers;

(b) if so, whether Government has collected any statistics in this regard; and

(c) if so, the details thereof?

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

(a) No, Sir.

(b) No, Sir.

(c) Does not arise.

Use of Red Light on Vehicles

4508. **SHRI JITENDRA PRASAD:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that use of red light on vehicles is being done by unauthorised persons and organisations;

(b) if so, what action Government have taken against the persons found misusing it; and

(c) the details as to who are the individuals and organisations entitled to use red light on vehicles?

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

(a) No report has been received by the Government.

(b) Question does not arise.

(c) Under the provisions of Section 70(2)(f) of Motor Vehicles Act, 1939, the State Governments are empowered to make the rules and issue notifications in regard to restriction/use of light on the vehicles.

Payment of bonus withheld to the workers of Hindustan Shipyard

4509. SHRI SAMAR MUKHERJEE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that the management of the Hindustan Shipyard Limited, Visakhapatnam has suddenly decided to withhold payment of Minimum bonus to the workers of this unit on the plea that all the public sectors are not obliged to pay as per the bonus Act etc.;

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

(c) the steps taken to pay the bonus to the workers?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (c). Hindustan Shipyard Limited, being non-competitive Public Sector Undertaking, is not covered by the Payment of Bonus Act. However, the employees of Hindustan Shipyard have already been given ex-gratia payments in lieu of bonus.

भोपाल और दिल्ली के बीच सीधी गाड़ियाँ चलाना

4510. श्री फूल चन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का भोपाल और दिल्ली के बीच एक सीधी रेल गाड़ी चलाने का विचार है; और

(ख) यदि हां, तो यह रेलगाड़ी कब चलाई जायेगी और इस बारे में क्या ब्यौरा है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) और

(ख). भोपाल और दिल्ली/नई दिल्ली के बीच एक गाड़ी चालू किये जाने के प्रश्न की जांच की गई थी परन्तु भोपाल और दिल्ली क्षेत्र में टर्मिनल की तंगी तथा क्षमता की कमी के कारण इसे परिचालनिक दृष्टि से व्यावहार्य नहीं पाया गया ।

Opening of mobile health units

4511. SHRI RASABEHARI BEHERA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have any proposal to open mobile health units in the country;

(b) if so, the number of such health units functioning in Kalahandi district of Orissa; and

(c) the details thereof?

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

Train through Bikaner City

4512. SHRI KUMBHA RAM ARYA: Will the Minister of RAILWAYS be pleased to refer to the reply given to unstarred question No. 1233 on the 19th June, 1980 regarding train through Bikaner City and state:

(a) whether the requisite information has since been received from Rajasthan Government;

(b) if so, the details thereof; and
(c) the action being taken by Government thereon?

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

(b) The Government of Rajasthan has deposited in July 1980 the cost of conducting the Engineering-cum-traffic survey for diversion of railway line outside Bikaner city.

(c) Survey is being taken up shortly.

राजस्थान में परिवार नियोजन केन्द्र और ग्रामीण लोगों के प्रति सौतेला व्यवहार

4513. श्री कुम्भा राम शर्मा : क्या स्वास्थ्य और परिवार कल्याण मंत्री राजस्थान में परिवार नियोजन केन्द्रों के बारे में दिनांक 19 जून, 1980 के अतारांकित प्रश्न संख्या 1340 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान में ग्रामीण और शहरी क्षेत्रों में विद्यमान परिवार नियोजन केन्द्रों से ऐसा लगता है कि ग्रामीण लोगों के प्रति सौतेला व्यवहार किया जा रहा है; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर) :

(क) जी नहीं ।

(ख) पहली अप्रैल, 1980 को राजस्थान के ग्रामीण और शहरी क्षेत्रों में चल इस परिवार कल्याण केन्द्रों की संख्या इस प्रकार थी :—

(i) ग्रामीण क्षेत्र :

प्राथमिक स्वास्थ्य केन्द्रों में
चल रहे ग्रामीण परिवार
कल्याण केन्द्र

232

ग्रामीण उप-केन्द्र 2140

(ii) शहरी क्षेत्र :

शहरी परिवार कल्याण
केन्द्र 144

उपर्युक्त सूचना से देखा जा सकता है कि गांवों के लोगों के साथ कोई सौतेला व्यवहार नहीं किया जाता है ।

Ernakulam-Cape Comorin Line

4514. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the necessity of doubling the railway line between Ernakulam and Cape Comorin; and

(b) if so, the action taken by Government regarding the doubling of the line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). There is no proposal to undertake doubling the railway line between Ernakulam and Cape Comorin at present.

Thefts and pilferages in Parcel Office in Delhi

4515. SHRI DAYA RAM SHAKYA:
SHRI R. P. SARANGI:

Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) whether it is a fact that thefts and pilferages in Parcel Office, Delhi Main Station are on the increase with the connivance of staff;

(b) if so, whether it is also a fact that some of the staff both class III and IV were ordered to be transferred out of Delhi at the instance of C.I.B. of Railway Protection Force, Northern Railway in 1971-72;

(c) if so, whether such orders were allowed to rest; and

(d) whether the administration now propose to enforce these orders in the context of avoiding heavy claims?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No. The number of cases of theft and pilferages reported has decreased to 31 during January-October, 1980 against 104 such cases during the corresponding period of 1979.

(b) Yes. 7 Parcel clerks and 14 Parcel Porters were ordered to be transferred out of Delhi.

(c) 3 Parcel clerks and 6 Parcel Porters carried out the transfer orders. The orders in respect of the rest of the staff were cancelled as subsequent reports revealed their non-involvement in thefts

(d) Does not arise.

**Racket in permission to clear hard
Parcels by Mail/Express trains**

**4516. SHRI DAYA RAM SHAKYA:
SHRI R. P. SARANGI:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a racket in the matter of grant of permission to clear hard parcels by Mail/Express trains had been going on at Delhi Main station in a collusion with unscrupulous agents for the last four years;

(b) if so, the number of such permissions granted by Station authorities during this period and number of hard parcels cleared by Mail/Express trains;

(c) whether these permissions so granted were justified in each case; and

(d) if not, whether the administration propose to set this case investigated through Vigilance Department/C.B.I.?

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 placed on the Table of the Sabha.

Shifting of Parcel Clerks

**4517. SHRI DAYA RAM SHAKYA:
SHRI R. P. SARANGI:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that orders were issued by the Divisional Manager, Northern Railway, New Delhi, for the shifting of some parcel clerks working in the administrative section of the Chief Parcel Clerk's Office, Delhi Main Station in October, 1980 on the grounds of long stay etc.;

(b) if so, whether this orders were subsequently cancelled;

(c) if so, the reasons for cancellation of the said orders; and

(d) whether Government propose to review the cases in order to clean the administration?

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

(b) No, the orders have however been pending and the matter is under examination.

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

**Improvement and Repair Works
sanctioned in Maharashtra**

4518. SHRI A. T. PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to lay a statement showing:

(a) what are the improvement and repair works sanctioned by the Government of India as "Inescapable Works" in Maharashtra for the year

1980-81, 1981-82, 1982-83 and 1983-84; and

(b) which of the proposals made by Government of Maharashtra in this respect, have been sanctioned by Government of India upto 31st October, 1980?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) and (b). There is no list of "In-escapable Works" sanctioned by the Government of India. Presumably the Member has in view the works approved for National Highways for inclusion in 1980-85 Plan. In this connection, the list of 1978-83 draft Plan is already available out of which improvement works sanctioned during 1980-81 (upto 31st October 1980) are in statement laid on the Table of the House. [*Placed in Library. See No. LT-1678/80*]. The list of repair works is also in statement laid on the Table of the House. [*Placed in Library. See No. LT-1678/80*]. The residual works out of 1978-83 Plan are still operative and are going to be first priority charge for 1980-85 Plan which for the country as a whole is still to be finalised.

Vehicles of Haldia Port lying idle for want of repairing

4519. **SHRI NARAYAN CHOUBEY:** Will the Minister of SHIPPING AND TRANSPORT be pleased to lay a statement showing:

(a) whether Government have received complaints that a large number of vehicles belonging to Haldia Port are idle due to no repair being done on them at the Mechanical Workshop;

(b) whether the authority are taking a large number of private buses and taxis on hire every year; and

(c) the amount which has been spent for hiring such private vehicles in 1979 and 1980 upto 31st October, 1980?

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

(b) The Haldia Dock Complex authority are taking on hire buses, cars and trucks to meet their various requirements of transportation of staff, transportation of Pilots, providing mobility to fire and security services and to meet their general requirements as the departmental vehicles are not considered adequate to meet their requirements.

(c) The amount spent on hire of private vehicles in 1979 was Rs. 28.9 lakhs and in 1980 (upto 31st October, 1980) was Rs. 19.2 lakhs.

Calcutta and Haldia Ports

4520. **SHRI NARAYAN CHOUBEY:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Calcutta and Haldia ports are not having sufficient draught to take in big ships in them;

(b) what draughts are expected at Calcutta and Haldia respectively and what draught are really obtained there;

(c) whether insufficient supply of water from Farakka is one of the reason for this; and

(d) whether inadequate dredging and dredged soil again being put in water cause resiltng?

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

(b) The draught available in Calcutta has varied from 7.3 metres to 7.9 metres for about 212 days during 1979-80. For Haldia Dock during 1979-80, draught has varied from 8.8 metres to 9.7 metres. The variations are on account of the tides.

It is proposed to improve the draughts available both at Calcutta and Haldia by undertaking suitable river training measures along with

dredging. The expected draughts would be known after the scheme for improvement of the draughts is finalised.

(c) The main constraint in achieving the desired draught for Calcutta Port is Balari Bar, upstream of Haldia. According to present data, the Farakka waters have had no impact over this bar.

(d) Adequate dredging operations are in progress over the Balari bar on the navigation channel to the Port of Calcutta and other bars downstream of Haldia on the shipping channel from sea to Haldia Port. A terminal for pumping part of the dredged material to the shore is under operation. Rest of the dredged material is dumped in predetermined places so that ebb tide carries away most of it.

Siltation of Balari and approach channel to Haldia is mainly caused by unfavourable morphological changes in the estuary.

Inspection Carriages

4521. SHRI N. E. HORO: Will the Minister of RAILWAYS be pleased to state:

(a) the cost involved every year in the maintenance haulage including salary of the staff for maintaining the officers' carriages utilised for inspection, carriages or saloons all over India, Zone-wise; and

(b) the cost of six-wheeler and four-wheeler as well as special carriages which are being utilised by the General Managers and Heads of Divisions and Chairman?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Inspection carriages used by Officers form a part of overall coaching fleet for purpose of repair and maintenance and haulage. Therefore no separate records are maintained.

(b) As no new Inspection Carriages have been built in the recent past, the present day costs of these Inspection Carriages are not available. The Inspection Carriages currently in use have been mostly built between 1900 and 1940 and their recorded book values are as under:

TYPE BROAD GAUGE METRE GAUGE

4/6 Wheelers	Rs. 27,315 to	Not
	Rs. 80,000.	available
8 Wheelers	Rs. 77,005 to	Rs. 55,218 to
	Rs. 1,20,000,	Rs. 75,437

Cases of Filariasis and Hydrocele in Ramnad District

4522. SHRI N. SOUNDARAJAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that many cases of Filariasis and Hydrocele diseases in Ramnad District particularly in Mesalur village; and

(b) whether there is any proposal to open a district health centre in this area; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHARANJAN LASKAR): (a), (b) and (c). Infection rate for Filariasis in Ramnad District is only 2.2 per cent in Urban areas and only 0.3 per cent in Rural areas, based on the last survey carried out in 1957-64. The National Filariasis Control Programme is being implemented in urban areas where the rate of incidence is 5 per cent or more, and as such, Ramnad District does not qualify for setting up of an Urban Filariasis Control Unit. Studies are being conducted to develop a rural filariasis programme as suitable mechanism for that purpose does not exist at present.

Hydrocele is mainly a result of filaria like elephantiasis.

यमुना बिहार में अस्पताल/श्रीषघालय का खोला जाना

4523. श्री चन्द्र पाल शैलानी : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को यमुना बिहार में जल-मल विकास की व्यवस्था न होने के कारण वहां पर व्याप्त अस्वास्थ्यप्रद परिस्थितियों के फलस्वरूप वहां के निवासियों के स्वास्थ्य पर पड़ने वाले बुरे प्रभावों की जानकारी है ;

(ख) क्या सरकार का इस कालोनी में एक अस्पताल अथवा श्रीषघालय को खोलने का विचार है; और

(ग) यदि हां, तो कब तक और यदि नहीं तो उसके क्या कारण हैं ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री नीहार रंजन लस्कर) : (क) दिल्ली विकास प्राधिकरण ने सूचित किया है कि इस कालोनी में कोई अस्वास्थ्यप्रद परिस्थितियां नहीं हैं क्योंकि वहां पर मल-निपटान के लिए शोष-गर्त (सॉकपिट्स) पहले ही मौजूद हैं।

(ख) दिल्ली प्रशासन ने सूचित किया है कि यमुना-बिहार में एक श्रीषघालय खोलने का सिद्धान्त रूप में निर्णय ले लिया गया है।

(ग) जैसे ही भूमि अलाट हो जायेगी तथा अन्य श्रीषचारिकतायें पूरी हो जायेंगी, वैसे, इस समय इस कालोनी के निवासियों को चिकित्सा सुविधायें प्रदान करने के लिए दिल्ली नगर निगम का एक गस्ती श्रीषघालय हर मंगलवार तथा शुक्रवार को नियमित रूप से इस इलाके में जाता है।

Visit of Representative of Indian Medical Council to Darbhanga Medical College

4524. SHRI HARINATH MISRA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) when the representatives of the Indian Council of Medical Research last visited the Darbhanga Medical College and Hospital and the main drawbacks pointed by them; and

(b) how far the remedial measures have been taken by Government?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). The reference is obviously to the Medical Council of India. An inspection of the facilities available for undergraduate training of Darbhanga Medical College was carried out in February, 1979 by an Inspector of the Medical Council of India. The Inspector's report lists the following deficiencies/recommendations:—

(i) the admission of scheduled caste students securing 35 per cent marks only at the common competitive examination was contrary to the Council's recommendations.

(ii) The scheme of the various University examinations and schedule of clinical postings during the training should be suitably modified as per the Council's recommendations. The results of the II Professional supplementary examination, held in 1977, should be declared and arrangements for holding various professional examinations due in 1978 should be made urgently.

(iii) A central record department should be established. Adequate accommodation and additional staff should be sanctioned.

(iv) The vacant posts in the various departments should be filled

up. The hospital Biochemistry work should be carried out in the Biochemistry Department. A separate Microbiology Department should be set up urgently.

(v) Additional posts in the PSM Department be created. The teaching programme is not being satisfactorily conducted due to inadequate staff and teaching facilities.

(vi) The schedule of clinical postings in the Department of Medicine and Surgery should be modified as per the Council's recommendations. Facilities of air conditioning be provided in the operation theatres for major surgery.

The report of the Inspector was forwarded by the Medical Council of India to the University of Mithila on 27-6-1979 with a request for a report on the compliance with the recommendations made therein. The Government of Bihar forwarded a compliance report to the Medical Council of India on 7-12-1979.

The Council also carried out inspections of the arrangements for postgraduate teaching and training during the year 1978 and 1979:—

1. M.D. (Obst. & Gynae.).
2. M.D. (Pathology).
3. M.D. (Paediatrics).
4. M.D. (Genl. Medicine).
5. M.S. (Genl. Surgery).
6. M.S. (E.N.T.)

The inspection report on the functioning of the postgraduate departments are more or less satisfactory. Only in the report on M.S. (E.N.T.) the Inspector has suggested further improvements. The various inspection reports were forwarded by the Medical Council of India to the College and the University with the request that the recommendations and suggestions made therein may be implemented.

Criteria for Grant of Car/Conveyance Allowance to Doctors

4525. SHRI K. LAKKAPPA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the criteria for granting car/conveyance allowance to the doctors of Central Health Service;

(b) how many doctors have paid domiciliary visits to the residence of VIPs and officers of the Ministry of Health and Family Welfare during the past two years; and

(c) what has been the number of such visits as compared to the visits to the residences of Class II, III and IV officers?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Doctors under the Central Government Health Scheme (and not Central Health Service) are paid the monthly conveyance allowance on the basis of number of visits performed at the residence of patients in case of their disability or seriousness of ailment;

(b) and (c). This information is not available as the status or the class of the person at whose residence domiciliary visit is made is not entered in the visit book required to be maintained for the purpose.

Per Capita Cost of Expenditure in C.G.H.S. Dispensaries

4526. SHRI H. N. NANJE GOWDA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that there are certain dispensaries under the C.G.H.S., Delhi which are known as VIP Dispensaries that is Pandara Road, Wellesly Road etc.; and

(b) if so, what is per capita cost of expenditure in these dispensaries as compared to dispensary in Paharganj?

THE MINISTER OF STATE FOR
HEALTH AND FAMILY WELFARE
(SHRI NIHAR RANJAN LASKAR):

(a) No.

(b) Does not arise

भारतीय चिकित्सा परिषद्, नई दिल्ली में
अनुसूचित जातियों तथा अनुसूचित
जन-जातियों के व्यक्तियों का
प्रतिनिधित्व

4527. श्री राम विलास पासवान :
क्या स्वास्थ्य और परिवार कल्याण मंत्री
यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारतीय
चिकित्सा परिषद्, नई दिल्ली में तथा इसकी
कार्यकारिणी समिति में अनुसूचित जाति
तथा अनुसूचित जन-जाति का कोई प्रति-
निधित्व नहीं है ;

(ख) यदि हां, तो उसके क्या कारण हैं;
और

(ग) परिषद् में तथा इसकी कार्य-
कारिणी समिति में अनुसूचित जाति तथा
अनुसूचित जनजाति के सदस्यों की नियुक्ति
को सुनिश्चित करने के लिए सरकार ने
क्या उपाय किए हैं ?

स्वास्थ्य और परिवार कल्याण मंत्रालय
में राज्य मंत्री (श्री नीहार रंजन
लस्कर) : (क) से (ग) . भारतीय
आयुर्विज्ञान परिषद् के पास ऐसा कोई रिकार्ड
नहीं है जिससे यह पता चल सके कि परिषद्
का कोई सदस्य अनुसूचित जाति/अनुसूचित
जनजाति का है अथवा नहीं । जाति
अथवा समुदाय के आधार पर परिषद् तथा
इसकी कार्यकारिणी समिति के सदस्यों
का निर्वाचन-नामांकन करने के लिए भारतीय
आयुर्विज्ञान परिषद् अधिनियम, 1956
में कोई व्यवस्था नहीं है ।

2043 LS—8.

Railway Accounts Service

4528. SHRI M. V. CHANDRA
SHEKHARA MURTHY:

SHRI P. M. SAYEED.

Will the Minister of RAILWAYS be
pleased to state:

(a) whether many Railway Ac-
counts Service Officers have voiced
their concern over the move to in-
duct a relatively junior officer from
another Service as Financial Com-
missioner;

(b) if so, whether many railway
employees have also feared that
juniors have been promoted and
seniors have started suffering;

(c) whether this has created a lot
of discontentment among the Railway
Employees; and

(d) if so, the reaction of Govern-
ment thereto?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS AND IN
THE DEPARTMENT OF PARLIA-
MENTARY AFFAIRS (SHRI MAL-
LIKARJUN): (a) to (d). The Indian
Railway Accounts Service Officers'
Association presented a Memorandum
on 18-11-80 expressing apprehension
regarding induction of an officer be-
longing to a cadre other than the
Indian Railway Accounts Service for
the post of Financial Commissioner,
Railways. This post is filled by the
Government on the basis of decision
taken by the Appointments Commit-
tee of the Cabinet. So far, no orders
have been issued for filling up the
post.

Criteria for Opening Consulates in
Foreign Countries

4529. SHRI M. RAMANA RAI: Will
the Minister of EXTERNAL AF-
FAIRS be pleased to state:

(a) the criteria adopted by the
Government of India to open Consu-
lates in the foreign countries;

(b) whether it is a fact that the Government of India while granting permission to Saudi Arabia to open Consulate in Bombay in 1977 requested the Government of Saudi Arabia to give permission to open an Indian Consulate at Dahran on a reciprocal basis; and

(c) whether Government have received any representation from Indian citizens for opening of a Consulate at Dahran, if so, the action taken in this direction so far?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) As of today India has consular representatives in 25 places. These consular posts look after consular work as also shipping, trade, in labour, economic and other work, including sometimes even political work. They have also to look after the requirements of our nationals residing and working abroad. Officers have thus to be opened in places with large concentration of Indian populations. In doing so financial and other constraints are kept in view, as also the cost-effectiveness of these officer.

(b) & (c) Yes Sir; the agreement did envisage reciprocity, but there was no specific mention of Dahran at that time. The Saudi authorities have confirmed that we may open a diplomatic Missions in Riyadh, which is becoming the diplomatic, capital of Saudi Arabia, and we could also continue to have representation in Jeddah.

The Government have received representations from Indian citizens requesting that a Consulate be opened at Dahran.

Saudi Authorities who were approached feel that Dahran is not yet ripe to cater for a resident Consular corps.

Night Duty Allowance

4596. SHRI DAYA RAM SHAKYA:
SHRI R. P. SARANGI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in the years 1976 and 1977, night duty allowance was charged in favour of many of the Luggage/Parcel porters at Delhi Main Station, although they did not perform the night duty; and

(b) if so, whether any action was taken against the supervisory staff and bill clerks at fault?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes in 1976.

(b) Action is being initiated now against the delinquent staff.

इलाहाबाद रेलवे सेवा आयोग का अध्यक्ष

4531. श्री जगजाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे सेवा आयोग, इलाहाबाद के अध्यक्ष ने अपने दो पुत्रों को क्रमशः ट्रैफिक अप्रेंटिस और कमर्शियल अप्रेंटिस के पदों पर नियुक्त किया है ;

(ख) क्या यह भी सच है कि ऐसे ही आरोपों में, रेलवे सेवा आयोग, मुजफ्फरनगर के अध्यक्ष को 1978 में सेवा से निकाल दिया गया था ;

(ग) यदि हां, तो इस सम्बन्ध में सरकार का क्या कार्यवाही करने का विचार है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) आयोग द्वारा किये गये चयन में रेल सेवा आयोग के अध्यक्ष के दो पुत्रों को चुना गया था । जांच से पता चला है कि लिखित परीक्षा के मूल्यांकन अथवा साक्षात्कार के लिए अध्यक्ष व्यक्तिगत रूप से जिम्मेदार नहीं थे ।

(ख) रेल सेवा आयोग, मुजफ्फरपुर, के अध्यक्ष को सेवा से निकालने के आधार एक जैसे नहीं है । उन्होंने अपने हित की

बोषणा किये बिना ही प्रवरण बोर्ड के सदस्य के रूप में अपने सम्बन्धी का साक्षात्कार लिया था और सम्बन्धी चुना गया था ।

(ग) प्रश्न नहीं उठता ।

12.00 hrs.

RE: ADJOURNMENT MOTIONS ETC.

SOME HON. MEMBERS rose.
(Interruptions)

MR. SPEAKER: Mr. Niren Ghosh.

SHRI NIREN GHOSH (Dum Dum):
What about my adjournment motion about the firing in Bihar in which two persons were killed? Even after 33 years of Congress rule Hindu chauvinism is rearing its ugly head...

MR. SPEAKER: No, Sir.

PROF. MADHU DANAVATE (Rajapur): Sir, already the Central Government has decided to deploy the military troops as well as Central Reserve Police in Assam because of the mass satyagraha in Assam. This is a very serious matter which will escalate the problem.

Therefore, I have given an adjournment motion and I would like to know whether you are admitting it or not.

MR. SPEAKER: No; not allowed.

SHRI JYOTIRMOY BOSU (Diamond Harbour): I have seen you in your Chamber in connection with my Privilege Motion.

MR. SPEAKER: It is under my consideration.

SHRI JYOTIRMOY BOSU: I want half a minute to make my submission.

MR. SPEAKER: Let me first find out.

DR. SUBRAMANIAM SWAMY (Bombay North East): Sir, when Parliament is in session, we expected

to be informed—I learn for example vital and important matters through newspapers repeatedly—about the build-up of arms in Pakistan. I have given an adjournment motion on this. But, you have rejected it.

MR. SPEAKER: No, no.

श्री राजेश कुमार सिंह (फ़िरोजाबाद) :
अध्यक्ष महोदय, बिहार की स्थिति बहुत भयानक हो गई है । पुलिस आन्दोलन कर रही है । आज बिहार में शान्ति और व्यवस्था नहीं है । मैंने इस बारे में एक कार्य-स्थगन प्रस्ताव दिया है ।

श्री राम बिलास पासवान (हाजीपुर) :
माननीय सदस्य ने जो मामला उठाया है, मैं भी उसके बारे में कहना चाहता हूँ । बिहार में कानून और व्यवस्था नाम की कोई चीज़ नहीं रह गई है । वहाँ पर नागरिकों का जीवन ख़तरे में है । बिहार के सब अखबार इन बातों से रंगे हुए हैं । आपने इस बारे में रूल 377 के अन्तर्गत वक्तव्य स्वीकार किया है ..

अध्यक्ष महोदय : इस बारे में रूल 377 के मातहत स्टेटमेंट एलाऊ कर दिया गया है ।

श्री हरिकेश बहादुर (गोरखपुर) :
मैं कई बार रिपोर्ट कर चुका हूँ कि दिल्ली विश्वविद्यालय के अध्यापक हड़ताल पर हैं और अब कर्मचारी भी उसमें शामिल हो गये हैं । आप इस बारे में स्थगन प्रस्ताव को एलाऊ नहीं कर रहे हैं । आप कालिग एटेन्शन नोटिस भी एलाऊ नहीं कर रहे हैं ।

अध्यक्ष महोदय : क्या आपने मना नहीं किया है कि कालिग एटेन्शन नोटिस नहीं लेना है ? अगर मैं आपकी राय मानता हूँ, तब भी आप एतराज करते हैं ।

श्री रामावतार शास्त्री (पटना) :
मैंने स्थगन प्रस्ताव दिया है कि बिहार

(श्री रामावतार शास्त्री)

की स्थिति बहुत खराब है। वहाँ पर उर्दू-विरोधी जो आन्दोलन चल रहा है, उससे साम्प्रदायिक झगड़े होने का खतरा बढ़ गया है। इस विषय पर सदन में विचार होना चाहिए। वहाँ पर लोग मरे हैं। रांची और दरभंगा में कर्फ्यू लगा हुआ है।

अध्यक्ष महोदय : यह बात कह दी गई है।

श्री अटल बिहारी वाजपेयी (नई दिल्ली) : अध्यक्ष महोदय, दिल्ली के वकील हड़ताल कर रहे हैं। यह हड़ताल अब तक तीस हज़ारी कोर्ट में थी, कल हाई कोर्ट में हड़ताल हो सकती है।

अध्यक्ष महोदय : यह ला एण्ड आर्डर का मामला है।

श्री अटल बिहारी वाजपेयी : दिल्ली में विधान सभा नहीं है। दिल्ली का मामला केन्द्र के अधीन है। इस बारे में रूल 377 के अन्तर्गत वक्तव्य देने से काम नहीं बनेगा। आप गृह मंत्री को कहिये। अगर पुलिस वकीलों को पीटेगी, तो मामला सदन में उठाना पड़ेगा।

प्रो० अजित कुमार मोहता (समस्तीपुर) : बिहार में पुलिस हड़ताल पर है और उर्दू-विरोधी आन्दोलन के कारण वहाँ पर कोई कानून-व्यवस्था नहीं है।

अध्यक्ष महोदय : इसको देख लेंगे।

श्री राजनाथ सोनकर शास्त्री (सैदपुर) : पत्रों में लिखा है कि भागलपुर में पुलिस आन्दोलन को सरकारी समर्थन प्राप्त है। पुलिस के लोग ये नारे लगा रहे हैं "जो हमसे टकरायेगा, चूर-चूर हो जायेगा"। मैं उसके सम्बन्ध में नोटिस दिया है।

श्री जयपाल सिंह कश्यप (भांचला) :

हर जगह छात्रों पर भ्रंशाघुंघ लाठीचार्ज हो रहा है। लखनऊ में उन पर वर्वरतापूर्ण आक्रमण किया गया है। अमृतसर और इलाहाबाद में भी छात्रों को पीटा जा रहा है। कहीं भी छात्रों का जीवन सुरक्षित नहीं है।

SHRI SOMNATH CHATTERJEE (Jadavpur): Yesterday, at Silchar Airport, our leader, Shri Samar Mukherjee, a Member of Parliament of this House, was insulted and humiliated by the security staff and staff of the I.A.C. This is a very serious matter.

अध्यक्ष महोदय : आप लिख कर दीजिए।

If it is something pertaining to a Member of Parliament, I shall have to see to it.

श्री धनिक लाल मण्डल (मंझारपुर) : अध्यक्ष महोदय मेरा व्यवस्था का प्रश्न है मैंने कार्य स्थगन प्रस्ताव दिया है। नियम 60 में यह कहा गया है कि यदि माननीय अध्यक्ष का समाधान न हो, तो वह मंत्री महोदय और माननीय सदस्य को संक्षिप्त भाषण करने की इजाजत दे सकते हैं। मैं माननीय अध्यक्ष जी से आग्रह कर रहा हूँ कि बिहार की सरकार दो हिस्सों में बंटी हुई है। एक पुलिस आन्दोलन करवाती है और एक पुलिस को संस्पेंड करती है यह देख लिया जाय।

अध्यक्ष महोदय : आप बैठिए।

श्री धनिक लाल मण्डल : मेरी बात अभी खत्म नहीं हुई ... (अवधान) बिहार सरकार दो हिस्सों में विभाजित हो गई है, राज्य का क्या होगा भगवान् मार्सिक है और आप मार्सिक है ..

अध्यक्ष महोदय : आप बैठिए ।

श्री धनिक लाल मंडल : हमारी बात सुन लीजिए । बहुत महत्वपूर्ण बात कह रहा हूँ । पुलिस वालों की ओर से मांग हो रही है कि सदानन्द सिन्हा को हटाया जाये

MR. SPEAKER: Not allowed. Don't record. (Interruptions)**

श्री मनोराम बागड़ी (हिसार) : अध्यक्ष महोदय, नियम 56 के अन्तर्गत मेरा व्यवस्था का प्रश्न है । क्या कोई सरकार विद्रोह के रास्ते पर जाय तो केन्द्र उस मामले के ऊपर चुप बैठे रहेगा ? सदन के अन्दर उस पर वहस हो . . .

अध्यक्ष महोदय : यह देखेंगे, अभी तो यह प्रश्नवाचक चिह्न है ।

श्री मनोराम बागड़ी : यह खबर देख लीजिए . . . (व्यवधान) . . . अगर आप हम को सिर्फ इसलिए खड़ा करते हों कि अपनी शकल दिखा कर बैठ जायें तो खड़े होने से कोई फायदा नहीं है । . . . (व्यवधान) . . . देश जले, बिहार की सरकार देश को जलाए और लोक सभा चुप रहे, यह नहीं हो सकता । यह आन्दोलन बहुत तेजी से चल रहा है . . .

श्री धनिक लाल मंडल : सरकार दो हिस्सों में बंटी है, एक आन्दोलन करवा रही है . . .

श्री मनोराम बागड़ी : आप घर मंत्री से इस पर बक्तव्य देने के लिए कहिए । . . .

अध्यक्ष महोदय : मैंने आप की बात सुन ली । You have made your point. Nothing to be recorded.

(Interruptions)**

श्री कृष्ण प्रताप सिंह (महाराजगंज) अध्यक्ष महोदय, इस सदन के एक माननीय सदस्य श्री चन्द्रजीत यादव जी को लोक दल के नेता चौधरी चरण सिंह ने इस बात के लिए चार्जशीट किया है कि वह प्रधान मंत्री से मिले । यह लोकतांत्रिक परम्परा के खिलाफ है ।

MR. SPEAKER: It is a party matter. How am I to decide it?

श्री कृष्ण प्रताप सिंह : सदन में आधे घंटे की चर्चा इस विषय पर हो कि क्या कोई माननीय सदस्य प्रधान मंत्री से मिल सकते हैं या नहीं ? . . . (व्यवधान) . . .

MR. SPEAKER: Now Papers to be laid.

12.10 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATION UNDER MERCHANT SHIPPING ACT, 1958 AND A STATEMENT FOR DELAY

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): I beg to lay on the Table:—

(1) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 458 of the Merchant Shipping Act, 1958:—

(i) The Shipping Development Fund Committee (Accountants) Recruitment (Amendment) Rules, 1980, published in Notification No. G.S.R. 648 in Gazette of India dated the 14th June, 1980.

(iii) The Shipping Development Fund Committee (Staff Car Drivers Group 'D' Posts) Recruitment (Second Amendment) Rules, 1980, published in Notification No. G.S.R. 649 in Gazette

[Shri Veerandra Patil]

of India dated the 14th June, 1980.

(iii) The Shipping Development Fund Committee (Joint Secretary) Recruitment (First Amendment) Rules, 1980, published in Notification No. G.S.R. 1145 in Gazette of India dated the 1st November, 1980.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the notifications mentioned at (1) above. [Placed in Library. See No. LT-1629/80.]

ARMS (AMENDMENT) RULES, 1980

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): I beg to lay on the Table a copy of the Arms (Amendment) Rules, 1980 (Hindi and English versions) published in Notification No. G.S.R. 1259 in Gazette of India dated the 13th December, 1980, under sub-section (3) of section 44 of the Arms Act, 1959. [Placed in Library. See No. LT-1630/80].

DELHI SALES TAX (SEVENTH AMENDMENT) RULES, 1980

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): I beg to lay on the Table a copy of the Delhi Sales Tax (Seventh Amendment) Rules, 1980 (Hindi and English versions) published in Notifications No. F. 4/34/80-Fin. (G) in Delhi Gazette dated the 4th December, 1980, under section 72 of the Delhi Sales Tax Act, 1975. [Placed in Library. See No. LT-1631/80.]

12.12 hrs.

STATEMENTS OF ESTIMATES COMMITTEE

SHRI S. B. P. PATTABHI RAMA RAO (Rajahmundry): I beg to lay on

the Table English and Hindi versions of the following statements:—

(1) Statement showing final replies of Government in respect of Chapter V and further information in respect of other Chapters of the Twenty-fourth Action Taken Report of Estimates Committee (Sixth Lok Sabha) on the Ministry of Commerce (Deptt. of Textiles) Powerloom Industry.

(2) Statement showing final replies of Government in respect of Chapter V and further information in respect of other Chapters of the Thirty-first Action Taken Report of Estimates Committee (Sixth Lok Sabha) on the Ministry of Commerce (Deptt. of Textiles) Handloom Industry.

12.13 hrs.

STATEMENTS OF PUBLIC ACCOUNTS COMMITTEE

SHRI CHANDRAJIT YADAV (Azamgarh): I beg to lay on the Table English and Hindi versions of the following statements:—

(1) Statement showing Action Taken by Government on the recommendations contained in Chapter I and final replies in respect of Chapter V of Fiftieth Report (Sixth Lok Sabha) on Directorate of Advertising and Visual Publicity.

(2) Statement showing Action Taken by Government on the recommendations contained in Chapter I of Hundred and Sixteenth Report (Sixth Lok Sabha) on Crash C Scheme for Rural Employment.

12.13 hrs.

**PUBLIC ACCOUNTS COMMITTEE
TWENTY-SIXTH AND THIRTIETH REPORTS**

SHRI CHANDRAJIT YADAV
(Azamgarh): I beg to present the following Reports (English and Hindi versions) of the Public Accounts Committee:—

(1) Twenty-Sixth Report on Assessment of Foreign Technicians relating to the Ministry of Finance (Department of Revenue).

(2) Thirtieth Report on Action Taken by Government on the recommendations contained in the Hundred and Thirty-fourth Report (Sixth Lok Sabha) on Indian Council of Agricultural Research relating to the Ministry of Agriculture.

12.14 hrs.

**PETITION RE: IMPROVEMENT IN
THE NAVIGABILITY OF THE
HALDIA AND CALCUTTA PORTS
AND SETTLEMENT OF DEMANDS
OF TRADE UNIONS**

SHRI SOMNATH CHATTERJEE
(Jadavpur): I beg to present a petition signed by Shri Sukumar Bose and others regarding improvement in the navigability of the Haldia and Calcutta Ports and settlement of demands of trade unions.

12.14 hrs.

**BUSINESS ADVISORY COMMITTEE
TENTH REPORT**

**THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS AND IN
THE DEPARTMENT OF PARLIA-
MENTARY AFFAIRS (SHRI MAL-
LIKARJUN):** I beg to move:

“That this House do agree with the Tenth Report of the Business Advisory Committee presented to

the House on the 17th December, 1980.”

DR. SUBRAMANIAM SWAMY
(Bombay North East): I beg to move:

“That the House on consideration of the Tenth Report of the Business Advisory Committee presented to the House on 17th December, 1980 referred back to the Business Advisory Committee for its failure to consider the outstanding issues of public importance for discussion in the House.”

Sir, the reason why I moved this amendment is that I understand that the House has limited time and, therefore, it cannot discuss everything. But the House has a responsibility to discuss all the priority items in the agenda and there are certain priority items on which this House is systematically avoiding discussion. That is why I have given an amendment saying that this report should be sent back to the Business Advisory Committee. For example, every day, in the newspapers we see reports of the threat of war for this country. Now, all of us are concerned about that. One learnt that from the newspapers today. For example, there is a big item in today's newspapers, the UNI report, saying that Pakistan is getting arms and it is getting new bases and Mrs. Gandhi told the Consultative Committee on Defence on 16th, that the Pakistani Government, because it is having a great deal of internal problems, may seek an opportunity of diverting the attention of the people of Pakistan by having a war and India is always there. This is what she said. These are very serious matters. Why should we learn about this from the newspapers? I asked the news correspondents, where they get these news items from. They said that these are leaked out to them by the Government. Therefore, in my opinion, this question should have got priority attention from Parliament.

SHRI UTTAM RATHOD (Mingoli): I think, a member is not expected to give out anything that is discussed in the Consultative Committee. These are all secret matters.

DR. SUBRAMANIAM SWAMY: This came in the newspapers officially released by the Government. I learnt it from the newspapers. I am saying precisely that ... (*Interruptions*). Is this the level of Parliamentary participation? I said that this appeared in the newspapers and that Members should be informed first.... (*Interruptions*).

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): He said that the press people had informed him that the Government had deliberately leaked out this to the press. This was the insinuation.

DR. SUBRAMANIAM SWAMY: All right; I would say that the Government deliberately gave it out to the press in the briefing. What are we here for? These are matters of national security.... (*Interruptions*).

MR. SPEAKER: Why don't you allow me to regulate the House?

DR. SUMRAMANIAM SWAMY: This item which is coming daily in the newspapers should have received priority attention. To our notices for calling attention, under Rule 193, 184 or 377, there is always 'No'. To any adjournment motion, there is regularly 'No'. What is zero hour? You always make me sit down. Today also, you made me sit down and I sat down. Sir, you ask yourself—are the developments in the region not important? Is the development in the Indian Ocean not important. Every-day this tension is there and talk of war clouds is there. Mrs. Gandhi has made numerous speeches saying that. We would like to know the facts.

Why should that be denied to us? In this context, I had also said to you when Mrs. Gandhi made a statement on Brezhnev's visit that there should be a discussion on it. The Soviet Embassy is doing all kinds of propaganda and I would like to put on record a publication which has come out; it is the Soviet Review published by the Information Department of the USSR Embassy. There it says on page 90,—it is volume 17, No. 57, December 8, 1980:

"The formation of the Janta Government had American mentors".

This is what is stated in an official publication of the USSR Embassy. Are you going to put up with this? I am against all foreign intervention. If the American Embassy, Chinese Embassy or any other Embassy would have done that, I am equally against that. In this House, we have always taken the view that Embassies should not interfere in the internal affairs of this country. Therefore, if this issue is not discussed, in my opinion, the report of the Business Advisory Committee does not represent the will of the House and, therefore, I have moved my amendment.

MR. SPEAKER: I shall now put the amendment moved by Shri Subramaniam Swamy to the vote of the House.

Amendment was put and negatived.

MR. SPEAKER: The question is:

"That this House do agree with the Tenth Report of the Business Advisory Committee presented to the House on the 17th December, 1980."

The motion was adopted.

12.18 hrs.

MATTERS UNDER RULE 371**(i) DUSADH AND GANGOTA TRIBES IN BIHAR**

श्री राम विलास पासवान : (हाजीपुर) अध्यक्ष महोदय मैं आपका एवं सदन का ध्यान दिनांक 17 दिसम्बर 1980 के टाइम्स आफ इंडिया के मुख्य पृष्ठ पर भागलपुर के संबंध में छपे समाचार की ओर खींचना चाहता हूँ जिसमें बिहार में दुसाध एवं गंगीता की क्रिमिनल द्रिब संज्ञा दी गई है। यह उन जाति विशेष समुदायों के लिए ही अपमान जनक बात नहीं है, बल्कि असंवैधानिक भी है। बिहार में सैकड़ों की संख्या में निर्दोष हरिजनों एवं कमजोर वर्ग के लोगों की इत्यायें नक्सलाइट के नाम पर की जाती रही हैं।

बिहार में प्रशासन एवं पूंजीपतियों का हमेशा से षड्यंत्र रहा है कि यदि कोई हरिजन ग़रोब अपने जायज मांग को मांगते उसे क्रिमिनल की संज्ञा दे कर जेल में बन्द कर दिया जाये। पुलिस की गोली से उड़ा दिया जाए तथा कह दिया जाए कि मुठभेड़ में मारा गया।

कोई जाति, क्रिमिनल नहीं होती। क्रिमिनल शब्द अछूत से भी ज्यादा अपमानजनक है। इस समाचार से हरिजनों एवं कमजोर वर्गों के लोगों में काफ़ी रोष है।

कृपया इसे गंभीरता से लें तथा सरकार को निर्देश दें कि वे पता लगावें कि किन सूत्रों के द्वारा यह समाचार दिया गया।

(ii) MASSIVE MILITARY BUILD UP BY PAKISTAN ACROSS RAJASTHAN

SHRI K. P. SINGH DEO (Dhenkanal): Sir, regarding massive military build-up by Pakistan across Rajasthan, Sir, today I am trying to invite the attention of the Hon. Defence

Minister and the House, to a matter which is of great national importance.

During the last three weeks, the military movement on the Rajasthan side of Pakistan has increased considerably and a large contingent of army in division strength is being deployed. The area between Meerpur Khas and Umarkot has been cleared. Villagers have been evacuated and the areas are now being controlled by the Pakistan Army. The whole of Barmer area is directly exposed to this preparedness as also some other parts of Rajasthan.

According to a Hindi daily of Rajasthan, such military activities have been noticed near Shiv Ji Ka Mandir and Kherora. The daily further informs that some Chinese soldiers in Pak uniform have also been seen across the border. If the press report about the presence of Chinese soldiers in the Pak border area is true, it is a serious matter. Reports according to Tass are, that Chinese Government is trying for a permanent base for their sub-marines at Karachi and the Pak Government is reported to be favourably inclined. It is also a very well-known fact that Pakistan has already collected lots of arms and their shopping list for future military hardware is about one billion dollars. Massive expansion of the air force has been reported. According to a reliable source, Pakistan is likely to explode its Atom Bomb during middle of the next year.

According to the local people, during the last war also, Pakistan had in a similar way got the villages evacuated and since it has been done once again, the local population is harbouring a feeling that another attack from across the border is in the offing.

Under these circumstances, I would request the Hon. Defence Minister to give a full statement in the House and through this House assure the nation that the Government and armed forces are fully prepared to give a

[Shri K. P. Singh Deo]

fitting reply to Pakistan, should they choose to embark upon any military adventure.

(iii) NEED TO CHECK THE OPENING OF A LARGE NUMBER OF MEDICAL AND ENGINEERING COLLEGES IN KARNATAKA.

SHRI T. R. SHAMANNA (Bangalore South): Sir, a serious situation has arisen by the opening of large number of Medical Colleges and Engineering Colleges in Karnataka State on commercial basis collecting huge sums of donation or capitation fees, leading to lowering of standard of medical and technical education, causing acute unemployment and waste of public funds.

In recent years, after the Karnataka State Government has given permission and recognition to many engineering and medical colleges, there are now 8 Government Engineering Colleges and about 16 or 17 Engineering Colleges run by private bodies and there are 5 Government Medical Colleges and 8 Medical Colleges run by Private bodies. Apart from these existing Colleges, there are 10 or 12 applications for starting medical colleges and equal number of Engineering Colleges. It is all the more causing concern and anxiety after the Karnataka State Chief Minister has announced the policy of the Government to give recognition to all those who wish to open Medical and Engineering Colleges. This opening of the flood-gates for starting new technical and medical colleges, has caused a shock to educationalists and men in the profession, particularly Junior Doctors and to the Students' Associations. It is regretted that now the Government is granting recognitions to college, bye-passing the Chancellor, academic bodies like syndicate, academic council etc., granting recognitions to institutions which have no suitable buildings, hostels, equipments etc. More than all this, many colleges have not got practising hospitals. Most of the new medical colleges have no funds of their own, but are

depending on the exorbitant donation and capitation fees to be collected.

The donation and capitation fees collected for medical colleges is: minimum Rs. 50,000/- and maximum Rs. 2,00,000 and more. For engineering colleges, the minimum is Rs. 6,000/- and maximum upto Rs. 50,000/-. The amount of donation collected depends upon (1) influence (2) marks—lower the marks, higher the donation and (3) whether candidate is from Karnataka or from other States of the country. For foreigners the donation is Rs. 1,00,000/- minimum, and the maximum is Rs. 2,00,000/-.

It is not hard to realize that a student who has bought this seat will naturally try to make this up by undesirable means, after he starts his practice. Further if selection is made irrespective of merit, can we expect from him efficient work as an engineer or as a doctor? The Medical Council of India has time and again warned about the great danger of deterioration in standards, with inadequate buildings, equipment, want of good staff, clinical facilities etc.

In Karnataka, more than 5,000 doctors are already in the unemployed list. The colleges are producing already more than 1,200 doctors every year.

One of the arguments for starting new colleges is that doctors are not going to practise in rural areas. Doctors are ready to go to villages, provided they are given buildings for hospital with beds, equipment etc. and residential quarters. Government should give facilities to work in rural areas. Producing more ill-qualified doctors will not solve the problem.

To my question listed in the beginning this month, Government has assured prompt action to check the growth of mushroom medical colleges. The Central Government and the Medical Council should take a serious view of the matter and stop further medical and engineering colleges coming up, and also close all medical and engineering colleges which are

not up to the standards prescribed by All India Medical Council.

(iv) SHORTAGE OF LIFE SAVING DRUGS
IN KERALA.

*SHRI V. S. VIJAYARAGHAVAN (Palghat): Sir, under rule 377, I wish to raise the following matter.

A situation has arisen in Kerala where many life-saving drugs are not available, despite the fact that these medicines manufactured by the Sarabhai Chemicals, a reputed drugs manufacturing company, are in stock. This is due to a dispute about the reduction in the payment of commission. Since 4th November, drugs such as Pronestil, used for heart disease, Anatinol used for mental disease and other essential drugs for Asthma, typhoid and ophthalmic diseases have disappeared from the market. There is a shortage of other medicines also which are manufactured by Sarabhai Chemicals. The drug dealers have started an agitation in response to the call given by the All India Chemists and Druggists Organisation. This agitation which has been started to protest against the reduction by one per cent in the commission given by Sarabhai Chemicals, has considerably affected the people. This agitation has increased the possibilities of blackmarketing of drugs which will be brought from outside Kerala. While the people are facing difficulties due to the non-availability of these drugs, stocks are piling up in the manufacturing company. When such a thing is happening, the Drugs and Pharmaceuticals owned by the Kerala Government is lying closed. Production of drugs has come to a standstill in many other pharmaceutical companies, due to strike etc. At a time when there is a general shortage of essential drugs, such an agitation aimed at profit only and carried on with an uncompromising pastime, cannot merely be regarded as a dispute in the commercial sector. More than the right or wrong of either

side, it is the difficulties and distress caused to the people due to the shortage of life-saving drugs, that is relevant in the matter.

Under the Drugs Control Order, not only refusal to sell the medicines in stock is an offence, but stern action can be taken against those responsible for not selling the life-saving drugs. It is learnt that in Andhra Pradesh when there was such a threat, Government took very stern steps and thus avoided the difficulties of the people. But the Government of Kerala has not taken any steps to relieve the miseries of the people, even after many weeks have passed. Therefore, I request the Central Government to take immediate steps to put an end to the difficulties of the people in Kerala.

(v) NEED TO EXTEND RAILWAY LINK FROM BAGAHA BRIDGE TO GORAKHPUR VIA SISWA IN UTTAR PRADESH

श्री अशोक हुसैन (महाराजगंज) : अध्यक्ष महोदय, बगहा पुल को दो वर्ष में पूरा करने के सदन में रेल मंत्री के एलान से विशेष रूप से पूर्वी उत्तरी प्रदेश और पश्चिमी उत्तरी बिहार के लोगों में आशा की लहर दौड़ गई है। पुल के बह जाने की वजह से जब से यह लिंक टूट गया था इस पिछड़े क्षेत्र का विकास रुक सा गया था। रेल मंत्री का यह एलान भी कि मुजफ्फरपुर से बगहा तक की रेल लाइन को बड़ी लाइन में परिवर्तित किया जायेगा इस क्षेत्र के विकास में मददगार साबित होगा। लेकिन बगहा पुल के बन जाने के बाद बड़ी लाइन को बगहा तक ही समाप्त कर देना और बगही को बड़ी लाइन का टर्मिनल स्टेशन बना कर छोड़ देना न तो बगहा और पश्चिम बिहार के लिए ही लाभदायक होगा। और न पूर्वी उत्तरी उत्तर प्रदेश के लिए ही। बगहा पुल और बगहा तक लाइन लाना तभी पूरे तौर पर इस पिछड़े क्षेत्र के विकास

*Original speech was delivered in Malayalam.

Central Government to ban immediate import of copra and coconut oil into our country.

के लिए लाभदायक होगा जब बड़ी लाइन को बगहा तक ही समाप्त न कर सिसवा बाजार के रास्ते गोरखपुर से जोड़ा जाए। तब इस पिछड़े क्षेत्र का रिस्ता एक तरफ दिल्ली से और दूसरी तरफ कलकत्ता से सीधा जुड़ सकेगा। इसलिए मैं मांग करता हूँ कि मुजफ्फरपुर से बगहा तक बड़ी लाइन में तबदील करने की योजना का विस्तार कर इसे सिसवा बाजार के रास्ते गोरखपुर से जोड़ा जाए।

आज के युग में सड़क परिवहन का बहुत महत्व मुकाम है। बगहा या उसके आस पास बड़ी गण्डक नदी पर पुल बनाना आसान काम नहीं है। इस नदी पर निकट भविष्य में आस पास कोई दूसरा पृथक सड़क का पुल बन सके वह मुमकिन नहीं प्रतीत होता। इसलिए प्रस्तावित बगहा पुल में अगर निर्माण के समय ही यह गुंजाइश रखी जाए कि निकट भविष्य में इसे रेल के साथ साथ सड़क पुल के तौर पर इस्तेमाल किया जा सके तो इससे इस पिछड़े क्षेत्र की तरक्की के रास्ते खुलने की गुंजाइश भविष्य में भी रहेगी। इसलिए हम केन्द्र सरकार से यह भी मांग करते हैं कि रेल और परिवहन मंत्रालय मिल कर इसी समय इस हर दृष्टि से महत्व के पुल को रेल के साथ सड़क के इस्तेमाल के लायक भी बनावें।

(vi) NEED TO BAN IMPORT OF COPRA AND COCONUT OIL.

SHRI GEORGE JOSEPH MUNDACKAL: (Muvattupuzha): The price of copra (dried coconut) and coconut oil has crashed in the market due to the import of these commodities into our country. More than three million small and marginal farmers of Kerala are affected because of the fall in price of coconut products. It will surely affect the economic conditions of Kerala. So, I request the

diately the import of copra and coconut oil into our country.

(vii) STRIKE BY DEFENCE EMPLOYEES.

SHRI MUKUNDA MANDAL (Mathurapur): Sir, defence employees (civil) all over India will launch one day token strike today in protest against the non-implementation of their nine-point charter of demands by the Ministry of Defence. This Ministry has taken to dilatory tactics for not implementing the agreement reached with the All India Defence Employees Federation on 11-8-1979 on the nine demands on the basis of which the earlier strike called for 13-8-1979 was postponed. The nine-point demands are (1) revision of pay scales and avenues of promotion on the pattern obtaining in the railways in respect of all categories; (2) grant of two promotions for every category of employees during service as recommended by the Pay Commission; (3) opening of avenues of promotion for Class IV non-industrial and large number of mazdoors who are now stagnated and have no avenues; (4) bonus to all defence employees along with railways, P. and T. etc.; (5) defence orders not to be handed over to private sector to the detriment of employment and earnings of defence employees and also at the cost of quality of defence goods; (6) statutory canteen and employees to be treated as government employees; (7) parity of leave entitlement between the industrial workers and non-industrial workers; (8) Vacate all types of victimisation; and (9) Full trade union rights to all Defence workers.

Sir, nearly 2.20 lakhs civilian workers belonging to M.E.S., Research and Development, A.S.C. Supply Depots, Military Farms, Sainik Hospitals and a section of Air Force and Naval Dock Yard workers and some workers in other units have not been paid even 15 days' wages, although the Defence Ministry assured to pay this amount before Durga Puja. So, this is the attitude of the Defence Ministry and they are responsible for

pushing the employees into agitational path.

I, therefore, urge upon the Government to take steps for immediate settlement of their demands.

(viii) CRASH OF AIRCRAFT FLOWN BY SHRI SANJAY GANDHI.

श्री राजेन्द्र प्रसाद यादव (मधेपुरा) : अध्यक्ष जी, मैं एक ऐसे साजिश का भंडा-फोड़ करना चाहता हूँ, जिससे एक मांग की गोद सूनी हो गई, एक मांग का सिन्दूर मिटा दिया गया तथा देश को एक उदीममान युवा नेता से महरूम कर दिया गया। ज्यादा दिन नहीं हुए हैं जब सदन ने माननीय सदस्य संजय गांधी की हवाई दुर्घटना में असमय और आकस्मिक निधन पर गहरा शोक प्रकट किया था। पर अध्यक्ष जी, मैं आपके माध्यम से इस सदन देश तथा दुनियां को आज बताना चाहता हूँ कि वह साधारण मौत नहीं, एक निर्मम एवं लोमहर्षक राजनीतिक हत्या थी। यह हत्या नानाजी देशमुख के इशारे पर इंडियन एयर लाइन के एक संघी मैकेनिक द्वारा श्री संजय गांधी जी द्वारा उड़ाए जाने वाले हवाई जहाज में खराबी कराके कराई गई। इस बात का आधार है बी० जे० पी० के इसी सदन के एक माननीय सदस्य श्री रुद्र प्रताप सांगी का वह पत्र जो उन्होंने बी० जे० पी० के अध्यक्ष तथा माननीय सदस्य अटल जी को लिखा जिसकी प्रतिलिपि मैं सभा पटल पर रखता हूँ [ग्रन्थालय में रखा गया [देखिये संख्या 180/30]

अध्यक्ष जी, मैं चाहता हूँ कि दोषी व्यक्ति को कड़ी से कड़ी सजा दी जाए ताकि फिर कभी हमारे देश की किसी होनहार प्रतिभा के साथ इस तरह की साजिश नहीं की जा सके। . . . (व्यवधान) . . .

एक माननीय सदस्य : अध्यक्ष महोदय, यह बड़ा गंभीर मामला . . . (व्यवधान) . . .

अध्यक्ष महोदय : गंभीर मामला है तो आप क्या चाहते हैं, आप क्या कर रहे हैं। . . (व्यवधान) . . .

श्री रुद्र प्रताप सांगी (जमशेदपुर) : मुझे खेद है कि मेरे सहयोगी श्री आर० पी० यादव ने सदन में एक ऐसा मामला उठाना उचित समझा है जो एक गन्दी जालसाजी पर आधारित है।

मैं सम्पूर्ण शक्ति के साथ इस बात का खंडन करता हूँ कि मैंने श्री संजय गांधी की दुर्घटना से हुई मृत्यु के बारे में अपने दल के नेता श्री अटल बिहारी बाजपेयी को कोई पत्र लिखा मैं श्री बाजपेयी से लगातार मिलता रहता हूँ। श्री संजय गांधी की मृत्यु के बाद भी कई बार मिल चुका हूँ। यदि मुझे कुछ कहना होता तो इस मामले के बारे में मैं उनसे मिलकर कह सकता था। इसलिए मैंने कहा कि यह पत्र न केवल जालसाजी का नमूना है, लेकिन एक ऐसी जालसाजी का नमूना है जो अत्यन्त भंडी है जो किसी बेवकूफ के गले के नीचे भी नहीं उतर सकती।

मुझे यह देखकर बड़ा दुख हुआ कि यह सारी कीचड़ में नानाजी देशमुख का नाम भी घसीटने की कोशिश की गई थी। नाना जी के प्रति मेरे मन में बड़ा आदर है और मैं श्रद्धा की दृष्टि से उनको देखता हूँ।

स्वर्गीय दीनदयाल की मृत्यु उस समय हुई थी जब केन्द्र में कांग्रेसी शासन था और मृत्यु की जांच के लिए जस्टिस चन्द्र चूड़ की नियुक्ति की गयी थी, यदि इस हत्या में किसी का हाथ होता तो सरकार जरूर पता लगा लेती।

मैं मांग करता हूँ कि श्री आर० पी० यादव सदन को यह बतायें कि मेरे द्वारा लिखा हुआ यह कथित पत्र उन्हें कहां से मिला। इस जाली पत्र के अलावा क्या उनके पास और भी सामग्री है, जिसके

[श्री रुद्र प्रताप सारंगी]

आधार पर उन्हें मुझे और मेरी पार्टी को बदनाम करने के लिए यह गन्दा, बेबुनियाद तथा झारतपूर्ण आरोप लगाया है।

मैं उन्हें चुनौती देता हूँ कि वे यत्र आरोप सदन के बाहर लगा कर देखें, ताकि मुझे अदालत में अपनी निदोषता प्रमाणित करने का मौका मिले।

अगर वह ऐसा नहीं करते हैं तो मुझे मजबूर होकर यह निचोड़ निकालना पड़ेगा कि उनका आरोप राजनीतिक विद्वेष से प्रेरित है और मेरे चरित्र हत्या पर उतारू है।

श्री अटल बिहारी वाजपेयी (नई दिल्ली): श्री आर० पी० यादव का बयान सुन कर मुझे गहरा धक्का लगा है। उन्होंने सदन के एक माननीय सदस्य के खिलाफ सदन के भूतपूर्व सदस्य श्री नानाजी देशमुख के खिलाफ इंडियन एयर लाइन के अनाम मैकेनिक के खिलाफ और एक अखिल भारतीय संगठन के खिलाफ श्री संजय गांधी की हत्या की साजिश करने और उसके अनुसार उनकी हत्या करने का बड़ा गम्भीर आरोप लगाया है।

अपने आरोप की पुष्टि में श्री आर० पी० यादव ने सदन के एक अन्य सम्मानित सदस्य श्री रुद्र प्रताप सारंगी का कथित पत्र पेश किया है जो मुझे सम्बोधित किया गया था।

श्री सारंगी का कहना है और सदन ने उन्हें अभी सुन भी लिया है कि वह पत्र उन्होंने नहीं लिखा। सवाल यह है कि वह पत्र किसने लिखा है? सवाल यह भी है कि वह पत्र जो मुझे मिलना चाहिये था, श्री आर० पी० यादव के पास कैसे पहुंचा? क्या उसे गुप्त चर विभाग ने बीच में रोका? यदि हां, तो सारे मामले

की स्वयं जांच करने के बजाय वह पत्र श्री आर० पी० यादव को वहां से कैसे प्राप्त हो गया और उस से प्राप्त करने में वह कैसे कामयाब हो गए?

23 जून की बिमान दुर्घटना के बाद श्री सारंगी मुझे कई बार मिल चुके हैं। उन्होंने श्री संजय गांधी की मृत्यु के पीछे किसी कथित साजिश का उल्लेख नहीं किया। 11 अक्टूबर 1980 के बाद भी जब कहा जाता है कि उन्होंने पत्र लिखा था, श्री सारंगी मुझे मिले हैं। उन्होंने यह भी नहीं पूछा कि मुझे उन का पत्र कोई मिला है या नहीं।

यह स्पष्ट है कि यह सारा मामला श्री सारंगी, श्री नानाजी देशमुख, मुझे तथा मेरी पार्टी को बदनाम करने के लिए झूठ-मूठ तरीके से गड़ा गया है। श्री सारंगी का कथित पत्र एक ऐसी जालसाजी है जो कमीनेपन, गन्दगी और भोंडेपन की सभी सीमाओं को पार कर गई है।

यदि श्री संजय गांधी की दुर्घटना में हुई मृत्यु की अदालती जांच कर ली जाती तो इस प्रकार के आरोपों के लिए कोई गुंजाइश न रहती। हवाई दुर्घटना की जांच का आदेश दिया गया था किन्तु उसे रद्द कर दिया गया। यहां तक कि दुर्घटना की जो विभागीय जांच की गई थी उस के निष्कर्षों को भी प्रकाशित नहीं किया गया है।

श्री यादव के आरोप को ध्यान में रख कर मैं इस मांग को दोहराता हूँ कि श्री संजय गांधी की दुर्घटना में हुई मृत्यु के कारणों की जांच सुप्रीम कोर्ट के दो जजों द्वारा कराई जाए। इन जजों की नियुक्ति चीफ जस्टिस द्वारा होनी चाहिये। यह भी आवश्यक है कि जांच का स्वरूप व्यापक हो।

मैं सरकार से यह पूछना चाहता हूँ कि क्या उस से यह शक है कि श्री संजय गांधी की मृत्यु के पीछे कोई साजिश थी और क्या वह चाहती है कि सारे मामले की पूरी जांच हो जिस से श्री यादव द्वारा लगाये गये निराधार आरोप भविष्य में फिर न दोहराए जाएं।

श्री राजेन्द्र प्रताप यादव : (मच्छेपुरा): अध्यक्ष महोदय, नियमानुसार उन के जवाब की कापी मुझे मिलनी चाहिये। ऐसा किया जाता तब शायद मैं फिर कुछ कह पाता। मैं एक बात कह देना चाहता हूँ। माननीय सदस्य ने कहा है कि यह एक साजिश है। मैं माननीय सदस्य से पूछना चाहता हूँ कि सदन में क्या वह कहेंगे कि उनका यह पत्र नहीं है, यह उन के हस्ताक्षर नहीं हैं ?

12.43 hrs.

STATUTORY RESOLUTION RE:
DISAPPROVAL OF MARUTI LIMITED
(ACQUISITION AND TRANSFER OF UNDERTAKINGS) ORDINANCE—contd.

AND

MARUTI LIMITED (ACQUISITION
AND TRANSFER OF UNDERTAKINGS) BILL—contd.

MR. SPEAKER: Now we resume further discussion on the Statutory (Rajapur): Sir, please note down that Prof. Dandavate.

PROF. MADHU DANDAVATE (Rajapur): Sir, please note down that we have already begun late.

MR. SPEAKER: I will cut down 15 minutes.

PROF. MADHU DANDAVATE: Mr. Speaker, Sir, the entire question of the ordinance being converted into

an Act through the Bill that has been presented over here for consideration, I totally oppose.

Sir, I am not concerned about the personalities involved. I am more concerned about the perspectives and the policies. It is not possible to avoid the various circumstances and the background under which the Maruti Limited was set up, the letter of intent was accepted and the Maruti factory was allowed to proceed further with its work. Therefore, I will have to give a little background.

In the sixties, the Government had already formulated certain economic policies and if due to the objective conditions in the country, the economic policies of this country had changed, I had no objection at all. But if the economic policies and the financial approach is changed only to suit a particular individual I would say that it is the most objectionable orientation and reversal of policy.

In the early sixties—in 1962 to be very exact—in this very House a statement was made by the Minister of Steel and Heavy Industries, that the highest priority will have to be accorded for the automobile industry to be expanded in the public sector. That continued to be the official policy document and pronouncement of the Government of India. It was the very Congress Government that was in power and, I am sure, that after due consideration this was the policy orientation that was given. But in spite of that, the policy was reversed.

When Shri Sanjay Gandhi put up a letter of intent, the letter of intent was accepted. Here I would concede that this Government has perfect right to go ahead with any policy that it wants to pursue. Even when the letter of intent was accepted, in preference to some other letters of intent, four important conditions were laid down. I am very clear in my mind that all these four conditions were violated before the

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letter of intent was converted into a licence. The conditions were (1) no foreign collaboration or foreign consultancy arrangement will be allowed; (2) no import of capital goods; (3) no import of components and raw materials; and (4) an authority appointed by the Government should test the road-worthiness of the prototype car before the letter of intent is converted into a licence. I am very sorry to find that all these four conditions—not one of them, but all the four of them—were completely violated.

MR. SPEAKER: He should now come to the subject matter of the Bill.

PROF. MADHU DANDAVATE: If you look at the entire debate that has taken place yesterday, there is reference to background.

MR. SPEAKER: If you are just going into the past history, which has been repeated so many times in this House, that will take most of your limited time.

PROF. MADHU DANDAVATE: These four points were not mentioned by others. But if you want, I will resume my seat.

MR. SPEAKER: I was only just pointing it out. You may use your time any way you like. It is so simple.

PROF. MADHU DANDAVATE: I would like to point out that all the four conditions that were prescribed have been violated. Foreign consultants were appointed. A West German expert was asked in 1972 to fetch a two-stroke engine from West Germany. Capital goods were imported in the name of another company. The components and raw materials were imported. An imported engine was fitted to the proto-type car, be-

fore it was taken to the vehicles Research and Development Establishment. After running a distance of 19,376 km. the car had a failure of steering and it fell into a ditch. Thus, all the four conditions were violated.

Yesterday, a number of questions raised. The question of assets and liabilities also raised. I wish to draw the attention of this House that in this very House, on 10th December 1980, Shri Atal Bihari Vajpayee had asked an Unstarred Question....

SHRI ATAL BIHARI VAJPAYEE (New Delhi): I asked for a Starred Question; but the Secretariat made it Unstarred.

PROF. MADHU DANDAVATE: Shri Vajpayee not being a star, it was converted into unstarred.

MR. SPEAKER: How can you say that? I do not allow that.

PROF. MADHU DANDAVATE: He is rooted in the soil; the star is up in the high.

In this statement the fixed assets are given. If the arrears of depreciation the years ending 31st March 1976 and 1977 were deducted, it comes to Rs. 553 lakhs. If we take into account the investments, stocks, stores, debtors loans and advances, cash and bank balance it comes to Rs. 683 lakhs.

Sir, I wish to point out to you that after consulting a number of financial experts on the basis of their experience in the past, they have pointed out to me that as far as this component of the assets is concerned, the figures that you have mentioned here might be investment 0.1 lakhs stocks and stores Rs. 36.01 lakhs debtors Rs. 45.49 lakhs, loans and advances etc. Rs. 40 lakhs, and cash and bank balance Rs. 7.99 lakhs. These figures have not been quoted and let me tell

you that after consulting a number of financial experts on the basis of their experience in relation to the government, in relation to the private companies, they have stated that a number of items under this head are such that whenever the question of recovery comes, there is only 20 or 25 per cent of repayment, and as a result of that, even this amount cannot be taken on the face value and even if you take it on the face value, it comes to Rs 683.62 lakhs, and the earlier part, buildings, land etc. plant and machinery, how exactly valuation has been done? That also has not come before the House, but even accepting the fact that has been based on the figures, pointing out to you the experts opinion on finances, I dare say that even these assets which have been pointed out here are not exactly the assets that will be assets in reality and as compared to that, we have got a total liability and if we take this aspect into account, there will be a lot of imbalance between the assets and liabilities that will have to be taken note of. This aspect was not mentioned in the debate yesterday. Only mathematical calculations have been placed before us.

(Interruptions)

SHRI CHARANJIT CHANANA:
Arthemetical.

PROF. MADHU DANDAVATE: Arithmetic is a part and parcel of mathematics. At least give me that much credit, having associated myself with the subject of mathematics for 25 years. Remember that arithmetic is a part of the mathematics. It is only one branch. (Interruptions). Tomorrow he may say that geometry is not part of the mathematic. (Interruptions). This aspect has to be taken note of.

Yesterday the Law Minister while intervening in the debate made a very interesting point and I do concede that it is an important point. He

3040 LS—9.

said that on 17th of October 1980, Delhi Authomobiles applications was to come up for hearing before the Punjab and Haryana High Court and therefore, if they were not to issue the Ordinance on the 30th of October, the entire assets would have gone into the hands of the Delhi Automobilies. That was the argument.

SHRI ATAL BIHARI VAJPAYEE:
Who are the Delhi Automobiles?

PROF. MADHU DANDAVTE: It is another story. I do not want to refer to the names. But, Sir, you yourself try to find who are the persons connected with the Delhi Automobiles. Anyway, I do not refer to the names. Every one has his own style of prsenting the case, I do not want to refer to the individuals. But let me tell you that if this was the motivation behind bringing the Ordinance, in that case everything that has been said here in the aims and objects of this Bill, I think there was no necessity of these aims and objects at all. If this was the reason, then talking about the infrastructure, the better. the expansion of the automobile industry, talking about trying to have a better installed capacity, all these are meaningless. Sir, the less we talk about the infrastructure, the better. In the field of optics I know there is ultra-violet and infrared. As far as structure is concerned, there can be something like infra-structure and ultra-structure. If all the structure that they have taken up, which they are going to modernise and which they are going to convert into a huge automobile industry, is to be called anything please do not call it infra-structure, it is better that we call it ultrastructure.

Justice Gupta's Report is already there. I know that the hon. Law Minister has for an allergy for that

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report. I have no allergy for the reports produced by Judges, whether produced during the Janata regime or during your regime. Regimes may come and regimes may go, but the Judiciary will have to survive in this country. I hope and trust it will survive in this country because in our checks and balances that is one of the safeguards that is able to maintain the democratic traditions in the country.

THE MINISTER OF COMMUNICATIONS (SHRI C. M. STEPHEN): Your Government refused to accept the recommendations of the K. K. Mathew Commission, rejected its recommendations.

PROF. MADHU DANDAVATE As far as we are concerned, we have always shown respect for the judiciary. Here was a statement made by the Law Minister ridiculing the Judges and ridiculing the report.

DR. SUBRAMANIAM SWAMY. (Bombay North East): We want the Mathew Commission to be reopened, not rejected.

PROF MADHU DANDAVATE: One of the reasons why I am against the taking over of Maruti is that as far as the Maruti affairs are concerned, legal problems are involved, illegality is involved, immorality is involved, all sorts of wrong policies are involved. Today if India needs anything, if India has to give priority to anything, it is not to private motors in which only a few affluent individuals will be travelling. If we want to expand the automobile industry, it is better that we do it so as to produce public carriers. Here then the priority is wrong, and on a wrong priority they have been moving forward.

Since there is not much time, I do not want to give the details of bank irregularities. The security aspect was completely overlooked. You are going to take up this undertaking and it is going to be located in the same place. So, I want to bring it to the notice of the House and particularly the Defence Ministry that on 20th January, 1969, the Defence Ministry requested the State Government to remove the unauthorised construction within one thousand yards of the ammunition depot at Gurgaon, which was also near the airport.

So, the security aspects were not followed, bank rules were not followed, all aspects were neglected. In the land acquisition, the Collector was unnecessarily allowed to act in haste, and as a result irregularities were committed. Not only irregularities, but distortions and repression in the raising of capital for Maruti. People were threatened that if they did not raise the capital, they would be detained under MISA. Those who asked for their deposit back were detained under MISA. I have no time to read out the list.

MR. SPEAKER: That has been raised so many times. State.

PROF. MADHU DANDAVATE: Almost all the important points that were raised yesterday regarding assets and liabilities, regarding illegality, regarding repression, regarding wrong policies and the new orientation being given to priorities have not been replied to.

13.00 hrs.

The priorities have been completely changed. When we want more power generation, when more allocations are required for the railways, we are giving priority to automobile industry when the developed countries even are not able to develop automobile industry in the manner in which they expect it. I am sure that the decision that they are taking is

politically motivated to suit only certain individuals and that is the reason why we are opposed to this take-over.

We have always believed that the public sector should reach commanding heights of our economy. Yesterday, while concluding his speech, Mr. Vithal Gadgil said, by taking over this concern, we will be paying the greatest tribute to the memory of late Shri Sanjay Gandhi. There can be better methods by which monuments of Shri Sanjay Gandhi can be erected. I must say that my hon. friend, Mr. Vithal Gadgil, did not remember the statement that was given by Shri Sanjay Gandhi during Emergency when he opposed the public sector and that it will not be a tribute to the memory of Shri Sanjay Gandhi but that is probably the destruction of the memory of Shri Sanjay Gandhi inadvertently.

With these words, I totally oppose it.

SHRI JAGDISH TYTLER (Delhi Sadar): It is a wrong quotation. Mr. Sanjay Gandhi wanted a healthy competition. He never opposed the public sector.

SHRI C. T. DHANDAPANI (Polachi): Mr. Speaker, Sir, I rise to support the Bill moved by the Government and oppose the resolution for its disapproval moved by Shri Satish Agarwal and others.

It has been stated here that just by taking over this unit, public money is being wasted on this unit. In this very House, we have seen many times, even during the days of Mrs. Indira Gandhi, that those who demanded the retention of privy purses at the cost of the Government exchequer also opposed this measure of taking over and, at the same time, those who were wedded to the idea of socialism also opposed this idea of

nationalising this industry. I do not know the logic behind this.

Many of the hon. Members yesterday quoted from the Gupta Commission's report. As far as the Commission is concerned, on any Commission being constituted against a particular person or on a particular issue, it is expected that the Commission will give a report according to the wishes of the Government. The Gupta Commission conducted these cases. At the same time, the Commission was not able to release its report through the Government. It is all the more shameful that the Commission was constituted by the then Government but the report was released by the party chief of the Janata Party. The hon. Minister, Mr. C. M. Stephen, when he was the Leader of the Opposition, strongly protested against the action of the party chief during those days.

Many points have been referred to here. It was said that, normally, a sick unit is being taken over by the Government under the principle of eminent domain. Many sick units have been taken over by Governments, both State and Centre. During the Janata period, right from 11-3-77 to 31-10-1979, 33 sick units have been taken over by Government. The simple reason was to provide employment and at the same time to increase production in all those factories. So, there is nothing wrong in taking over this Maruti unit by the Government. The only important thing in this matter is, not that the unit is being taken over by the Government, but the unit was run by Mr. Sanjay Gandhi, the son of the Prime Minister. Mr. Sanjay Gandhi, though he was the son of the Prime Minister, was passing through many hurdles; he had to go from office to office to get the permission in those days. Finally, the Government gave the letter of intent some time in 1980 to give a prototype of a passenger car

[Shri C. T. Dhandapani]

for its testing. At the same time, he was able to procure the shares as well as other amenities by way of collecting funds from his friends as well as from his well-wishers. Government was very keen in those days to have passenger cars. That was the reason why this permission was given.

Similarly, permission was given to another company, a French company, that is Renault, in 1972 for manufacturing passenger cars, but the company from France did not proceed, the simple reason being that it involved a foreign exchange of Rs. 56 crores in those days. At the same time, the Opposition here in Parliament demanded a public sector passenger car unit; they did not want a private man, that too from a foreign country, to be handed over a project like this. So, Government dropped the idea of giving that project to Renault of France.

Much was talked about land and the assets. My friend, Mr. Jyotirmoy Bosu, is here. When I was a Member, in 1972, 297 acres were acquired at that time; a sum of about Rs. 40 to 45 lakhs was given. At that time Mr. Jyotirmoy Bosu, while putting forward his argument, used to say that the cost of the land per acre there was Rs. 60,000...

SHRI JYOTIRMOY BOSU (Diamond Harbour): Today it is Rs. 1½ lakhs.

SHRI C. P. DHANDAPANI: Yes, I also admit. In that case, the value of the land may come to Rs. 2 crores.

SHRI JYOTIRMOY BOSU: That was taken by robbing the poor kisans.

SHRI C. P. DHANDAPANI: As far as the assets are concerned, according to Mr. Jyotirmoy Bosu, the value of the land comes to about Rs. 2 crores.

So, with great difficulty, he got the land. The production of car in the public sector, not only now but even during the Janata regime, was accepted. The former Industries Minister, who spoke against the Bill yesterday, admitted that on 24th May, 1979:

"The Industry Minister decided that, rather than waiting for a Cabinet clearance for its proposal for public ownership of the industry, positive steps should be taken to rationalise the industry's operations...."

"Hindustan Motors' long-standing request for import of dyes was also cleared."

So, the Ministry was of the view that one lakh passenger cars could be produced. This was stated in the Indian Express. In those days, the Janata government itself wanted to produce one lakh passenger cars. It was a policy decision and it was accepted. But, at the same time, they invited many foreign companies and 4 to 5 companies made their offer. Instead of giving the permission and Letter of Intent or assistance to Indian companies, the Janata government invited foreigners; FIAT, FORD, RENAULT, BERLIT, PIGUOT, IVECO—all these giants were invited. The Ministry also gave permission for that. The report clearly says that the Janata government also wanted passenger cars to be produced for the common use.

Secondly, a word about prices. Prices are increasing nowadays. Some of my friends were talking here that this passenger car was not at all usefull considering the fact that many big automobile manufacturers are now closing their companies in other countries. Therefore, it is not necessary. But prices are going up nowadays. Even the Ambassador car costs about Rs. 60,000, so also the Fiat and the

middle class people are not in a position to purchase a car. So it is necessary to produce a car.

Another important question was also raised. What is the policy of the government for nationalisation? My hon. friend, Mr. George Fernandes raised it. I also wanted to ask him. What is the policy on this matter of this government or the earlier government? Because I had an interesting note about Gwalior Rayon.

13.14 hrs.

(MR. DEPUTY SPEAKER *in the Chair*)

Mr. Fernandes said that he would be nationalising Gwalior Rayon immediately. The simple reason was that the Gwalior Rayon violated some rules with regard to installed capacity. There was an exchange of letter between Gwalior Rayon and the government. On 5th May, 1979 the Industries Minister threatened whereas on 8th May 1979 the very same Minister, Mr. Fernandes has said: "This case of expansion was authorised, re-endorsed and no nationalisation at all."

This is the statement of Mr. Fernandes. I do not know what happened between the government and Mr. Birla, the owner of Gwalior Rayon in these three days...

MR. DEPUTY-SPEAKER: Please come to the last point. This discussion must be over by 2 O'clock.

SHRI INDRAJIT GUPTA (Basirhat): We began late.

MR. DEPUTY-SPEAKER: His party has been allotted 12 minutes and he has exceeded that time.

SHRI INDRAJIT GUPTA: It was on the assumption that he would begin at a certain time but we began late. We began half an hour late.

MR. DEPUTY-SPEAKER: All right, we can extend it by half an hour.

SHRI C. T. DHANDAPANI: Sir, after the ordinance was passed by the President, many companies are coming forward to have collaboration with the Maruti company. Even the French firms are ready to come forward to have collaboration with Maruti. In the same way, even the Soviet companies are ready to have collaboration with the Maruti. With the take-over of Maruti, the prospect of a manufacturing tie-up with the Soviet aided giant sector project has now become brighter. So it has a bright future.

Sir, before I conclude, I want to say something because the centre of attack of this Bill was one politician who unfortunately happened to be a son of the Prime Minister. That was the reason or else our friends would not have done so many things like this. My Sanjay Gandhi was the architect of this Maruti Company. He was not able to produce the car for various reasons. But that does not mean that he cheated the company. Many words were used here like robbery, looting, dacoit. Many words like that which are normally used in the streets were used against Prime Minister as well as against Mr. Sanjay Gandhi. At the same time, I would like to ask you. The main intention of Mr. Sanjay Gandhi was to produce cars, whereas the Opposition argued that the main intention of Mr. Sanjay Gandhi was to make money. Is it a commonsense? An average common man will think—is it not possible for the son of a Prime Minister to make money in other ways? Leave alone Maruti, he could have done it—when he has got that much influence, to get money from the banks and other places. Cannot he get money from somewhere else? He could have very well done it. So, Sir, these are all politically motivated. Therefore, I would like to say that it is wrong to say that Mr. Sanjay Gandhi started this Maruti Ltd. just to make money and cheat people. I want to say only

[Shri C. T. Dhandapani]

one thing. Mr. George Fernandes was the Minister of Industries. I want to ask him or his partymen because he is not present here. Normally, right from the British days, in the case of motor cycles, licences are issued to companies only for a certain horse-power. Suppose a particular company is given licence to produce 2 hp. or 3 hp. or 3.5 hp. motor cycles, another company will not get licence for that horse-power. Royal Enfield and Bullet Company were manufacturing 3.5 hp. motor cycles. The Rajdoot was being manufactured with 1.75 hp engine. But during the Janata party rule, the very same Minister, Mr. George Fernandes and his Ministry gave permission to the Rajdoot company to manufacture 3.5 hp motor cycles by getting Rs. 100 lakhs as a bribe. Even now I am ready to prove it. If the government is ready to appoint parliamentary committee, I am ready to prove it. Such persons only come forward here to attack Prime Minister and Mr. Sanjay Gandhi and this is going on since 1972 and there is nothing new in it. Everything is repetitive. Therefore, Sir, it is nothing but politically motivated.

What I want from the Minister is: collaboration is coming, kindly accommodate them to produce vehicles which could be available to the middle class people and the common man within the price he can afford.

By saying this, I support the Bill, Sir.

SHRI INDRAJIT GUPTA: Mr. Deputy-Speaker, Sir, now there is very limited time at our disposal, I shall try to be brief and try to avoid, as far as possible, repeating what the other Members have said.

Now, Sir, the principal question which has been raised by us at the introduction stage has not been

answered. What was the necessity, what was the urgency of bringing forward this Ordinance when Parliament was due to meet within a few weeks? This has not been replied to. We now find that the only reason given is that if it had been delayed, then, there was a possibility of the undertakings being broken up into smaller units and sold to third parties. (Interrupting) The only ground which has been brought forward for justifying this very urgent step of using the Presidential power of promulgating an Ordinance is not an ordinary matter as stated here in this statement explaining the circumstances necessitating the promulgation of the Ordinance unless they have withdrawn this—I do not know that, but it is stated here. The other argument given is that we need the valuable infrastructure for building a new factory and all that. That does not require an Ordinance at all. A modern automobile factory is not going to be put up in one day. Have they got the project report, have they prepared a detailed project report for a new automobile project? Kindly put it on the table of the House, how much it will cost, what will be the investment and where will you get your technical collaboration agreement etc. Have you done anything? No. Then why this need for an Ordinance urgently? They could have waited. The only argument given here is that since the order for winding up the company had already been passed by the High Court, there was a possibility of the undertakings being broken up into smaller units and sold to third parties. That is why they had to come forward with this Ordinance. I was waiting for some light to be thrown on this. The only light I have got is that a company called Delhi Automobiles Ltd. was out in the market trying to grab this Maruti. Now, I do not know the whole pedigree of the Delhi Automobiles Ltd. and all that. So far, I

am told, the owner of the Delhi Automobiles Ltd. is a person—he should tell us who he is—who was very much in the good books and in the favour of the ruling party till very recently, particularly, in the period of emergency. You will correct me if that person, that gentleman, is not Shri Sagar Suri. He is quite well-known.

PROF. MADHU DANDAVATE: You try to avoid the name.

SHRI INDRAJIT GUPTA: I say if I am wrong, you should correct me. I am not blaming Mr. Sagar Suri—I am not making any allegation against him. Why is it that this matter has become even more mysterious? Because, it is a question of one private enterprise passing into the hands of another private entrepreneur. This is nothing new. This is a law of the capitalist jungle. This happens everyday. Why was the government so much concerned? This was not a government factory or a government associated factory. Why was the government so much concerned about it? Even if Mr. Sagar Suri was to take it over, how does it bother them? There is something else behind it—I do not know—there is some domestic quarrel in the ruling party, I do not know what is behind this.

So, it is not as though because the manufacture of passenger cars has become such an urgent matter and the demand is not being met in this country, they must intervene immediately. That is not so. Figures have been quoted earlier to say that the demand in this country is less than the production capacity or production capacity is not keeping up with the demand. True. There are so many other industries which are lying closed. There is a very acute shortage and demand in this country. For example, for cement. For so many years together, the biggest cement

plant in this country—Alok Udyog of Jaipur—was lying closed. You never bothered to take it over. Cement is not available except in the black-market at present. In Haryana, in Dadri, Dalmia Cement Factory is lying closed since last March. Why they did not bother to take that over? So, why this argument at all for taking-over of the Maruti Ltd. By so doing, we are not assured at all that a very healthy and viable running factory for producing cars is going to emerge. That was one of the reasons why we wanted to go and visit that place. We said, let us at least see with our own eyes what is there, what is this valuable infrastructure. We wanted to see it. Is there a proper press for the bodies of the cars? Is there a proper assembly line? Is there a proper conveyor belt system? What are the tools and jigs and fixtures that are there? You lumped everything together under 'equipment and machinery' saying they are worth so much. But cars are not produced like that. That is why we wanted to have a look ...

MR. DEPUTY-SPEAKER: Mr. Indrajit Gupta): Why do you want their permission? You can yourself go and see.

SHRI INDRAJIT GUPTA: I will not be allowed to enter, Sir. I don't want to go and get beaten up ...

MR. DEPUTY-SPEAKER: It is a public company; you can go and see it.

SHRI INDRAJIT GUPTA: That is not allowed; you have to get permission. Anyway, the first thing that I am saying is this: The argument which has been advanced—namely, that because there is a very valuable asset (which all these years had failed to produce anything) it had to be taken over immediately; otherwise they cannot have the car factory in

[Shri Indrajit Gupta]

the public sector—this argument does not wash at all. The real reason is what they have said now that some other party was trying to grab it. That other party belongs to a gentleman and his friends who were very much in the good books of the ruling party not long ago. I don't want to mention any names; otherwise there will be a pandemonium in the House. This was a domestic quarrel. So this ordinance has been promulgated. No public purpose has been served by promulgating an ordinance in order to settle a domestic quarrel or to forestall some people whom they considered to be their rivals in this domestic quarrel as to who is going to grab Maruti. That is why I am saying 'domestic quarrel'. This is the most cynical step that has been taken, absolutely violating the very basis of President's right to promulgate ordinances. It is not meant for the private purposes at all. The learned Law Minister made a lot of play yesterday. He was entitled to because a question has been raised by so many people, this labyrinth regarding assets and liabilities and all that. One thing I could not understand. He tried to show that the figure of Rs. 4.3 crores is enough and is adequate to meet the liabilities under categories 1 to 4. He dismissed category 5; it does not count, he said. Categories 1 to 4 are mentioned in the schedule. He said all the liabilities of categories 1 to 4 would be met out of the amount. That is what he told us. If that is so then may I know why you have not put them into one single category, and say, it is so much? Why do you say in Clause 19 of the Bill, 'provided there is money left after paying the liabilities in category 1, then only demand of category 2 will be met'? Only after demands of category 2 are met, then only, the demands of category 3 will be met; otherwise not. If money gets exhausted in the earlier category the latter category will have to 'suck

their thumb'. But the Law Minister told us in so many words that this total amount which the House is being asked to vote is adequate to meet the liabilities of category 1, 2, 3 and 4. If that is so, why is not there only one single category saying so much has to be paid? What is the need at all to have 4 categories? Why do you say, category 2 will be satisfied only after liabilities of category 1 are paid? Similarly, all the way down. Please explain. I am not able to follow it. Then one great point which he made was about 'land' which had been given by the Government of Haryana. He said this had been 'grossly undervalued'. He gave some figure of Rs. 38 or Rs. 39 lakhs. I find this from the balance sheet of the company which were belated laid in the library of the House, relating to 1975-76. The company itself shows the value of the land as on 31-3-75 as Rs. 39,11,483. Later figures are not available; so I am helpless. What has the liquidator done? He has accepted this figure more or less. He accepted the undervaluation which was done by the company itself, by the Board itself, and put in the balance-sheet. It is printed there. Please consult it. The same figure has been accepted by the liquidator. Somebody said, the liquidator has gone and made a gross undervaluation. But he has only accepted the figure; why did he do it, I don't know. He accepted this figure which the company itself has put in its balance-sheet. I want to know whether it is, strictly speaking, a legal asset at all, because in the last balance-sheet also it is written under the foot-note that this land was not registered in the company's favour. Now, can it be a legal asset of the company?

SHRI RAM JETHMALANI (Bombay North West): How can it be?

SHRI INDRAJIT GUPTA: I am not a lawyer and I am not a Chartered

Accountant, you please explain this. This land was not registered up to the last date. I don't think it can be a legal asset at all apart from it being undervalued. Therefore, all these questions remain unanswered.

Now, Sir, the norms which have been followed in this country generally so far, other Members have referred to that, are that the case of take over or nationalisation of a company is governed by 5 or 6 considerations and I submit that not one of those considerations applies in the present case. The first one was mis-management. If a company was grossly mis-managed, some times Government steps in and takes over and we also demand that it should be taken over. Will the Government admit that the Maruti Company is mis-managed? They won't admit it. Obviously it does not admit it. Therefore, that one does not apply. Secondly, that the threatened unemployment of a large number of people, to save them, take over or nationalisation is necessary. Now, how many people will be affected by the closure of Maruti Company? Here is a reply to a question in the House. It is an old question put and there was an answer to that. The figure given was about 500. I am against even if 5 people are thrown out. That is a different matter. But at least the figure of 500 people does not fall within this category of such a large number of people being threatened with unemployment that intervention is necessary by ordinance. The third criterion is: loss to a large number of shareholders. They say that they are not going to pay to any of the shareholders, in the cases where only shares were allotted but were not actually paid up. So, if you tell us about this, 988 shareholders are there, according to the data available. Out of these 988 shareholders, 52 of them have shares of one lakh and above. I do not know whether these

shares have only been allotted to the 52 parties or whether they are subscribed. That he should tell us. Among them are many top industrial concerns. I do not know why these industrialists came into this and staked their money. For business proposition or for something else? I think they have some business.

SHRI SOMNATH CHATTERJEE (Jadavpur): Very definitely, to save their 'gardhan' ...

SHRI INDRAJIT GUPTA: I am just mentioning some of them. J. K. Singhanias, Mohan Mekins Breweries... These are the people holding about one lakh shares. Bharat Steel Tubes, Pure Drinks—you know who they are—B. C. Jindal and Company and also Dharendra Brahmachari Aparna Ashram are all holding one lakh shares. (Interruptions) There are also two nationalised banks of this country who are shareholders. It is also alleged, I do not know whether it is a fact, that there at least 17 shareholders who are relatives of Mr. L. N. Misra and Mr. Jagannath Misra's family. I do not know whether it is a fact, he should tell us. Also there are some non-existing people in the shareholders list. That is what Gupta Enquiry Commission's report said. I put a question last time that the non-existence fictitious people were given shares. One of the Directors, Mr. Vidya Bhushan is holding 2.75 lakh worth of shares. So, these people, if they have been allotted shares, which have been subscribed or paid up, are they going to be paid? There is no break-up and we do not know anything about it. About that 20-year agreement between Maruti and Maruti Technical Services, it has been mentioned earlier, he should tell us if that 20-year agreement is going to continue after nationalisation. Then some guarantee amount of money is to be paid regularly to Maruti Technical Services which is owned and

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operated by a particular family. We want to know that. I find from the balance-sheet and the report of the Directors, signed by Mr. Chidambaram, Chairman of the Board of Directors at that time that the licensed capacity is 50,000 cars per annum. The installed capacity is described in the Directors' words as 'indeterminate'. What does it mean? I do not know. The actual production upto 31-3-1975 is nil. This is Mr. Chidambaram's report, not mine. Upto 31-3-1976, they say, cars : 21. I do not know where those cars went. Were they sold in the market? Then, bus bodies : 92. These are the figures that are available there. Certainly, this does not add up to a very impressive and viable infra-structure which has to be taken over so that cheap passenger cars will immediately begin to be pumped out from this factory. It is not so simple, everybody knows that.

In the figures given for the working results of this company, the total deficit for 1975-76 is Rs. 1,59,64,390. But this is also not a proper statement because no provision has been made in this for depreciation of the fixed assets. The arrears of depreciation on 31-3-1976 amount to Rs. 13,18,403. That has to be added up.

Now, all these things add up to something. One is that this unseemly haste in getting this ordinance promulgated was not for any public purpose whatsoever. The automobile policy is also very very relevant to this and a number of Members have spoken about this. Here, so many champions of the public sector have suddenly emerged. If you see the automobile policy that this Government has followed, broadly, it moved through three stages. At first, it was that the 'economy' car must be produced in the public sector with foreign colla-

boration. That was the line they were putting long before Mr. Sanjay Gandhi appeared on the scene. The second stage they came to say : No, we cannot set up in the public sector an economy car with foreign collaboration because with our present level of industrial development, it is very very difficult. The only possible thing is that the existing units, Hindustan Motors and Fiat people should be allowed to expand their capacity. That was the line which was followed for some time. Thirdly, when the Maruti project appeared, suddenly all this talk about public sector disappeared and we were told that the cars would be produced indigenously hundred percent in the private sector. The moment, misfortune has overtaken Mr. Sanjay Gandhi, we are coming back to this again that there must be a public sector factory producing passenger cars. What is their policy? I would like to know.

They are giving the highest priority to the manufacture of private cars. I am surprised that many members are supporting it. In our country you want to give top priority to private passenger cars when crores of people are not able to move about in our big cities because of lack of public transport. There is no public transport worth talking in this country. People are travelling by buses risking their lives and limbs. That is what should be given top priority. Instead of that, we are giving top priority to producing passenger cars which will never be priced less than fifty or sixty thousand rupees. How many persons in this country can afford that? Deliberately a confusing report has been put out.

I will conclude now by quoting from the report of the Board of Directors of 27th August, 1976.

"In view of the alarming situation in the automobile industry ..."

They are not saying in view of the promising rosy picture.

"In view of the alarming situation in the automobile industry, especially passenger car industry, and the Government policy to permit passenger car manufacturers to diversify their production ..."

Since passenger cars are facing a crisis all over the world, not only here, some time back the Government gave permission to passenger car manufacturers, Birlas and others to diversify their production.

"... the Board of Directors decided to diversify the product."

By diversification of product, they began building bus bodies. I do not know, how many bus bodies and road-rollers were built. Now, we are told that this step has been taken for this reason. I totally oppose this Bill, it is an absolute fraud on the presidential power of ordinance-making in this country. It is serving no public purpose whatsoever. If they want to set up a public sector car factory, I welcome it, but they must come forward with a proper project report and detailed scheme how they propose to do it. There is nothing like that. It does not exist at all. It is being done simply to forestall certain rivals of theirs within their own camp, who are engaged with them in a domestic quarrel and whom they do not want to grab that factory. So, they have taken this action.

श्री हरीश कुमार गंगवार (पीलीभीत) : मान्यवर, वैसे तो जितनी भी कम्पनियां बनायी जाती हैं उनमें काफी हिस्सा घोखाघड़ी का रहता है और यह केवल मारुति कम्पनी नहीं है जिसमें कि घोखादेही ज्यादा गुंजाइश के साथ की गई हो। और यह भी सही है कि देश के प्रधान मंत्री के पुत्र को भी कोई न कोई कार्य और व्यवसाय मिलना चाहिये और उसे भी अपनी जीविका का साधन अपनाने का पूरा

मौका मिलना चाहिये। परन्तु फिर भी जिस तरीके से यह मारुति लिमिटेड का प्रकरण है उससे यही कहा जा सकता है कि यह मारुति लिमिटेड के बजाय मारुति फ्राइ अनलिमिटेड है।

मैं यह बात आपके सामने रखना चाहता हूँ कि सरकार कार बनाये, सरकार ग्रौर भी चीजें बनाती है, एक कार ग्रौर बना लेती तो कोई दिक्कत नहीं हमको। अच्छा ही होगा। लेकिन क्या आज देश की स्थिति में कार को प्रायोरिटी देना ज्यादा उचित है? मोटर हमारे देश के लिए ज्यादा उपयोगी है या दूसरी चीजें ज्यादा उपयोगी हैं? यह भी एक बड़ा भारी प्रश्न है। ग्रौर यह कार बनाने का काम अपने हाथ में सरकार ने लिया है, मैं कहना चाहता हूँ कि यह सरकार का किसान विरोधी कदम है, यह 80 प्रतिशत जनता जो गांवों में रहती है उसके विरोध में है। यह 500 करोड़ रु० अगर मोटर के बजाय गांवों में सड़कें पहुंचाने में लगाते तो 50,000 किलोमीटर पक्की सड़कें बनतीं। ग्रौर 5 लाख किलोमीटर कच्ची सड़कें बनती, जिनसे आगामी 5,7 वर्ष के अन्दर हमारा हर गांव सड़क से जुड़ जाता। अभी हम कहते हैं कि ढाई करोड़ रुपया ही खर्च होगा, ढाई करोड़ रुपये की रेलवे लाइन नहीं डाली जा सकती, क्योंकि पैसा नहीं है। यह 500 करोड़ रुपया क्या आपने बजट में रखा है? यह कहां से लाएंगे, कौन-सी योजना काटेंगे, इसका हवाला आपने नहीं दिया। आप इतने बड़े डिक्टेटर हैं कि चाहे जो काम हाथ में उठ लेंगे, उसको बतायेंगे नहीं, उसकी उपरेखा भी नहीं देंगे ग्रौर 5 अरब रुपये एक प्रोजेक्ट में लगायेंगे। 5 बरस के बाद यह रुपया 1 हजार करोड़ में परिवर्तित हो जायेगा।

इस तरह से जो हिन्दुस्तान के लोगों की जरूरियात हैं, प्रथम आवश्यकताएं हैं, उनकी पूर्ति न करके आप बड़े लोगों की आवश्यकताओं

[श्री हरीश कुमार गंगवार]

की पूर्ति कर रहे हैं और उसी का साधन बना रहे हैं।

इस मारुति लिमिटेड का दिवाला निकलने की नौबत क्यों आई ? क्यों निकला इसका दिवाला इतना पैसा मिलने के बाद, सब तरफ से पैसा खींचने के बाद, भीसा में धमकी देने के बाद, मुफ्त में जमीन लेने के बाद और जिसका आज तक आपने पैसा नहीं दिया हरियाणा सरकार को ? इसमें इतना सब कुछ छल-फरेब किया गया। आज भी अगर कोई प्राइवेट कंपनी जमीन को अधिग्रहीत कराती है तो उससे एक्वीजिशन का पैसा पहले जमा करा लिया जाता है। इसमें किश्तों के द्वारा पैसा लेना था और वह किश्तें भी वाद में नहीं दी गईं। इसमें कैसे यह दिवाला निकलने की नौबत आई ?

इसमें मैनेजिंग डायरेक्टर्स बनाये गये। एक मैनेजिंग डायरेक्टर सुपुत्र और एक मैनेजिंग डायरेक्टर बड़े सुपुत्र की बहु। दोनों की तनख्वाहें क्या थीं ? एक की 4 हजार रुपये महीना और दूसरे की दो हजार रुपये महीना। एक को बोनस मिलेगा 2 परसेंट, उसके साथ कार फ्री, क्लबों में जाने की फीस भी वही कंपनी देगी। बोनस मिलेगा, मैडिकल एड मिलेगी, यह सब मिलाकर एक को महीने में 10,000 रुपये और और दोनों को 20 हजार। अब 20,000 रुपये महीना अगर 2 मैनेजिंग डायरेक्टर्स खा लें एक कंपनी का तो उसका ठिकाना कहां रहेगा, जब कि प्रोडक्शन उस कंपनी की निल है ?

अभी रिपोर्ट में बताया गया कि कैसे लोग चीट किये गये। हर दफे कहा गया कि कार बनाई जा रही है। 1972 से लेकर 1975 तक डीलर्स को यह लिखा जाता रहा कि कार आपके यहां जनवरी में पहुंच जायेगी, जनवरी में कहा गया कि फरवरी में पहुंच जायेगी, फिर मार्च में पहुंच जायेगी, फिर कहा कि हम 75

के आखिर में 10 हजार कार बना रहे हैं, आप जो रूम बनाइये। कुछ को कहा कि आप जो रूम नहीं बना रहे हैं, इसलिये कार नहीं दे रहे हैं। इस तरीके से यह क्लियर चीटिंग का मामला था। अगर इसमें प्रधान मंत्री का पुत्र न होता तो 50 हजार मुकद्दमें चला दिये गये होते इस मारुति प्रकरण में।

अब यह हो सकता है कि बंसीलाल जी ने, जो उस समय मुख्यमंत्री थे, उन्होंने जमीन दिला दी क्योंकि उनके खिलाफ आरोप-पत्र आ गये थे, जैसे ही उन्होंने जमीन दिलाई, वैसे ही बंसीलाल जी के आरोप-पत्र रद्दी की टोकरी में चले गये।

आप 3 पहियों की गाड़ी भी नहीं बना पाये।

MR. DEPUTY-SPEAKER: Your Party has been allotted six minutes. I am giving you ten minutes. Come out with new points. Why are you going on repeating?

श्री हरीश कुमार गंगवार : आन्ध्र प्रदेश की एक फैक्टरी इतने वरसों में कुछ न कुछ कर के तीन पहियों की "बादल" गाड़ी निकाल पाई है ! लेकिन मारुति लिमिटेड करोड़ों रुपये ले कर भी तीन पहियों की भी मोटर-गाड़ी नहीं निकाल पाई। यह उनका काम है। अब दुकान खाली है। वहां माल विल्कुल नहीं है और उसके पैसे दिये जा रहे हैं। पैसे काहे के दिए जा रहे हैं ? सब से ज्यादा कीमत मशीनरी और जमीन की लगाई गई है। मशीनरी पर इन तीन सालों में जंग लग गया है, लेकिन जो किताब की वैल्यु है, वह सरकार ने लगा दी है। अगर वह उसको ओपन मार्केट में नीलाम करे, तो क्या कीमत मिलेगी ? मशीनरी काम की नहीं है और जमीन आपके काम नहीं है। सरकार किस बात का पैसा दे रही है, कुछ समय में नहीं आ रहा है।

कल कानून मंत्री ने बड़े जोर से बकालत की और लोगों ने सोचा कि बहुत अच्छा बोल रहे हैं, हमारा सब केस क्लैरिफाई हो गया है। मैं कहना चाहता हूँ कि लिक्विडेशन प्रोसीडिंग्स भी मिल कर कराई गई है—सागर सूरी से मिल कर कराई गई है। और सागर सूरी से वह दरख्वास्त भी मिल कर दिलाई गई है, जिसमें मार्केट वैल्यू दी गई है, ताकि सरकार उसी हिसाब से अपना केस बना कर अधिग्रहण कर ले और मुआवजा लगा ले।

मैं पार्लियामेंट में पहली बार आया हूँ, लेकिन इससे पहले यू० पी० विधान सभा का दो तीन बार मेम्बर रहा हूँ। मैंने हमेशा यह सुना, सोचा, समझा और पढ़ा है कि सदन में जजों के आचरण के सम्बन्ध में कोई आक्षेप-युक्त बात नहीं कहनी चाहिए। मेरा खयाल है कि कानून मंत्री वकील रहे हैं। वह अदालतों में तो हमेशा "हुजूर, हुजूर," कहते रहे होंगे। यह पार्लियामेंट, यह लोक सभा, ही उन्हें एक ऐसी जगह मिल गई है, जहां जजों को चाहे जो कुछ कह दें, उन्हें अपमानित और बेइज्जत कर दें। जुडिशरी को अपमानित करने का इस तरह का ढंग, और वह भी कानून मंत्री के जरिये, मेरी समझ में नहीं आया है। आज तक ऐसा नहीं हुआ है। वह जजों को अपमानित कर रहे हैं, कमीशन को घृणा की दृष्टि से देख रहे हैं।

MR. DEPUTY-SPEAKER: Mr. Gangwar, I don't think what you say is correct. He has not made any derogatory remark against the Judges.

श्री हरिश्चंद्र कुमार गंगवार : कमीशन के बारे में उन्होंने कहा। गुप्ता कमीशन का जो जज है, वह आज भी सुप्रीम कोर्ट का सिटिंग जज है। अगर वह कमीशन

के बारे में इस तरह के रिमार्क्स को उचित समझते हैं, तो कांग्रेस गवर्नमेंट जो कमीशन बिठायेगी, क्या उनके बारे में भी उनकी यही राय होगी ?

जिन छोटे-छोटे कास्तकारों की जमीन ली गई और मुआवजा नहीं दिया गया है, उन बेचारों का क्या होगा ? इसमें खाली वही जमीन नहीं है, जो डिफ़स डिपार्टमेंट की थी, और लोगों की भी थी। लेकिन जो छोटे-छोटे कास्तकार हैं, उनका क्या होगा ? मारुति लिमिटेड के नाम पर वहां कोई जमीन नहीं है। सरकार उन लोगों को कैसा मुआवजा देगी ?

एक ताज महल बनाया जाहजदां ने। मारुति कौन थी, मैं कहना नहीं चाहता हूँ। उस मारुति के लिए मपनों का ताज महल यहां बना। मारुति अब कहां है, संसार जानता है। लेकिन हमारी यह सरकार एक बड़ा भारी ताज महल उन दोनों की याद में बनवाना चाहती है, जिसको देखने का टिकट लगेगा, लेकिन जिसमें प्रोडक्शन, उत्पादन, कुछ नहीं होगा। उसकी ब्यूटी देखी जायेगी और कुछ होगा नहीं। इस से अधिक अच्छी जगह आप को मिल सकती थी अगर कार बनाने के लिए चाहिए थी। लेकिन कुछ लोगों को लाभ पहुंचाने के लिए यह किया गया है और यह सरकार के नाम पर एक कलंक रहेगा। . . . (व्यवधान) . . . जो कुछ आप दे रहे हैं वह चला जा रहा है।

मैं यह कह रहा था कि बहुत से लोग आप को जमीन दे सकते थे इस काम के लिए। अन्त में मैं सिर्फ यह कहना चाहता हूँ कि अमेरिका के वाटरगेट कांड की तरह

MR. DEPUTY-SPEAKER: Please do not go to America; it is very difficult to come back.

श्री हरीश कुमार गंगवार : इस मारुति को इंडिया का वाटरगेट मत बनाइए । इतना ही कह कर मैं अपनी बात समाप्त करता हूँ ।

SHRI A. K. ROY (Dhanbad): We have got the misfortune of suffering successive hazards of various ordinances in this winter session. I feel this is the worst session we are facing. 13 October was really unlucky 13. After NSO this Bill should be called MASO, Maruti Security Ordinance; it is nothing but that. The Bill seeks to ensure the security of Maruti. There are constitutional, legal and technical experts within this House who could drive Maruti within this House in the last ten years but then Maruti moved only within the House, never outside. There are some constitutional, technical and legal experts who knew how to put a brake on Maruti since 1968 when licence was applied for.

The National Security Act which we passed just now highlighted the question, the attitude of the government; the Maruti "Security" Bill which we are now considering questions the integrity of the government. I never thought that this government would come up with this Bill. I knew the Congress people; they used to be intelligent people; they knew how to do unfair things in a fair way; unlike parties like Janata, they are not fools. I thought they would not be coming with this Bill but they have come. I would like to appeal to Congress Party because it questions their integrity. I have a strong feeling that had Nehru been alive, he would not have allowed Maruti to come up. That is my feeling. This is debasement of Indian politics. Hon. friends argued all aspects of legal, constitutional and technical matters, they said how it was a fraud on the country. It is a moral issue.

Maruti is not an industry; Maruti is politics, most cancerous politics in our body politic. It is a disease. Maruti symbolises the worst disease in our body politic, that is the 'son disease'; it is the symbol of son disease. I say they have got every right to be autocrats and we have got every right to pull them down. But they have no right to get degenerated. You know degeneration in politics is infectious.

14.00 hrs.

That infection does not remain confined to the treasury benches, it infects us also. I tell the Government, you have no right to corrupt you and corrupt us and corrupt the country. Our Law Minister yesterday gave a seemingly convincing speech. In our courts, we used to have two types of lawyers. One type of lawyers we engage in bail matters. They used to bail us out. Another type of lawyers, we engage for acquittal. Yesterday when I heard our Law Minister, I found he was used to bail the Ministry out and not for acquittal. He could not explain any of the basic things pointed out by the opposition, how it was justified that an investment and acquiring property of Rs. 6 crores, if I take their version, would help us to start an undertaking of Rs. 500 crores, how it is being established that manufacture of passenger cars comes within our priority, in a country where still more than 50 per cent live below the poverty line—he could not explain these things. He said, Delhi Automobiles had started liquidation proceedings and the case would be heard on 17th. He could not explain how he could presume what decision the Punjab High Court would give. He could not explain why it was necessary to incorporate that particular section whereby total compensation has to be given within one month, before Parliament sits, whether that is also part of the thing for which Delhi Automobiles have gone to the Punjab High Court. He could not justify,

how it became necessary. He could not justify the creation of Maruti. He could only try to justify the cremation of Maruti, how *bona fide* they are making the cremation. So far as the House is concerned, if Maruti is good, it should be retained; its remains should be retained. In that case, we are ready to pay even more. Instead of Rs. 4 crores, we can pay Rs. 8 crores, if it symbolises anything good.

MR. DEPUTY-SPEAKER: You are sanctioning Rs. 8 crores?

SHRI A. K. ROY: Yes; Rs. 4 crores more than what is provided here, if it symbolises something good. But if it symbolises something evil, something cancerous, it should be allowed to die a silent death. This is what I feel. Maruti represents lack of our character...

MR. DEPUTY-SPEAKER: When people die, they become silent. What is silent death?

SHRI A. K. ROY: When people die, they become silent, but those who remain start shouting. We want that it has died and it would remain silent and others also should remain silent. That is what I mean by silent death.

People have come out with all those things—Industries Development and Regulation Act, sections 18A, 18AA etc. and how it has relation to sections 15, 16 etc. I do not want to go into all those details, as to how they are circumventing the law. Legal and technical experts are there; they will come out with that. I only want to emphasise the morality aspect. It is the morality of the Government which is now in question. Otherwise nobody would have questioned the acquisition of this undertaking. In this Parliament itself, we are having so many Bills. On each and every Bill the Opposition are supporting the take-over of the management by the Government. The Minister has said that while they are becoming the champion of socialism, we are oppos-

ing the take-over. If they are serious about nationalisation of automobile companies, there is the Premier Automobile Company in Bombay where the public financial institutions have got 35 per cent share. It is not working; it is mis-managed. There is workers' unrest. Is the Government prepared to nationalise it? They have said that they are against anti-monopolists. Have you got the courage to touch the TELCO or the Hindustan Motors, which are producing below capacity? They have got no courage. The total capacity of automobile industry in the country is more than 50,000 but we are producing only 30,000. Can he touch any of these big monopolists so that the total capacity could be utilised? No.

I oppose this Bill because it was not only unnecessary but it is acquiring a non-existent undertaking, some invisible workers and everything that could not be seen.

Not only that, I would like to add a few words. Although they have got no respect for the Commissions, yet I say that if there is any respectable Commission which has come out with a good report, it is the Gupta Commission. I have got no illusion about the Indian judiciary. I know what they are. I know that the judges are also not above class politics. But if there is any objective observation, that is from the Gupta Commission. I would conclude by reading some excerpts from the Gupta Commission's Report.

"The affairs of the Maruti concern appear to have brought about a decline in the integrity of public life and sullied the points of administration. Legal and other requirements were brushed aside and accepted norms of behaviour were forgotten. There was an atmosphere of fear then prevailing. And the fear was real."

Now, we are going to nationalise this fear.

[Shri A. K. Roy]

We read in our childhood that when money is lost, nothing is lost, when health is lost, something is lost but when character is lost, everything is lost. We are not only losing Rs. 4 crores of money, it is nothing, not only we are witnessing a total degeneration of ruling party—something is lost—but today with the passage of this Bill we will reach the last stage, the character would be lost.

श्री जयपाल सिंह कश्यप (भाबला) : माननीय उपाध्यक्ष महोदय, भारत की जनता के कोष से एक सड़ी हुई मछली एक सुन्दर से डिब्बे में बन्द कर के इस देश की सरकार ने द्वारा सरकारी धन से खरीदी जा रही है और हम देश की जनता को सड़ी हुई मछली को खरीदने के लिए और इसे जिन्दा करने के लिए मजबूर किया जा रहा है और इस के लिए सरकार की तरफ से यह बिल आया है, जिस बिल की तरफ पूरे देश की निगाहें लगी हुई हैं।

इस मारुति कम्पनी पर आज ही नहीं मार हो रही है बल्कि बहुत समय पहले से स के बारे में लोग कहते रहे हैं। इस कम्पनी का नाम 'मारुति' नहीं बल्कि 'मां-रोती' होना चाहिए। इस देश के लोग वर्षों से यह सोच रहे थे कि एक छोटी कार के दर्शन होंगे। सन् 1972 में इस कार की एक नुमाइश लगी थी और उसमें यह दिखाया गया था कि इस देश के सभ्राट इस कार को बना रहे हैं और देश के लोग इस में बैठेंगे और यह छोटी कार सस्ते पैसों में मिलेगी। कार के तो आज तक दर्शन नहीं हो पाये लेकिन इस नाटक का पर्दा बार बार इस देश में मारुति कम्पनी को ले कर उठता और गिरता है और नये नये दृश्य दिखाई दे रहे हैं। देश के लोग भीचकते हैं कि क्या हो रहा है? सैकड़ों किसानों की धरती ले कर के, उन को बेदखल

कर के वहां पर कबाड कम्पनी बना दी जो कि कुछ न बना पाई और अब कहा जा रहा है कि इसका राष्ट्रीयकरण कर के देश का हित होगा, देश का बहुत कुछ होगा।

इस कम्पनी का बनना, इसका संचालन धोखा रहा है। राष्ट्रीयकरण उसका सब से बड़ा फ़ाड़ है जो कि इस देश के लोगों के साथ किया जा रहा है। करोड़ों रुपये से ले कर अरबों रुपये तक खर्च किये जायेंगे जिनके लिए पूरे देश को सफाई चाहिए क्योंकि इस देश में जो सत्ता में बैठे हुए लोग हैं, जो जिम्मेदार लोग हैं, जो इस देश की सत्ता पर सब से ऊंचे पदों पर बैठे हैं उन पर सारे देश के लोगों की निगाहें हैं। आज जो लोग सत्ता में बैठे हैं, सर्वोच्च पदों पर बैठे हैं उनकी नीयत पर बाहर के लोगों को इस विल से संदेह हो रहा है। अच्छा तो यह होता कि जिन लोगों ने अब तक धोखा दिया, जिनकी बजह से देश को दसियों साल तक धोखा मिला है, क्योंकि लोगों को कार नहीं मिल पाई, बहुत से लोग यह कार बनाने को तैयार थे, उनको मौका नहीं दिया गया और उन लोगों को मौका दिया गया जिन्होंने उस समय भी सत्ता का दुरुपयोग किया था और आज भी सत्ता का दुरुपयोग किया जा रहा है, जिन लोगों ने इस सब में दुरुपयोग किया, जिन्होंने इस कम्पनी का तमाशा कर के सब कुछ कुकर्म किये, उनका प्रोसीक्यूशन होना चाहिए था, उन पर मुकद्दमा चलना चाहिए था ताकि सारे लोगों को पता लगता। यह सही है कि हमारे सामने कमीशन की रिपोर्ट है जिसको बेशक हम इकतरफा कह दें लेकिन उसका बायकाट किया गया।

लेकिन फिर भी उस कमीशन की रिपोर्ट से जो तथ्य सामने आये, अच्छा तो यह होता कि वह सारी ज़मीन जिसका

SHRI BIRENDRA SINGH RAO:

The price of onions now is much higher—about three times the price that the farmers got during the regime which was probably being supported by you also.

SHRI JYOTIRMOY BASU: Where were you? (Interruptions)

SHRI HARIKESH BAHADUR (Gorakhpur): It is a very serious matter and the hon. Minister is taking it so lightly.

SHRI BIRENDRA SINGH RAO:

I am taking it lightly because I am happy that I am able to do my duty towards the farmers, as a Minister representing the farmers in this Government. But you have got no responsibility. Therefore, you can take it lightly and you can play with the farmers.

The price of onion in Maharashtra is Rs. 50 on an average, per quintal, in Andhra Pradesh—Rs. 75 and in Bihar—Rs. 65 per quintal. At present, the Government has been purchasing for export as a commercial operation. But if need be, when we see that the prices of onions are going down and there is no purchase of onion in Maharashtra and Gujarat—these are the two States where the onion crop probably is more than the local consumption—both the NAFED and the Maharashtra Government are prepared to start operations as a support measure.

Potatoes are also selling at a good price. In Bombay, potatoes are selling at Rs. 205 per quintal, in Patna—Rs. 150 and in Farukabad—above Rs. 125. Remember, last time, it was Rs. 15 in Farukabad for a bag of potatoes. In Kanpur, it is selling around Rs. 150 and in Delhi, the price is around Rs. 155.

You know the prices of paddy that we have fixed. You know the fast rate of procurement of paddy at present. We hope that with the measures that the Government is taking the far-

mers are fully satisfied. The Prime Minister has asked the Chief Ministers that if there are any genuine grievances of the farmers, look into them sympathetically and talk to the Central Government. The Prime Minister is always worried about the welfare of the farmers as has been seen from the policies her Government has pursued ever since this Government took office in January. (Interruptions)

SHRI BIJU PATNAIK (Kendrapara): If the farmers are satisfied, then why this agitation?

SHRI BIRENDRA SINGH RAO: If Mr. Patnaik is not satisfied and if certain... (Interruptions).

श्री मनीराम बागड़ी (हिसार) :
अध्यक्ष जी, .. (व्यवधान) ...

श्री बंरेद्र सिंह राव : बागड़ी जी, आपका तो फार्मर्स से कोई ताल्लुक रहा नहीं, आप तो बड़े लीडर हो गए हैं ।

श्री मनीराम बागड़ी : हम तुम्हारी तरह छोटे नहीं हैं, बड़े थे और बड़े हैं ।

SHRI BIJU PATNAIK: You are looking after the farmers by shooting them down.

SHRI BIRENDRA SINGH RAO: We want no repression against farmers. We also want that the farmers should not resort to violence. We do not like the path of violence. If the farmers are being misled by certain political leaders, I only feel sorry for the farmers. As a sincere friend of the farmers, I would only advise them to recognise their true friends in us and not the people who are exploiting them.

श्री राजेन्द्र प्रसाद यादव (मधेपुरा) : अध्यक्ष जी, हिन्दुस्तान किसानों का देश है और यहाँ की 90 प्रतिशत जनता खेती पर या उससे संबंधित कार्यों पर निर्भर करती है । इसलिए मैं कहना

[Shri Chitta Basu]

should learn the history. (*Interruptions*) You want to know that story, but time does not permit me to tell. It was only to satisfy the interest of an individual that this policy of the Government was reversed and licence was given to Maruti Limited. You should know that. Now, the question of nationalisation has come in. May I put this question: When and how the priority has been determined? With the automobile industry today at this present level of industrial development and with the requirement of other needs of the country, social needs, whether the automobile industry should enjoy the topmost priority at this present stage of industrial development and having regard to other economic situations in our country? Who is to determine it? Is it the Planning Commission? No. Sir, I want to give one illustration. No priority is determined or no priority is given to any public sector project unless it is processed by the Planning Commission. For example, for West Bengal Haldia Chemical project is hanging fire for more than 3 years. I mention only one. Now, it has been said by the Government that after so much of examination, examination of location, examination of feasibility report, how it has been referred to the Planning Commission and that project cannot be cleared unless it is cleared by the Planning Commission. Sir, for a project of this nature, namely, to have a car project with an estimated investment of Rs. 500 crores based on collaboration with foreign parties, has any project report or feasibility report been ever prepared? Has it been examined by the Company Affairs or has it been examined by the Ministry of Industry, or has it been cleared by the Planning Commission? Sir, the answer is 'No'. This procedure has not been followed. Why have you decided upon priority for automobiles? Why not for fertilisers, why not for a super thermal plant, why not

for a power plant, why for a project to manufacture cars? Therefore, it is arbitrary. They have not followed the set procedure. This has brought about distortions in the economic policy of the Government. This is more important than anything else.

Everybody will agree with me that every project report is preceded by a location survey report. I want a public sector project for the manufacture of cars, but why is it at Gurgaon, why not at Durgapur, why not at Avadi, why not at Bangalore? Who has determined the location site?

AN HON. MEMBER: It is Bansi Lal.

SHRI CHITTA BASU: If it is Bansi Lal, then God help the nation.

That process of location survey has not been undertaken. Therefore, it has not also followed the specific procedure.

A question has been raised regarding the availability and the value of the land. Some Member opposite made out a point that the valuation of the land that Maruti now possesses, illegally or legally, I am not going into the aspect...

SHRI SOMNATH CHATTERJEE: You can assume illegally unless proved to the contrary.

SHRI CHITTA BASU: The evaluation of the land is the main consideration, the asset of land is the main consideration. In my constituency I have got a closed industry, an engineering industry in non-ferrous metals.

SHRI SOMNATH CHATTERJEE: Have you got a viability report? If you have got a viability report, that will not be taken over.

SHRI CHITTA BASU: The company is in possession of a large area of land. Does possession of a large area of land as an asset qualify a

factory or a unit to be taken over by the Government?

SHRI SOMNATH CHATTERJEE: That land belongs to the company, which is not the case here.

SHRI CHITTA BASU: That particular company has got the land in legal possession. It has got 230 acres of land in its legal possession. Is that the only qualification? Does this single fact qualify it for being taken over? If so, why is this yardstick not applied to other units all over the country? The answer is no. Had the Government attitude been not *maia fide* but *bona fide*, they could have requisitioned the land under the existing laws of the land and then set up another company there, even this car factory itself, in that land. Why have they circumvented that law itself? Why was the land not acquired again?

As I mentioned earlier, there is a set procedure laid down under the Industries (Development and Regulation) Act. It has been made clear abundantly clear, by many Members of this House, particularly by my esteemed friend Mr. Jethmalani. Why have they circumvented the law? Does Maruti enjoy a status above the existing law of the land? Is it something superhuman? Why should not Maruti be subjected to the existing law of the land?

It is a deliberate attempt by the thinnest clique in the ruling party—I do not say, the entire ruling party, the ruling party should know about it—and that clique in the ruling party is out to subvert the law of the land, to subvert the Constitution of our country and to use the facade of “public interest” to subserve the interest of an individual supported by a clique and a coterie in the ruling party. Would the members of the ruling party not rise above the thinnest possible clique in the ruling party? Have they mortgaged their conscience to that coterie? I think,

they should rise above that coterie and see that the Government's economic policy continues in the right direction and that the laws of the land are implemented and respected by all irrespective of anybody.

Lastly, let us know what we are going to take over. What is Maruti which is going to be taken over?

MR. DEPUTY-SPEAKER: Till now, it has not been discussed in the House?

SHRI CHITTA BASU: Sir, in the Gupta Commission's report, there is a suggestion made which I would like to read out for their benefit. I quote:

“The Commission suggests that if a joint and coordinated examination of the records of the Maruti Company is done by the Department of Revenue and Company Affairs and their books of accounts are audited by a special team, many more irregularities are likely to come to light.”

Many irregularities have been already exposed. Many things have also been concealed. But many more things can also be exposed if there is another special team appointed to go into the affairs of Maruti. Before taking it over, may I know from the hon. Minister whether they would constitute such a team of experts or investigators to go into the affairs of Maruti, even at this late state?

In conclusion, I say, I am totally opposed to this Bill. This Bill is nothing but a sinister attempt at converting a private inability into a public liability. It subserves the interest of the thinnest clique in the ruling party. It is a despicable record of the arbitrariness and non-compliance of the laws of the land. This is bad from the point of view of law; it is immoral; it is an abuse of the parliamentary majority. Therefore, I hope, even at this last stage, the good sense will dawn on them and they

[Shri Chitta Basu]

will fight against the clique and sub-serve the interest of the nation as a whole.

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): Mr. Deputy-Speaker, Sir, I would not at all like to use the language which the hon. Members on the other side have been using because, probably, they are left with that only. As far as the argument part of it is concerned, I will take up the main issues raised by them yesterday and today.

The first thing and the most important thing is about the automobile industry. Most of the friends on the other side have been trying to keep the automobile industry either in beautiful cars or just beautiful jargons that they had coined. The automobile industry in the country and the policy of developing the automobile industry in the country is not the outcome of *ad hoc*-ism at all. I would tell you. I could read out the statements, etc., of people who made comments, not knowing that they were only contradicting themselves in the past.

We have not deviated at all from our industrial policy and from our economic policy. We have taken this decision in view of the industrial policy of ours, not only of today but the industrial policy of the Government of India headed by the Congress (I) Party and the Congress Party. My friends on the other side have quoted many instances of that. I only take them as they are. But the most important thing that we have talked about today in respect of industry and industrial development is this: in this age of modernisation where we live—this is, in fact, indicated in para 24 of the Industrial Policy Statement made by me on the 23rd July, 1960—what is important is advancement of technology. We want the industry to

get rid of obsolescence because we want the industry of our country to live for tomorrows to come; we do not want the industry to live in yesterdays. For that, it is not only...

SHRI JYOTIRMOY BOSU: What about unutilised capacity of the existing units?

SHRI CHARANJIT CHANANA: I will come to each and every point of yours. I am just starting with the basic thing so that you might ultimately realise where you had said and where your Party had said. Those people who are today deviationists still reflect, according to you, the redness; may be, you call them more leftist or less leftist, I do not know; I would come to those things later.

Let me, first of all, talk about the main issues which I want the Opposition Parties and the House to know.

For the industry to live today, it has not only to get rid of obsolescence, you have also to update the technology for the tomorrows to come. It is very essential. Mr. Jyotirmoy Bosu should only think of his own concepts of modernisation which his mother countries have been talking about or his father countries have been talking about. I am talking of the advancement of technology that we have talked about. We have also talked about transfer of technology.

As far as the automobile industry in the country is concerned, the automobile industry in the country is obsolete and has refused to grow up in the last few decades. This is not only the statement of our Governments but this has also been the statement of Mr. George Fernandes. I only want him to know that what he had been saying, may be he had stolen the same lines from our earlier statements. But he has found it convenient to abstain himself. I do not know whether I should call it abstaining or whether he has absconded as he did during

the last time also; at that time also, Mr. Deputy-Speaker, Sir, through your goodness, I wanted the hon. Member to behave himself, to have the patience and the guts to sit here and listen to what we had to say.

When we talk of the automobile industry, one is updating of the industry; the other is the special things relating to the automobile industry. The automobile industry is within the protected tariff walls today. If somebody asks me as to what is the position of the automobile industry, I would say that it is not zero, it is below zero. We have said in our industrial policy also that one particular excuse that the industry gave, within the protected tariff walls, was that the domestic demand was not enough for them to change their dyes. So, we did make a mention of the transfer of technology and advancement of technology in our industrial policy and said that it would not only be the domestic market which would determine the size of the industry; we said, "If you believe that you cannot avail of the economies of the scale which large units do, try to produce things which have international market orientation, so that your domestic demand is not limited to 'X' number of products which you are making". It is not only the product; we would like them to change even the product mix also. International market orientation is a must now.

Mr. Unnikrishnan, for example, said something yesterday. I would like to fit in the whole thing. The hon. Member gave half a statement and went away. May be, that is his technique. Mr. Deputy-Speaker, Sir, I would appeal through you that, while we are talking of updating the technology, my friends on the other side must also make an effort to update the technology of filibustering also. That is also very essential. He talked of and to-day also members talked about the closure of automobile units in West Europe and in America. They must

try to understand why that is happening. That is happening because of the cost of production, the hyper-inflation created by the oil crisis and many other reasons including the high labour costs. All this has in fact put their survival to-day in danger and they cannot stand the competition of countries like Japan and South Korea.

Now, for their survival these countries are realising—you must understand; and if you know the international market situation—the only way out for them is to resort to and an economic participation with such countries which have mainly two benefits: one is the benefit of low cost and the other is the benefit of an infra-structure which has the capacity to absorb the latest technology. India is one of the rare countries which give them both these benefits and for that very reason, these countries are coming to us for economic participation. That is one thing why my friends talk of as a thing which appeared fiction to them because they shudder realities. It is not the export commitment, it is the exports for them for which they come and they give you export commitment. It is a simple matter of economics, of the law of supply and demand. With a low cost of production and a cheaper cost of the capacity to absorb the technology, the only countries which can give them that benefit are the developing countries like India...

PROF. MADHU DANDAVATE: Are there no oil constraints in our country?

SHRI CHARANJIT CHANANA: Prof. Dandavate has put a very interesting question. You only saw to the oil constraints. I have told you the two factors. One factor is the benefit of the low labour cost and the other is the capacity to absorb. (Interruptions) Kindly listen to me..:

SHRI INDRAJIT GUPTA: Our capitalist in this country is complaining all the time that the wages are too high.

SHRI CHARANJIT CHANANA: I am glad that Mr. Gupta is taking on behalf of the capitalists. Earlier also he was talking on behalf of the capitalists.

The process of transferring the technology now has undergone a change. In view of the difficulties being faced by the industry in the West, the process of transfer of technology also has undergone a change. There was a time when transfer of technology was used by the developed world as a nomenclature which suited them and under that caption they were transferring the obsolete technology to us. It is high time they know that they can transfer the software to us and we have the capacity to absorb that software and convert that into hardware and our automobile industry which is a generation behind will get updated. We think here that it is very essential that we update our technology...

SHRI JYOTIRMOY BOSU: This is the only sphere left now and we have updated in every other sphere?

SHRI CHARANJIT CHANANA: We have decided on division of labour. They have updated filibustering and I update the industry. This is the division of labour we have come to.

Now, Sir, the first thing is: the automobile industry does not cover cars alone; secondly, my hon. friends were talking of the priorities of the automobile industry in the industrial infrastructure of the country. My friends must know that the automobile does not include cars alone; automobile also includes buses; automobile also includes trucks. The benefit of the trucks and buses and

their utilisation would go to the common man and if we are able to produce with our efforts cars which have fuel economy and fuel efficiency, the cars which will have the efficiency of lower cost of production, I personally feel that we should not suffer from that complex; we should not speak out of the complex which I am surprised that the people do; now they are talking against the car. (Interruptions) I am talking of Mr. Fernandes who talked about the car as a luxury item in an interview along with his photograph given to Business Standard. An interview was given on the 2st July 1978 when he unfortunately was the Industries Minister also. It was published in the Business Standard of 22-7-78 where Mr. Fernandes says:

'I am looking at the car as a luxury item, but, as a utility item. (Interruptions)

Mr. Fernandes has looked at the problem this way. The petrol consumed by the three Indian cars is twice that consumed by some of the model cars produced abroad. Now, I do not know which are those abroad. At that time, probably, he was the spokesman for the outside cars.

14.44 hrs.

[MR. SPEAKER in the Chair]
The production of the Indian cars is cast by dyes that are outmoded. They consume more steel and are much heavier. At that time he was also viewing all these cars much heavier, the engine is also of a much older generation. All these add up to more consumption of petrol. I would not like to repeat the adjectives used by my friends here because they are all negative adjectives like professional black-mailers. I would not use the adjectives at all. Last time also I told the hon. Members that I would not use these. Now, for example he is talking of him as a model of inconsistency. But, whatever it may be, it

is a very interesting model of inconsistency.

Now, some person is talking of the mass transportation and this is not the end of it. As Industries Minister, I was surprised why the Opposition people forgot about it including Prof. Dandavate. I respect him very much and, Shri Indrajit Gupta who, in fact, I think, took exception and he said that they will beat him if he goes to the Maruti tomorrow. We respect him very highly and he should not talk any such things.

Mr. Fernandes, on the 15th June 1978—this is under the signature of Mr. Fernandes—on the 15th June 1978, he signs... (Interruptions)

SHRI JYOTIRMOY BOSU: On a point of order. He is oath-bound by the Official Secrets Act. He is displaying an official file while standing before the House. It is construed as a serious misconduct. A man, oath-bound, under the Official Secrets Act, cannot divulge the communication from the official file anywhere. It is a public forum and the press is taking note of it. (Interruptions)

MR. SPEAKER: You have pointed that out to me.

SHRI CHARANJIT CHANANA: With the permission of the House. (Interruption)

MR. SPEAKER: You have brought it to my notice.

SHRI JYOTIRMOY BOSU: I have one more submission to make. I would like the hon. Minister to tell us from which document he is reading. I would like you to record my request that it should be laid on the Table.

MR. SPEAKER: He is not reading from the document.

SHRI CHARANJIT CHANANA: I am talking of the things which the hon. Member talked yesterday. The only difference is the text and the

only difference is: I am only reminding them of facts and figures about the Maruti Ltd. and only I am talking of the re-structuring of the industry. My friends talked about nationalisation yesterday. Today I am talking of that nationalised process which was proposed by the Government of which Prof. Dandavate also was part and parcel at that time. It is restructuring of the industry.

SHRI JYOTIRMOY BOSU: He is quoting from some document. From which document is he quoting? Let him put it. (Interruptions)

SHRI CHARANJIT CHANANA: Rule 368 is there. I draw attention to Rule 368...

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKAR): These are notes; you just see; these are notes.

DR. SUBRAMANIAM SWAMY: Rule 368 says this:

'If a Minister quotes in the House a despatch or other State paper which has not been presented to the House, he shall lay the relevant paper on the Table...'

SHRI JYOTIRMOY BOSU: It is a shameful thing; you have no moral courage to do so. I saw signature with my own eyes.

(Interruptions)

MR. SPEAKER: Mr. Bosu, why don't you listen? If he has quoted from any document, we will see to it.

SHRI JYOTIRMOY BOSU: I have seen signature from here.

MR. SPEAKER: I can see if it is a secret document. I can look into it.

SHRI JYOTIRMOY BOSU: On Rule 368, I am on a point of order. Rule 368 says:

श्री ज्योतिर्मय बसु : वहां मुक्तोज कटेंट कितना है ? हाइएस्ट है।

श्री वीरेन्द्र सिंह राव : महाराष्ट्र में हाइएस्ट रेट आफ रिकवरी है। यील्ड सब से ज्यादा है। गन्ने की प्रोड्यूस में महाराष्ट्र के किसान का प्राफिट का मार्जिन देश भर में सब से ज्यादा है और प्राइस उन को सब से ज्यादा मिल रही है। कारण यह है कि गन्ने की प्राइस रिकवरी के रेट पर मिलती है। पंजाब और हरियाणा में जहां रिकवरी भी कम है, यील्ड पर एकड़ भी कम है वहां अगर किसान समझता है कि मुनासिब कीमत है तो महाराष्ट्र का किसान कैसे कह सकता है कि मुनासिब कीमत गन्ने की नहीं है। ये सब चीजें भड़काने की वजह से हुई हैं। हम अपने किसानों को समझाएंगे। उन से हम बात करेंगे। उनकी जो उचित बात होगी उसको सुनेंगे। जहां जहां गन्ना पैदा होता है, प्याज पैदा होता है, वहां किसानों को कोई डिस्सेटिसफेक्शन है, डिस्कंटेंटमेंट है, भड़काने की वजह से, गुमराह होने की वजह से, उसको हम दूर करेंगे। प्रधान मंत्री जी ने चीफ मिनिस्टरज को हिदायत दी है कि किसानों के साथ हमदर्दी का सलूक किया जाए। उन से बातचीत की जाए। यह भोली कौम है किसान की। हम पालिटिशियन उनको भड़का सकते हैं उन के ऊपर ज्यादा नाराजगी इस बात के लिए नहीं होनी चाहिए कि वक्ती तौर पर वे दूसरों के बहकावे में आ गए हैं। जो चीफ मिनिस्टर मुझे बुलाए मैं जाने को तैयार हूं, मैं किसानों को फेस करने के वास्ते तैयार हूं। मैं पूरी जिम्मेदारी लेता हूं कि जो भाव यह सरकार दे रही है, किसानों को उम्मीद भी नहीं थी कि उतना हम उनको दे सकेंगे। फिर भी आप उनको भड़काते हैं।

जूट की बात आप ने कही है इसके भाव भी हमने बढ़ा दिए हैं। जूट की

खरीद भी की जा रही है। इसकी पूरी निगह दाख्त हम करेंगे कि जूट जो हिन्दुस्तान में काफी पैदा होता है उस में भी किसान को नुकसान न होने पाए।

श्री राजेश कुमार सिंह : (फिरोजाबाद) मंत्री महोदय ने अपने वक्तव्य में यह जाहिर किया है कि किसानों की मांगें बढ़ी हास्यास्पद और असंगत हैं। अध्यक्ष महोदय, आप भी किसान रहे हैं। अग्रदूर में आप ने चार बरस पूर्व पंजाब व हरियाणा में किसान नेता, हमारे नेता चौधरी देवी लाल जी और प्रकाश सिंह जी वादल के नेतृत्व में कपास का मूल्य प्रति क्विंटल पांच सौ रुपये की मांग की थी। मैं पूछना चाहता हूं कि क्या आप तब किसान थे और आज किसान नहीं हैं ?

12.58 hrs.

[MR. DEPUTY-SPEAKER in the Chair].

मंत्री महोदय ने चीनी की बात कही है मैं उनका ध्यान गन्ने की खेती की तरफ दिलाना चाहता हूं। उनको मालूम होना चाहिए कि एक एकड़ भूमि में जो सब्सिडी की फिगरज सामने आ रही है उन से साफ जाहिर होता है कि 2828 रुपये की लागत आती है और एक क्विंटल गन्ना 22 रुपये 50 पैसे में पड़ता है। इस हालत में आप उसको तेरह रुपये कैसे दे सकते हैं। ऐसी अवस्था में क्या आन्दोलनकारियों की मांगें न्यायोचित और उचित नहीं हैं ? उनके खून पसीने की कमाई की बढ़ौलत ही आज आप सत्ता में हैं। आपकी सांठ गांठ मिल मालिकों से है। श्रीमती इंदिरा गांधी ने चुनाव प्रचार के दौरान कहा था कि हम काश्तकारों और मजदूरों के हितों की रक्षा करेंगे।

it is a question of display of a document. It is not covered by the rule. We have seen it, at least ten of us. We have all seen him displaying that paper containing George Fernandes's signature—that light-green note here. Sir, he has removed them now. (Interruptions).

MR. SPEAKER: I won't let anybody escape the rule. I will not. If it is not to be quoted in public, he can give the gist. If he wants to lay it on the Table, he can do so. I will see that justice is done.

SHRI CHARANJIT CHANANA: Sir, I can appreciate their unpleasantness because what I am saying is in fact a contradiction of all those people's fiction which they were talking of. But fiction is fiction and we should call fiction as fiction only and I am only talking of facts. Their scheme of nationalisation of automobile industry. (Interruptions)

SHRI JYOTIRMOY BOSU: Sir, there is no clarification from the Minister to my point. Let him clarify that. (Interruptions) I want to know whether he is willing to lay it on the Table of the House. (Interruptions)

MR. SPEAKER: Or if he quoted from anything, he will have...

(Interruptions)

SHRI JYOTIRMOY BOSU: Sir, he displayed it. (Interruptions).

MR. SPEAKER: He has explained that these are his notes. If he has to remove a document or anything which he has not to show or some fear of showing it, why should he show it? He can give the gist of it. There is nothing binding on him. So it is not under the rule.

PROF. RUP CHAND PAL: Prior to that, he has said: "here is the signature of Mr. George Fernandes". That is on record. (Interruptions).

SHRI CHARANJIT CHANANA: I showed the note to them. I will have the photostat copy of this, Sir. (Interruptions).

SHRI K. P. UNNIKRISHNAN (Badagara): He can say that there is a signature of his. But he can say that it is not consistent with the public interest to show that document. That is all right..... (Interruptions) Let him say that he has not said that. (Interruptions)

MR. SPEAKER: He can give you that gist from any document you like.

(Interruptions)

SHRI K. P. UNNIKRISHNAN: Let him say that he has not said it.

(Interruptions)

MR. SPEAKER: You, say that he has not said that. There is nothing wrong Mr. Unnikrishnan, if he can give the gist. It is all right. What is holding his back? Under the rule he can give the gist.

(Interruptions)

SHRI RAM JATHMALANI: Now, we are entitled to verify whether the signature of Mr. George Fernandes is there.

SHRI CHARANJIT CHANANA: I never knew that they are so fond of Mr. Fernandes signature.

SHRI K. MAYATHEVAR (Dindigul): Whatever the Minister has said is not incriminating with the signature of Mr. George Fernandes. (Interruptions).

SHRI CHARANJIT CHANANA: Mr. Speaker, Sir, the Janata Government and the miscellaneous Government that we had in these 33 months

[Shri Charanjit Chanana]

had been playing with the idea of nationalising the automobile industry and interestingly enough, the same gentleman who was here yesterday talking about the things and I won't mind quoting if some of his former colleagues say that he is a man of inconsistency and I think that does not fit in here in a parliamentary system. Shri Fernandes had his plan for nationalisation of automobile industry. Prof. Dandavate should know that better. In his interview with the press people, he has again given quotations and has talked of the plus points of Maruti. He says:

"The operation of Maruti Ltd. can be coordinated as for instance in the manufacture of dyes, jigs and fixtures and toolings with those of other manufacturers of vehicles."

This, according to him, yesterday was junk. He yesterday asked what was the infrastructure. He refused to accept this as infrastructure whereas while talking of nationalisation in the press and otherwise, he admitted one thing that Maruti had the infrastructure of modern technology. My friends here also are talking of the absence of infrastructure. I would like them to understand what an infrastructure means. The infrastructure is the basic background of a system. Besides the value of land, which you yourself have been talking about, the infrastructure in this case consists of one million feet of covered area. The infrastructure also covers the basic underground drainage system; it consists of the drinking water system and the other industrial water system also. According to them, it is not infrastructure. I do not know what would be the definition of infrastructure in relation to Maruti Ltd.

My hon. friends also talked of the machines. I would like my friends to know that one hundred items of machinery including grinding machi-

nes, milling machines, shaping machines, jig-boring machines, balancing machines, laths, gear shapers etc. are there.

SHRI K. P. UNNIKRISHNAN: Are these in working condition?

SHRI CHARANJIT CHANANA: They are all being put into working condition now. For 33 months, if you lock up a unit, you have only to clean that; that process is on and soon they would be in working position.

Then, there is a test track all along the boundary. These are the basic things which you require for such an industry. One million ft. of covered area is not a part of the infrastructure according to them.

The hon. friends on the other side talked of the objectives and mentioned also about the modernization. For the sake of benefit of Shri Unnikrishnan, even at the cost of repetition, I would like to mention it again because he does not show any reluctance in knowing a little more than what he knows. He talked of the Brazilian model yesterday. Shri Unnikrishnan showed sympathy for the dying automobile units in the west. He should also know the reasons for that. Their survival lies only in an economic participation with developing countries like ours. This is in addition to what I am telling on the basis of facts and figures.

There was talk of the other objectives and the friends expressed their doubts. But, I know they were more for supporting their speeches rather than anything else. They mentioned about the generation of employment. The ratio of employment generated within and outside an automobile unit is 1 : 20.

15.00 hrs.

And I would like you, friends, to find out and check up these figures.

He was talking of figures of employment of Toyota. He must understand that Japan presents the best possible model of ancillaration and it produces two effects. One is the ancillaration effect, and the other is the spread effect, as far as their own country is concerned. So, the object of Maruti being nationalized and put into order is to have, besides modernization of automobile industry, the generation of a demonstration unit which can create an imitation effect, and other existing units would also generate employment.

My friends would, and must appreciate that our plans are expected to generate employment, within the factory, to the extent of between 7,000 and 10,000. My friend Prof. Dandavate was making mathematical calculations. He must make a mathematical calculation of the employment potential and employment, on the basis of 1:20. Then he can find out the correct figures. (*Interruptions*)

SHRI INDRAJIT GUPTA: Where is your project report?

SHRI CHARANJIT CHANANA: Mr. Indrajit Gupta must understand that the project report is already being worked out, if he has seen the whole thing in the newspapers. A committee has already been appointed, and we are getting details about the transfer of technology. It will only be after we get the details of transfer of technology, both on the complexion and size of it, that the project report would be finalized.

My friends yesterday tried to misquote the hon. Prime Minister without understanding her when she was talking of some automobile. From Mr. Gupta's comments, it appears that he was talking about project outline details. When we are talking about the total range of automobiles, you are trying to limit yourself to private car automobiles alone. It is

sometimes a luxury, according to you; according to us, this would mean the modernization of the total automobile industry; and when I am exporting these items, when I am producing something with an international market orientation, it will be to the benefit of both the Exchequer as well as the export man. The man here would also get the benefit of higher earnings.

SHRI KRISHNA CHANDRA HALDER (Durgapur): How many cars have you exported in 1980?

SHRI CHARANJIT CHANANA: The question is, how many cars we have exported. I confirm having told the hon. Member that the automobile industry today is obsolete. Secondly, I have told him that the obsolescence level is below zero. When I am telling this, he must get a reply to his own question.

Hon. Members from the opposition yesterday put a big question on the number of cars being mentioned. They talked of 100,000 cars per annum. They are thinking it as a fiction. Mr. Unnikrishnan should not consider it a fiction, because for economies of scale, for changing the dyes and undating a continuous technology, this is not a big number at all. This is the economic size, the size of an economic venture—i.e. 100,000 cars. It may be 50,000 in the beginning.

Now, Mr. Satish Agarwal made another unfortunate comment. Maybe he understands the things better? He talked of the item not being on the agenda. Maybe in their days the items not being on the agenda were discussed? Sir, the item was on the agenda. I can give even the number of the item. The proposal has the regular sanction of the Cabinet.

[Shri Charanjit Chanana]

Sir, Mr. Jyotirmoy Bosu and Shri Indrajit Gupta have soft feelings for the traders rather than shareholders. That was quite interesting. Shri Indrajit Gupta asked me as to why nationalisation was not done under the Industrial (Development and Regulation) Act?

SHRI INDRAJIT GUPTA: I never asked that. I asked why ordinance?

SHRI CHARANJIT CHANANA: Sir, although my colleague Shri Shiv Shankar has explained as to why the ordinance was issued he refuses to be convinced by the particular thing for which there is no solution. Those people who understand the economics of industry would also understand the implications of unwinding. Once you wind up a unit then putting it into proper shape is difficult. Just imagine I have told you that more than one hundred machines were there. You know the value of land. You know the other things. When on 17th October I know some decision is being taken the only resort we could take was to ordinance and the ordinance will become an actual thing after it receives the assent of the hon'ble House. The nationalisation was done in accordance with the Constitution Entry 42 of the Concurrent List of the 7th Schedule of the Constitution read with Entry 52 of the Union List of the same Schedule and sub-entry 5 of the Entry 7 of the 1st Schedule appended to the Industries (Development and Regulation) Act, 1951.

Sir, the comments made by the hon'ble Members on the members of the Prime Minister's family were very unfortunate. The value that they give to Rs. 4,100 worth of shares, I would be glad if they were in fact talking about the fate of the shareholder also. What the shareholders will get as against their shares it will be decided by the commissioner of

Payments within the priority schedule given in the Schedule of the Bill

So, Sir, I thank all the hon'ble Members who spoke and I am sure now they will come back home and they will support the Bill.

Sir, I request that the consideration motion may be adopted.

SHRI SATISH AGARWAL (Jaipur): I have heard with rapt attention the learned speeches of the hon. Members of this House from both sides on my resolution seeking disapproval of the Ordinance and also the motion for consideration moved by the hon. Minister. 16 Members have participated in the debate and four Members have opposed my motion. I would not like to deal with all the points that have been raised by them but cursorily I would refer to some of them.

15.12 hrs.

[SHRI K. RAJAMALLU in the Chair]

So far as my hon. friend Shri Arif is concerned, only one point he referred to in his speech and that was—*Virodh ke liye virodh*—and I wish to clarify the position on this score. This House is very well aware that I was one who supported bank nationalisation of six banks done by this government. I was one who supported their jute mills nationalisation. Further, many other companies are going to be nationalised and we are going to support some of them. We support nationalisation if it is in the interest of public, if it is in national interest. Mr. Bhagat was unfair to make a reference to some 10 or 15 years back.

SHRI H. K. L. BHAGAT: Was it wrong? Was it not Bharatiya Jan Sangh to which you belonged? Do you deny this?... (Interruptions)

SHRI SATISH AGARWAL: I belong to Bharatiya Janta Party and it had a policy in regard to this matter.

SHRI ARIF MOHAMMAD KHAN (Kanpur): If they are sorry for their misdeeds, we should forgive them.

SHRI SATISH AGARWAL: Mr. Arif was with us then. I make a humble request. Since yesterday, whatever abuses the hon. Members from the Congress Party hurled on us, I did not speak even a single word, did not interrupt even a single Member in whatever language he abused us. I am not going to deal with this matter in a political way; I am looking at this matter in terms of economical and finance. So far as Mr. Arif is concerned, I shall only point out that we have not opposed this Bill only for the purpose of opposition. About the rest, I do not want to comment on his observations because he is one of the youngest lot who is coming up and I wish him all well in his life.

So far as the other member is concerned, I do not wish to comment on his speech also because that does not need any reply. He said something about the take over of some ashram. It is not necessary that I am one with all the one hundred things done by the Janata Party. Even within the party we have been opposing so many things; we did not support everything that has been done. If some wrong has been done, does it justify a wrong being repeated here again? You have quoted some wrong precedents and on that basis you are building up arguments in favour of another wrong. Being a very eminent lawyer, Bar at law, you are going to justify the take over in the background of some take over which according to you was wrong. I do not want to say anything else, because I have got great

regard for him. He did not say anything with regard to my motion. But this is a fact that despite all these speeches, Mr. Bhagat, if you do not get a chance, I shall be too sorry for it. I sincerely wish you to get a chance. I am sorry you are only being used for defending the Government.

The hon. Law Minister intervened in the debate. I must confess that his reply in this House was more enlightening, more elaborate and more satisfactory in comparison to the reply given by the Minister of State for Industry today, who is in charge of the Bill. But Mr. Shiv Shankar, you have not been fair to this House because you did not put the record straight, despite the record being in your possession so far as the Punjab and Haryana High Court is concerned, because notice was issued by the Punjab and Haryana High Court to the Union of India and the Government of India got a copy of the notice along with a copy of the petition. Your Ministry is well aware of all the facts going on in the Punjab and Haryana High Court. When you mentioned in this House that there was an offer of Rs. 10 crores for Maruti Ltd., that the assets are much more and if the Government had not acted promptly on 13th October, 1980 in issuing this ordinance, an order was going to be passed by the Punjab and Haryana High Court on 17th October and that particular gentleman would have grabbed the whole project—is it a true interpretation of what you said yesterday?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI P. SHIV SHANKAR): Not interpretation; it is a fact.

SHRI SATISH AGARWAL: What were the proceedings going on in the Punjab and Haryana High Court? A scheme of management was filed in the High Court. Order was not going

[Shri Satish Agarwal]

to be passed on 17th October. It was only a scheme of management; it was a date of hearing. What this scheme of management contained. There is one paragraph in that scheme of management. You did not refer to that. In that it was asserted and it was a part of the scheme of management that the State of Haryana has revoked its order and is wanting back the land which was handed over to Maruti. An order of injunction was passed by the High Court of Punjab and Haryana and it was a condition precedent in that scheme of management. I have got a copy of the scheme of management or arrangement. The High Court should pass an injunction order restraining the Haryana Government not to take back the land because the valuation of the land, according to the petitioner, was very much more and that was the main interest. Various issues were mentioned in that particular application regarding foreign collaboration, offers, price, valuation, land not being taken away by the Haryana Government, because they had already cancelled that and issued notice somewhere in 1977-78. So, he prayed for an injunction from the Punjab and Haryana High Court. All these issues were to be heard in the presence of all the parties including the Government of India, Government of Haryana, dealers' representatives and workers of Maruti and then and then alone some scheme could have been finalised. So, you are absolutely wrong in saying that on 17th October, this project would have been grabbed by somebody. This is absolutely wrong. I am sorry to say that you have given a wrong impression to this House.

The hon. Law Minister referred to some inventory. I can only bring to your attention—that is already to your attention—that the Local Com-

missioner, Mr. Krishan Kumar, who was appointed by the High Court, went on the spot. He was not given cooperation. He made a complaint to the High Court that the inventory could not be prepared correctly and truthfully. That is the complaint before the High Court. Later on, applications were made that goods were being removed. On that basis, again, an official liquidator was appointed. That is the position. You should have brought all the facts before the House.

I may quote only one line from the judgment of Justice Harbans Lal, dated 3rd June, 1977 wherein lot of aspersions have been made:

"According to the Local Commissioner proper inventory could not be prepared of the stores and raw materials."

SHRI P. SHIV SHANKAR: For your information, the statement of assets filed by the Official Liquidator is of July, 1977 and not June, 1977.

SHRI SATISH AGARWAL: Now, you are referring to July, 1977. I have got a certified copy of the judgment of the Punjab and Haryana High Court of 22nd July, 1977.

(Interruption)

I quote from page 4 from the Judgment of Justice Bhopinder Singh Dhillon:

"The balance-sheet for the year ending 31st March, 1976, of the Company has been filed, which shows that the Company is in a bad state of affairs, and a total loss of Rs. 1,59,64,390/- has been mentioned therein."

This is with regard to 1976. Further it says:

"In the affidavit of Mr. S. M. Rege filed on behalf of the respondent Company, it has been averred that

the total liabilities of the Company towards unsecured creditors, excluding dealers' deposits, are estimated to be Rs. 1.25 lakhs. The amount deposited by the dealers along with interest has been shown as Rs. 256 lakhs in the balance-sheet as at 31st March, 1976. On these deposits interest for the year 1976-77 would be about Rs. 20 lakhs.... The Income-Tax authorities have approached the Court claiming lakhs of rupees as income-tax arrears."

Later on, he says:

"The Company has got a very little assets as compared to its liabilities. Keeping in view the facts and circumstances of this case, I am of the opinion that it is expedient in the interest of justice to appoint a provisional liquidator so that the claims and all other matters connected with the affairs of the Company are properly rationalised and the interests of the Company and all other concerned persons are protected."

That was the order passed on that. You did not bring all the facts before the House. You have very cleverly tried to impress this House and through the House to the rest of the country that the assets are not inflated and they are true assets and the assets are Rs. 684 lakhs and the liabilities are Rs. 628 lakhs. I am only dealing with the figures. (*Interruptions*) It is not a question of private sector or public sector. You have it in the public sector.

पूर्ति और पुनर्वासि मंत्रालय में राज्य मंत्री
 (श्री भगवत झा आज़ाद) : आवाज़
 में दम है, दलील में दम नहीं है ।

SHRI SATISH AGARWAL: I would not reply to the comments because the man speaks the language of his standard. You have shown the assets as on the 22nd July, 1977. I will go

by those figures, because those figures have been adopted by you and placed on the Table of the House. So, I am entitled to ask you a question. The assets have been shown as Rs. 684 lakhs on 22nd July, 1977. You have provided depreciation for two years and you have deducted Rs. 27 lakhs. Now the value of plant and machinery is Rs. 153.27 lakhs and buildings Rs. 377 lakhs. The total comes to Rs. 530 lakhs, out of which you have deducted Rs. 27 lakhs. That is perfectly all right. But what about depreciation, which is deductible under the income-tax law, for the years 1977-78, 1978-79, 1979-80 and 1980-81 for the period upto the date of taking over? Under the income-tax law, for these 3½ years the amount of depreciation, which is admissible and permissible according to the rules laid down under the income-tax law, under the written down value method, comes to Rs. 128 lakhs.

SHRI BHIKU RAM JAIN (Chandni Chowk): How can there be depreciation when the company is not functioning? (*Interruptions*)

SHRI SATISH AGARWAL: If even Minister like Shri Vikram Mahajan, a lawyer of some standing, go on interrupting, what can I do? I am prepared to answer all the questions. I am now on the question of the accounting procedure adopted by the Government. You have to see the value of the assets as on 13th October, 1980.

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): We have to consider the market value and not the written down value.

SHRI SATISH AGARWAL: Let the Minister say that they took into account the market value. But the Government is not going to pay compensation on the basis of the market value.... (*Interruptions*) The principle of market value is out-dated and

[Shri Satish Agarwal]

this Government does not subscribe to the idea or philosophy of market value. Is it not correct? If that is the position, I would like to know what is the correct value of the assets, as per the statement of accounts furnished by you and placed on the Table of the House, on the basis of which you issued the Ordinance. Under the income-tax law, under the principle of written down value method, the depreciation come to Rs. 128 lakhs, whereas you have shown only Rs. 27 lakhs; so, there is a difference of Rs. 1 crore.

Shri Bhiku Ram Jain asked a question how there could be depreciation when the factory is closed and the machinery is not working. Under the income-tax law, when the machinery is not working, much more depreciation is allowed, because the machines become junk.

SHRI BHIKU RAM JAIN: Is it permissible under the income-tax law?

SHRI SATISH AGARWAL: Yes. For the last six years 90 per cent of the machinery is unpacked, and unpacked machine is no better than junk. You have not put them to use and they are lying packed. Some of the imported machines are still lying unpacked. Naturally, one does not know whether they are serviceable, what is their value and whether they can be put to use.... (Interruptions) Unpacked machines not in use for several years, lying packed for more than 6 years. (Interruptions). My only point is that the valuation as stated, as shown on the floor of Parliament is not correct. It is absolutely wrong and if you take Rs. 1 crore depreciation into account, then the assets are inflated and the liabilities are deflated.

Apart from this, Mr. Chairman, I would like to make one more point.

What was the financial position of the Company? You are always including land. Land belongs to the Government, whether it belongs to the Government of Haryana or to the Central Government. That land belongs to Government of Haryana. You cannot take it into account so far as the valuation of the land is concerned, because that is your land, that is your property, whether it is of this Government or of that Government. Legally that land does not vest in Maruti, it has not been registered in the name of Maruti. (Interruptions) That is a different matter. But legally the position is that the land does not vest in Maruti. (Interruptions) The land has to be taken back by the Haryana Government, notice has been issued, proceedings are going on and so you cannot take it into consideration. That is the position. One thing more....

SHRI BHAGWAT JHA AZAD: The land belongs to Maruti....

(Interruptions)

SHRI SATISH AGARWAL: I am only stating the legal position. You may say anything, you may not say anything. In that particular case, I would like to know why did you not inform this House as to what was the State of Affairs of this Company for the last 4.5 years. What was the financial position, what were the profits made and what were the losses of this Company? What was the financial position—only in that context I made a point here: Why did the Government not take action as far back as in 1972-73 or 1973-74 when the affairs of this Company were being mismanaged and the Company was running in losses? Now, I will give you an idea of the extent of losses that the Company has claimed in its balance-sheets and as mentioned in the returns filed with the Income-Tax Department. For 1972-73, the loss shown by the company is Rs. 7,27,380. For 1973-74 it is Rs.

25,89,000 for 1974-75 it is Rs. 60,35,000, for 1975-76 the loss is Rs. 1,43,37,000, for 1976-77, it is Rs. 2,38,00,000, and the total is Rs. 4,74,88,380. These are the losses suffered by the Company from 1972 onwards till this date. This is the position. (Interruptions)

SHRI B. V. DESAI (Raichur): The losses are only depreciation and interest. There is no cash loss, it is only depreciation and interest. You explain it.

(Interruptions)

SHRI SATISH AGARWAL: Rs. 128 lakhs. (Interruptions) Provided only Rs. 27 lakhs. (Interruptions). That is the position. (Interruptions) Now, I would like to know from the hon. Law Minister an answer to this question: Is it not a fact that it was brought to the notice of the High Court of Punjab and Haryana that there are vehicles, buses standing within the premises of Maruti and their valuation is Rs. 34 lakhs? The High Court passed an order. I have got a copy of that.

SHRI VIKRAM MAHAJAN:
Interim.

SHRI SATISH AGARWAL: If there is no appeal against the interim order, that becomes final.

Coming to the buses to be delivered to the State Transport Corporations and the money to be deposited, if the buses have not been given to them, they should be available, and their value should have been added under vehicles which you show only as Rs. 7 lakhs, while it should be Rs. 34 lakhs. If they have been delivered, then your bank balance or cash in hand should be much more but it is not so. So what happened to these buses and where are they?

This is the order of Justice Harbans Lal:

"It has been urged by Mr. G. C. Mittal, learned counsel for the dealers, that a sum of Rs. 34 lacs and odd is due to the Maruti Ltd., from various State Governments regarding the jobs performed by the Maruti Ltd., and that a sum of Rs. 16 lacs and odd is due to the Maruti Ltd., from various private parties and that 9 buses in complete form in all respects and 3 incomplete buses are standing in the premises of the Maruti Ltd. ..."

Later on, the hon. Judge granted an injunction that if the buses were delivered to the respective State Corporations, the amount should be deposited in the bank. Where is that amount? It does not find a place anywhere. It is neither included under the valuation of the vehicles, nor in cash in hand which you have shown only as Rs. 7 lakhs. So, this is absolutely hopeless.

Lastly, the hon. Law Minister and the Minister of Industries have said in this House that if they had not issued the ordinance on 13th October, something would have happened. This is an absolutely wrong thesis, a wrong premise, in order to justify the wrong they have done. Orders are being misinterpreted. Mr. Law Minister, I am sorry to say that knowing the legal position absolutely, you are duty bound to defend the Bill and you did your job. That way I am doing my duty, and you are doing your duty, but I say that the arguments that have been put forward are wrong. I say that the assets have been highly inflated and liabilities deflated. Ninety per cent of the machinery which has been left in tact is practically junk, it is of no use. You have earmarked a sum of Rs. 434 lakhs to be paid for nationalisation, but you have not appointed even a

[Shri Satish Agarwal]

Commissioner for Payment. You have not formed the company, though you have taken the money. You may have done it now, but you took the money from the Consolidated Fund of India on 27th October, 1980 when it was still under consideration. You withdrew Rs. 90,000 from the Contingency Fund.

In this background, I once again say that instead of taking action against the criminality and frauds committed on the dealers, shareholders and the people of India and on government departments, as advised in the Gupta Commission Report, you are doing something else. Mr. Shiv Shankar, the Law Minister was very unkind. He is a very clever lawyer. Whenever there is a weak point, he mentions the Gupta Commission and then goes on to the Shah Commission and then to Trikha Commission and then some other commission. He did not say a single word against the Gupta Commission's findings, his conscience did not permit him.

So, I say that you are throwing Rs. 434 lakhs into a drain. This is wastage of public money, a blatant misuse of Presidential powers, a blatant misuse of the authority of the massive mandate that you have got. Instead of ameliorating the poor conditions of the teeming millions of this country, you are throwing down this money, the hard-earned money of the tax-payers of this country, into the drain. The story of the Maruti Ltd., for the last decade is a story of frauds and frauds. You are again going to cheat the public, cheat Parliament, deceive Parliament, deceive the people of this country, in order to please one person. I strongly condemn your Bill and strongly recommend the adoption of my Resolution.

MR. CHAIRMAN: I shall now put the Statutory Resolution to the vote of the House.

The question is:

"This House disapproves of the Maruti Limited (Acquisition and Transfer of undertakings) Ordinance, 1980 (Ordinance No. 13 of 1980) promulgated by the President on the 13th October, 1980."

The Lok Sabha divided:

Division No. 53]

[15.50 hrs.

AYES

Acharia, Shri Basudeb
 Agarwal, Shri Satish
 Ashfaq Hussain, Shri
 Basu, Shri Chitta
 Bhattacharyya, Shri Sushil
 Bhim Singh, Shri
 Chatterjee, Shri Somnath
 Chaturbhuji, Shri
 Chaudhuri, Shri Tridib
 Choubey, Shri Narayan
 Dandavate, Prof. Madhu
 Dandavate, Shrimati Pramila
 Das, Shri R. P.
 Ghosh, Shri Niren
 Giri, Shri Sudhir
 Gopalan, Shrimati Suseela
 Goyal, Shri Krishna Kumar
 Gupta, Shri Indrajit
 Halder, Shri Krishna Chandra
 Hannan Mollah, Shri
 Harikesh Bahadur, Shri
 Hasda, Shri Matilal
 Horo, Shri N. E.
 Jatiya, Shri Satyanarayan
 Jethmalani, Shri Ram
 Khan, Shri Mahmood Hasan

Kodiyan, Shri P. K.
Kunhambu, Shri K.
Kurien, Prof. P. J.
Lawrence, Shri M. M.
Mahata, Shri Chitta
Maitra, Shri Sunil
Mandal, Shri Dhanik Lal
Masudal Hossain, Shri Syed
Mehta, Prof. Ajit Kumar
Mhalgi, Shri R. K.
Misra, Shri Satyagopal
Modak, Shri Bijoy
Mukherjee, Shrimati Geeta
Mukherjee, Shri Samar
Nihal Singh, Shri
Pal, Prof. Rup Chand
Parulekar, Shri Bapusaheb
Paswan, Shri Ram Vilas
Pathak, Shri Ananda
Rai, Shri M. Ramanna
Rajan, Shri K. A.
Rajda, Shri Ratansinh
Rajesh Kumar Singh, Shri
Riyan, Shri Baju Ban
Roy, Shri A. K.
Roy, Dr. Saradish
Saha, Shri Ajit Kumar
Sarangi, Shri R. P.
Sen, Shri Subodh
Shakya, Shri Daya Ram
*Shakyawar, Shri Nathuram
Shamanna, Shri T. R.
Shastri, Shri Ramavatar
Shejwalkar, Shri N. K.
Singh, Shri B. D.
Suraj Bhan, Shri
Surya Narayan Singh, Shri
Swamy, Dr. Subramaniam
Unnikrishnan, Shri K. P.

Vajpayee, Shri Atal Bihari
Verma, Shri Chandradeo Prasad
Verma, Shri Phool Chand
Verma, Shri R. L. P.
Yadav, Shri R. P.
Zainal Abedin, Shri

NOES

Abbasi, Shri Kazi Jalil
Ahmed, Shri Kamaluddin
Ajit Pratap Singh, Shri
Alluri, Shri Subhash Chandra Bose
Anand Singh, Shri
Ankineedu, Shri M.
Ankineedu Prasad Rao, Shri P.
Anuragi, Shri Godil Prasad
Appalanaidu, Shri S. R. A. S.
Arjunan, Shri K.
Azad, Shri Bhagwat Jha
Azad, Shri Ghulam Nabi
Bairwa, Shri Banwari Lal
Bajpai, Dr. Rajendra Kumari
Baleshwar Ram, Shri
Bansj Lal, Shri
Behera, Shri Rasabehari
Bhagat, Shri H. K. L.
Bhagwan Dev, Acharya
Bhakta, Shri Manoranjan
Bhardwaj, Shri Parasram
Bhatia, Shri R. L.
Bhoi, Dr. Krupasindhu
Bhole, Shri R. R.
Bhoye, Shri Reshma Motiram
Bhuria, Shri Dileep Singh
Birbal, Shri
Brar, Shrimati Gurbrinder Kaur
Chakradhari Singh, Shri
Chandra Shekhar Singh, Shri
Chandrakar, Shri Chandu Lal

Chaturvedi, Shrimati Vidyawati
Chavan, Shri S. B.
Chennupati, Shrimati Vidya
Choudhari, Shrimati Usha Prakash
Choudhury, Shri A. B. A. Ghani Khan
Dabhi, Shri Ajitsinh
Daga, Shri Mool Chand
Dalbir Singh, Shri
Damor, Shri Somjibhai
Das, Shri A. C.
Dennis, Shri N.
Desai, Shri B. V.
Dev, Shri Sontosh Mohan
Dhandapani, Shri C. T.
Digvijay Sinh, Shri
Dogra, Shri G. L.
Doongar Singh, Shri
Dubey, Shri Ramnath
Era Mohan, Shri
Gadgil, Shri V. N.
Gadhavi, Shri Bheravadan K.
Gamit, Shri Chhitubhai
Gehlot, Shri Ashok
Gireraj Singh, Shri
Gohil, Shri G. B.
Gomango, Shri Giridhar
Gowda, Shri D. M. Putte
Hembrom, Shri Seth
Jadeja, Shri Daulatsinhji
Jaffer Sharief, Shri C. K.
Jaideep Singh, Shri
Jain, Shri Bhiku Ram
Jain, Shri Virdhi Chander
Jamilur Rahman, Shri
Jena, Shri Chintamani
Jitendra Prasad, Shri
Kamal Nath, Shri
Kamla Kumari, Kumari
Karma, Shri Laxman
Kaul, Shrimati Sheila
Khan, Shri Arif Mohammad

Khan, Shri Malik M. M. A.
Khan, Shri Zulfiquar Ali
Kidwai, Shrimati Mohsina
Krishan Dutt, Shri
Krishna, Shri S. M.
Krishna Pratap Singh, Shri
Krishnan, Shri G. Y.
Kuchan, Shri Gangadhar S.
Madhuri Singh, Shrimati
Mahabir Prasad, Shri
Mahajan, Shri Vikram
Mahendra Prasad, Shri
Makwana, Shri Narsinh
Mallanna, Shri K.
Mallick, Shri Lakshman
Mallikarjun, Shri
Mallu, Shri A. R.
Mane, Shri R. S.
Mayathevar, Shri K.
Mishra, Shri Gargi Shankar
Misra, Shri Harinatha
Misra, Shri Nityananda
Mohanty, Shri Brajamohan
Mohite, Shri Yashawantrao
Mohsin, Shri F. H.
Motilal Singh, Shri
Mukhopadhyay, Shri Ananda Gopal
Murthy, Shri M. V. Chandrashekara
Murugian, Shri S.
Muthu Kumaran, Shri R.
Muttemwar, Shri Vilas
Muzaffar Hussain, Shri Syed
Nagaratnam, Shri T.
Nagina Rai, Shri
Naikar, Shri D. K.
Nair, Shri B. K.
Namgyal, Shri P.
Nandi Yellaiah, Shri
Netam, Shri Arvind
Nihal Singh, Shri
Odedra, Shri Maldevji M.

Padayachi, Shri S. S. Ramaswamy
 Palaniappan, Shri C.
 Panday, Shri Kedar
 Pandey, Shri Krishna Chandra
 Panika, Shri Ram Pyare
 Pardhi, Shri Keshao Rao
 Parmar, Shri Hiralal R.
 Patel, Shri C. D.
 Patel, Shri Mohanbhai
 Patel, Shri Uttambhai H.
 Patil, Shri A. T.
 Patil, Shri Balasaheb Vikhe
 Patil, Shri Chandrabhan Athare
 Patil, Shri Shankarrao
 Patil, Shri Shivraj V.
 Patil, Shri Veerendra
 Pattabhi Rama Rao, Shri S. B. P.
 Phulwariya, Shri Virda Ram
 Pilot, Shri Rajesh
 Poojary, Shri Janardhana
 Prabhu, Shri R.
 Pradhani, Shri K.
 Prasan Kumar, Shri S. N.
 Qazi Saleem, Shri
 Quadri, Shri S. T.
 Rajamallu, Shri K.
 Ram, Shri Ramswaroop
 Ramalingam, Shri N. Kudanthai
 Ran Vir Singh, Shri
 Rane, Shrimati Sanyogita
 Ranga, Prof. N. G.
 Ranjit Singh, Shri
 Rao, Shri Jagannath
 Rao, Shri M. Nageswara
 Rao, Shri M. Satyanarayan
 Rathawa, Shri Amarsinh
 Rathod, Shri Uttam
 Raut, Shri Bholā
 Ravani, Shri Navin
 Rawat, Shri Harish Chandra Singh
 Reddy, Shri G. Narsimha

Reddy, Shri K. Brahmananda
 Reddy, Shri K. Vijaya Bhaskara
 Reddy, Shri T. Damodar
 Sahi, Shrimati Krishna
 Sahu, Shri Narayan
 Sajjan Kumar, Shri
 Saminuddin, Shri
 Satish Prasad Singh, Shri
 Satya Deo Singh, Prof.
 Sawant, Shri T. M.
 Scindia, Shri Madhav Rao
 Sethi, Shri Arjun
 Sethi, Shri P. C.
 Shailani, Shri Chandra Pal
 Shaktawat, Prof. Nirmala Kumari
 Shankaranand, Shri B.
 Shanmugam, Shri P.
 Sharma, Shri Chiranji Lal
 Sharma, Shri Kalj Charan
 Sharma, Shri Mundar
 Sharma, Shri Nand Kishore
 Sharma, Shri Nawal Kishore
 Sharma, Shri Pratap Bhanu
 Sharma, Dr. Shanker Dayal
 Shastri, Shri Dharam Dass
 Shingda, Shri D. B.
 Shiv Shankar, Shri P.
 Shivendra Bahadur Singh, Shri
 Sidal, Shri S. B.
 Singh, Dr. B. N.
 Singh, Shri C. P. N.
 Singh Deo, Shri K. P.
 Sinha, Shrimati Ramdulari
 Solanki, Shri Natavarsinh
 Sonkar, Shri Kalapnath
 Soren, Shri Shibu
 Sparrow, Shri R. S.
 Sreenivasa Prasad, Shri V.
 Stephen, Shri C. M.
 Sukhadia, Shri Mohan Lal
 Sunder Singh, Shri

Tapeshwar Singh, Shri
Tariq Anwar, Shri
Tewary, Prof. K. K.
Tiwari, Shri Narayan Datt
Tripathi, Shri Kamalapati
Tripathi, Shri R. N.
Tytler, Shri Jagdish
Vairale, Shri Madhusudan
Verma, Shrimati Usha
Virbhadra Singh, Shri
Vyas, Shri Giridhari Lal
Wagh, Dr. Pratap
Yadav, Shri Ram Singh
Yazdani, Dr. Golam
Zail Singh, Shri
Zainul Basher, Shri

15.54 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

MR. DEPUTY-SPEAKER: Subject to correction the result* of the Division is: Ayes 71; Noes 211. The 'Noes' have it, the 'Noes' have it. The Resolution is negatived.

The motion was negatived.

MR. DEPUTY-SPEAKER: Now, Sarvashri. A. K. Roy, Ramavatar Shastri and Somnath Chatterjee have moved amendments to the consideration motion. They are all for circulation of the Bill. Shall I put them all together?

SOME HON. MEMBERS: Yes.

MR. DEPUTY-SPEAKER: I now put the amendments, moved by Sarvashri A. K. Roy, Ramavatar Shastri and Somnath Chatterjee, to the vote of the House.

Amendments Nos. 8, 9 and 30 were put and negatived.

MR. DEPUTY-SPEAKER: I will now put amendment No. 53 of Shri Jyotirmoy Bosu for referring the Bill to a Select Committee to vote.

Amendment No. 53 was put and negatived.

MR. DEPUTY-SPEAKER: Now, the question is:

"That the Bill to provide for the acquisition and transfer of the undertakings of Maruti Limited with a view to securing the utilisation of the available infrastructure, to modernise the automobile industry, to effect a more economical utilisation of scarce fuel and to ensure higher production of motor vehicles which are essential to the needs of the economy of the country and for matters connected therewith or incidental thereto, be taken into consideration."

The motion was adopted.

Clause 2—(Definitions)

SHRI A. K. ROY: Sir, I beg to move:

Page 2, line 19,—

for "13th day of October, 1980" substitute—

"day both the Houses of Parliament pass this Act" (37)

Sir, my amendment is very simple. That is, the 'appointed day' means the day the Parliament passes this Bill not "13th day of October, 1980" which they have stipulated. What I wanted to impress is that already a lot of confusion and suspicion has been created for completing the payment before the House commenced on 17th. This is just taking the House for

*The following Members also recorded their votes:

NOES: Sarvashree V. S. Vijaya raghavan, A. A. Rahim, Amrit Patel, Pasala Penchalaiah, Anwar Ahmad, Ram Chandra Rathi, P. V. G. Raju and Nathuram Shakyawar.

granted. No one knows how the House would react to this entire ordinance. The House cannot be taken for a ride. That is why my amendment and the minimum courtesy they could show to the House is by making the 'appointed day' as 'the day the Parliament passes this Bill'.

Another point about the reason for promulgating the ordinance, etc. The hon. Law Minister has said that the entire assets would be liquidated and all that. But he could not produce any reason why the entire payment should be done before the House commences. On both the grounds, I would say to dispel the suspicion which is very logical and reasonable, they should make the 'appointed day' as 'the day both the Houses of Parliament pass this Act.'

SHRI CHARANJIT CHANANA: The reply has already been given.

MR. DEPUTY-SPEAKER: He has already replied.

I shall put the amendment No. 37.

SHRI A. K. ROY: My point is this.

MR. DEPUTY-SPEAKER: You make a request to the Minister for the reply. I cannot force him to reply. He has already stated.

SHRI A. K. ROY: I have requested him.

MR. DEPUTY-SPEAKER: I respect your request. I have to put your amendment now.

Amendment No. 37 was put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That Clause 2 stand part of the Bill".

The motion was adopted.

Clause 2 was added to the Bill.

MR. DEPUTY-SPEAKER: There is no amendment. I shall put it. The question is:

"That Clause 3 stand part of the Bill."

The motion was adopted.

Clause 3 was added to the Bill.

Clause 4—(General Effect of vesting)

MR. DEPUTY-SPEAKER: There are two amendments by Shri Sudhir Kumar Giri and Shri T. R. Shamanna. Are you moving?

SHRI SUDHIR GIRI: I beg to move:

"Page 3, line 11,—

omit " , book debts". (11)

SHRI T. R. SHAMANNA: I beg to move:

"Page 4,—

after line 12, insert—

"(7) After all assets and liabilities are taken over and value is fixed, a list of all assets and liabilities together with value of such assets and liabilities shall be sent to the Accountant-General for verification and to certify the correctness of the assets and liabilities and value thereof." (27)

SHRI T. R. SHAMANNA: Sir, I want to speak on this.

MR. DEPUTY-SPEAKER: That stage is over. Now, I shall put the amendments together.

Amendments Nos. 11 and 27 were put and negatived.

MR. DEPUTY-SPEAKER: There are no amendments to Clauses 5 and 6. So, I shall put clauses 4, 5 and 6 together.

The question is:

"That Clauses 4, 5 and 6 stand part of the Bill."

The motion was adopted.

Clauses 4, 5 and 6 were added to the Bill.

Clause 7—(Payment of Amount)

MR. DEPUTY-SPEAKER: There are amendments. If all the amendments are put together, we will have more time for the Third Reading.

SHRI CHITTA BASU: I beg to move:

"Page 5, lines 13 and 14,—

for "of rupees four hundred and thirty-four lakhs"

substitute "to be determined by a Committee appointed for the purpose"

(2)

SHRI SUDHIR GIRI: I beg to move:

"Page 5, lines 13 and 14,—

for "of rupees four hundred and thirty-four lakhs"

substitute "to be determined by the Commissioner after taking into consideration the market value of the land and equipments only"

(13)

SHRI A. K. ROY: I beg to move:

"Page 5, lines 12 to 14,—

for "in cash, and in the manner specified in Chapter VI, an amount of rupees four hundred and thirty-four lakhs"

substitute "the amount and the manner of payment of which shall be decided by a Committee of Members of both Houses of Parliament nominated by the Speaker for the purpose". (38)

SHRI RAMAVATAR SHASTRI: I beg to move:

"Page 5, lines 12 to 14,—

for "and in the manner specified in Chapter VI, an amount of rupees four hundred and thirty-four lakhs."

substitute "an amount which shall be determined by a Committee of Members of Parliament comprising one member from each political party". (47)

MR. DEPUTY-SPEAKER: If all of you want to speak, then you will have more time in the Third Reading stage. You should give your name.

SHRI RAMAVATAR SHASTRI: This is a right. Otherwise, you will not give us any time.

MR. DEPUTY-SPEAKER: Mr. Chitta Basu. Only one minute—sixty seconds only.

SHRI CHITTA BASU: My amendment No. 2 is for this. The bill provides for payment of Rs. 434 lakhs. Please listen. In the House, allegations have been made that the assets are computed at inflated rate and the magnitude has been deflated and the Government could not also provide an offensive coming to assets and liabilities, the bill provides for the payment of an amount of Rs. 434 lakhs.

This blanket payment is without justifying the assets and liabilities. My simple amendment is—I think government should accept it—that these amounts should be determined by a committee appointed to verify the assets and liabilities and then to determine the amount to be paid to the companies as provided.

MR. DEPUTY-SPEAKER: Shri Sudhir Kumar Giri. You are given sixty-seconds to speak.

16.00 hrs.

SHRI SUDHIR GIRI: After the explanation of the hon. Minister I am of the firm conviction that this amount of money is going to be misused. This amount of money is going only to patronise the persons of the ruling political party. This is my considered opinion. I don't want to say anything more.

SHRI A. K. ROY: In the debate much time was spent by members voicing their suspicion about the amount calculated for compensation. Sir, in any such nationalisation of undertakings, such things should be above suspicion. My proposal is this. You will be glad to know this. Mr. Deputy-Speaker, I have given to you some power in that. I have proposed that you should decide it. Mr. George Fernandes challenged the Minister. The Minister made a counter-challenge. That was about the demand for a Parliamentary Committee. Now, you, I think, have seen my amendment. It puts you in an important position. You can have the committee and that should decide the total amount of compensation. The Committee is to be appointed by you, Mr. Deputy Speaker.

MR. DEPUTY-SPEAKER: If at all any such committee is appointed, you will be certainly given a place there.

SHRI A. K. ROY: May I appeal to the Minister, through you, Sir? May I make a request that my amendment may be accepted?

श्री रामावतार शास्त्री : उपाध्यक्ष महोदय, मेरा संशोधन नं० 47 है जो कि 4 करोड़ 34 लाख देने से ही सम्बन्धित है। मैंने इसके जरिये मांग की है कि कम्पनी की सम्पत्ति और देनदारी, ऐसेट्स एण्ड लायब्लिटीज का ठीक से पता लगा कर कितना पैसा दिया जाये, इसको निश्चित करने के लिए संसद् के सभी दलों के प्रतिनिधियों की एक समिति गठित की जाये, जो इन बातों का

निर्णय करे और उसी के अनुसार सरकार कार्यवाही करे। मेरा संशोधन बड़ा ही स्पष्ट है, इसमें सरकार को मंजूर करने में कोई आनाकानी नहीं करनी चाहिए।

MR. DEPUTY-SPEAKER: Now I will put amendments Nos. 2, 13, 38 and 47 to the vote of the House.

Do you want division? Do you want it to be put together?

SHRI A. K. ROY: I want it to be put.

SHRI RAMAVATAR SHASTRI: Put them together.

SHRI CHITTA BASU: I want it to be put.

SHRI SUDHIR GIRI: I am also pressing.

MR. DEPUTY-SPEAKER: Do you want division?

SOME HON. MEMBERS: Yes.

MR. DEPUTY-SPEAKER: The machine, it appears, is not in working order. I would request you to agree to decide it by voice vote.

SOME HON. MEMBERS: All right, Sir.

MR. DEPUTY-SPEAKER: I shall now put all the amendments moved to clause 7 to the vote of the House.

Amendments Nos. 2, 13, 38 and 47 were put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That clause 7 stands part of the Bill".

The motion was adopted.

Clause 7 was added to the Bill.

Clause 8—(Payment of further amount.

SHRI RAMAVATAR SHASTRI: I beg to move:

Page 5, line 21,—

for "in addition to" substitute "including" (48)

MR. DEPUTY-SPEAKER: I shall now put amendment No. 48 moved by Shri Ramavatar Shastri to the vote of the House.

Amendment No. 48 was put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That clause 8 stands part of the Bill."

The motion was adopted.

Clause 8 was added to the Bill.

Clause 9—(Management etc. of the Undertakings of the Company)

SHRI CHITTA BASU: I beg to move:

Page 5, line 38,—

for "one or more Custodians" substitute "Government company". (3)

Page 5, lines 40 and 41,—

omit "or the Custodian or Custodians so appointed, as the case may be," (4)

Page 6, lines 1 and 2,—

omit "one or more individuals or" (5)

SHRI INDRAJIT GUPTA: I beg to move:

Page 5, line 38,—

for "one or more Custodians appointed".

substitute "a Government company appointed for the purpose." (14)

SHRI T. R. SHAMANNA: I beg to move:

Page 6,

after line 4, insert—

"(3) For general guidance and supervision of the new company, the Government shall, in consultation with the Speaker, Lok Sabha and Chairman, Rajya Sabha, appoint a Committee of Members of the Parliament which shall prepare and submit to the Parliament, a report on the taking over of the company." (28)

SHRI A. K. ROY: I beg to move:

Page 5, line 39,—

after "Central Government"

inset "in consultation with the leaders of the Opposition in both the Houses of Parliament." (39)

SHRI A. K. ROY: Sir, Maruti Ltd. being a political undertaking the leaders of the Opposition should be taken into confidence. That is why my simple amendment is that in appointing custodians the leaders of the Opposition should be consulted. I think that the hon. Minister will have no objection to accepting my amendment.

SHRI CHARANJIT CHANANA: Sir, I do not accept it.

MR. DEPUTY-SPEAKER: I will now put amendments Nos 3, 4, 5, 14, 28 and 39 to the vote of the House.

Amendments Nos. 3, 4, 5, 14, 28 and 39 were put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That Clause 9 stands part of the Bill."

The motion was adopted.

Clause 9 was added to the Bill.

Clause 10—(Duty to deliver possession of the undertakings of the Company and documents relating thereto) :

MR. DEPUTY-SPEAKER: Shri Ramavatar Shastri to move his amendment.

श्री रामावतार शास्त्री : मैं अपना संशोधन सं० 49 मूव करता हूँ, जो इस प्रकार है—

पृष्ठ 6,—

पंक्ति 14 से 16 के स्थान पर निम्नलिखित प्रतिस्थापित किया जाये —

“(5) अभिरक्षक कम्पनी के उपक्रमों की निधियों में से प्रतिमास दो हजार रुपये से अधिक पारिश्रमिक लेगा/लेंगे तथा वह या वे एक समय पर तीन वर्ष से अधिक समय तक पद धारण नहीं करेगा/करेंगे।” (49)

उपाध्यक्ष महोदय, बिल के पृष्ठ 6 पर पंक्ति नं० 14 से 16 के स्थान पर मैं उपर्युक्त पैरा देना चाहता हूँ। इस समय मूल बिल में निम्नलिखित पैरा दिया गया है —

“(5) अभिरक्षक कम्पनी के उपक्रमों की निधियों में से ऐसे पारिश्रमिक ले सकेगा/सकेंगे जो केन्द्रीय सरकार नियत करे और केन्द्रीय सरकार के प्रसादपर्यन्त पद धारण करेगा/करेंगे।”

इस पैरे को हटा दिया जाये तथा मैंने जो संशोधन दिया है उस पैरे को रख दिया जाये। इस समय जो सरकार की व्यवस्था है उस में मनमाना ज्यादा पैसा भी दिया जा सकता है, उन की अवधि भी बढ़ाते जा सकते हैं। इस लिये मैं चाहता हूँ कि इन को भी कैद में डाला जाये। ये हम को कैद में डालने वाले हैं, इस लिए हम चाहते हैं कि इन को भी इस बिल की कैद में डाला जाये तथा इन के अधिकार को सीमित किया जाये। इसलिए मेरा अनुरोध है कि आप मेरे संशोधन को स्वीकार करें।

SHRI CHARANJIT CHANANA: I do not accept it.

MR. DEPUTY-SPEAKER: I will now put the amendment to the vote of the House.

Amendment No. 49 was put and negatived.

MR. DEPUTY-SPEAKER: The question is:

“That Clause 10 stands part of the Bill.”

The motion was adopted.

Clause 10 was added to the Bill.

Clause 11—(Duty to furnish particulars)

SHRI CHITTA BASU: I beg to move:

“Page 6, lines 38 and 39,—

for “such period as the Central Government may allow in this behalf”

substitute “thirty days from the date of vesting”(6)

SHRI INDRAJIT GUPTA: I beg to move:

“Page 6, lines 38 and 39,—

for “such period as the Central Government may allow in this behalf”

substitute “thirty days from the appointed day” (17)

SHRI SUDHIR GIRI: I beg to move:

“Page 6, lines 38 and 39,—

for “within such period as the Central Government may allow in this behalf”.

substitute “by the 31st January, 1981” (18)

SHRI RAMAVATAR SHASTRI: I beg to move:

“Page 6, lines 38 and 39,—

for “such period as the Central Government may allow in this behalf”

substitute “thirty days” (50)

SHRI SUDHIR GIRI: Sir, this nationalisation is a *mala fide* operation on the part of the government. It is also part of the conspiracy of the patrons of the present ruling party. That is why the government has given time for submitting the inventory. Why has so much time been given to them? I, therefore, put forward the amendment and appeal to the hon'ble Minister to come forward and accept the amendment.

श्री रामावतार शास्त्री : मेरा संशोधन भी यही है कि उनको अनिश्चित समय मत दीजिए । हम चाहते हैं कि उसके लिए समय की सीमा निर्धारित की जाय और मैंने 30 दिन की सीमा सजेस्ट की है । उनको इस समय के भीतर सम्पत्ति का ब्योरा दे देना चाहिए, इन्वेण्टरी बना कर दे देनी चाहिए ।

MR. DEPUTY-SPEAKER: I put amendments No. 6, 17, 18 and 50 to the vote of the House.

Amendments Nos. 6, 17, 18 and 50 were put and negatived.

MR. DEPUTY-SPEAKER: There is no amendment to Clause 12. So, I put Clauses 11 and 12 together to the vote of the House.

The question is:

"That Clauses 11 and 12 stand part of the Bill."

The motion was adopted.

Clauses 11 and 12 were added to the Bill.

MR. DEPUTY-SPEAKER: Mr. Shamanna, are you moving your amendment?

SHRI T. R. SHAMANNA: I am not.

MR. DEPUTY-SPEAKER: There is no amendment to Clause 14. So, I am putting Clauses 13 and 14 together. The question is:

"That Clauses 13 and 14 stand part of the Bill."

The motion was adopted.

Clauses 13 and 14 were added to the Bill.

Clause 15—(Appointment of Commissioner of Payments)

SHRI A. K. ROY: I beg to move:

Page 8, line 9,—

add at the end—

"in consultation with the leaders of the Opposition of both the Houses" (40)

Page 8, line 21,—

add at the end—

"as determined by an Advisory Committee appointed by both the Houses of Parliament" (41)

Here also, I plead that an Advisory Committee should be formed from both the Houses of Parliament to assist the disbursements of the amounts, etc. of the Company, to the Commissioner of Payments. My only emphasis is that there should be no hush-hush about this Company. At every stage, the Members of Parliament should be consulted, taken into confidence and involved, so that each step should be scrutinized, and all the sources of wrong things, and all possibilities could be plugged. I think the Minister of Industry who is sitting dumb, should stand up and speak something.

SHRI CHARANJIT CHANANA: I don't accept.

MR. DEPUTY-SPEAKER: I put amendments No. 40 and 41, moved by Shri A. K. Roy, to the vote of the House.

Amendments Nos. 40 and 41 were put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That Clause 15 stand part of the Bill."

The motion was adopted.

Clause 15 was added to the Bill.

Clause 16—(Payment by the Central Government of the Commissions)

SHRI CHITTA BASU: I beg to move:

Page 8, line 22,—

for "thirty days" substitute "ninety days". (7)

SHRI A. K. ROY: I beg to move:

Page 8, lines 22 and 23,—

for "thirty days from the specified date" substitute "a period specified by the Advisory Committee" (42)

MR. DEPUTY-SPEAKER: I now put Amendments Nos. 7 and 42 to Clause 16 to the vote of the House.

Amendments Nos. 7 and 42 were put and negatived.

MR. DEPUTY-SPEAKER: There is no amendment to Clause 17. So, I put Clauses 16 and 17 together to the vote of the House.

The question is:

"That Clauses 16 and 17 stand part of the Bill."

The motion was adopted.

Clauses 16 and 17 were added to the Bill.

Clause 18—(Claims to be made to the Commissioner)

SHRI SUDHIR GIRI: I beg to move:

Page 9,—

after line 24, insert—

"Provided further that no claim shall be entertained, which has been barred by the Act of Limitation." (20)

DR. SUBRAMANIAM SWAMY: I beg to move:

Page 9, line 15,—

add at the end—

"Every person who prefers such a claim shall furnish his address, telephone number, if any, and the complete list of such claimants with their respective addresses and telephone numbers shall be placed on the Table of Lok Sabha." (54)

SHRI SUDHIR GIRI: I have already made it clear to the House that this nationalization is a *mala fide* operation on the part of the Government. This nationalization is going to patronize the patrons of the present ruling party. That is why they are going to give to the shareholders some claims which are barred by limitation. Therefore, I have given this amendment, so that the payment of claims which are barred by limitation cannot be made to the shareholders.

DR. SUBRAMANIAM SWAMY: The amendment that I have moved is a very reasonable one. I have suggested therein that every person who prefers such a claim shall furnish his address, I should have put, his or her also, telephone number, if any, and the complete list of such claimants, their respective addresses and telephone numbers shall be placed on the table of the Lok Sabha.

Sir, this is a very reasonable request. Why? There is a general

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feeling that the claimants are bogus, fictitious, that the money is going to be distributed for a few people. May be, that impression is wrong. How to remove that impression? So, if my amendment is accepted, then, it will go a long way in establishing the *bona fides* of the Government.

So, I quote from the newspaper *Patriot*. Normally, I do not quote from *Patriot* because I do not believe what is published in that. So, this is a letter to the Editor. So, I give a slightly different status from the editorial of the paper to the news item of the paper. The letter is signed by Shri P. C. Aggarwal, Secretary General, All India Maruti Dealers Association. The latter is published and there is no reaction. The letter says that the dealers will be cheated under this Bill. And I made some calculation on the basis of some statistics they have given, that the dealers who deposit Rs. 2 crores 40 lakhs, if they were paid 10 per cent interest, then, using compound interest tables, this works out to Rs. 5 crores 80 lakhs. This is what they should be actually paid plus they were given a promise that Rs. 650/- per car will be given to them, as commission, and 50,000 cars will be produced. That calculation works out to an output of 50,000 cars. This is a very serious matter. This is part of mathematics. Rs. 650/- per car, promise of 50,000 cars, that means, Rs. 3.25 crores. So, total of Rs. 9 crores is due to the dealers. Now, a dealer was getting nothing of that kind.

Therefore, you look at this. All I am saying is that the list should be laid on the table of the House. I am prepared to withdraw this amendment if the Minister gives an assurance that he will place the list on the table. Let him accept the amendment, that will be very gracious. So, he should agree to place the list as soon as possible with the telephone num-

ber, his or her address, on the table of the House. If he is willing to accept, I am ready to withdraw, but if he does not, I must press my amendment.

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): Sir, the Hon. Member's confession is very interesting. He has confessed, that he has spoken, he has no faith in the source of the printed thing. He said this. I do not accept that.

DR. SUBRAMANIAM SWAMY: That means he has got something to hide and therefore I press my amendment.

MR. DEPUTY-SPEAKER: I put amendments Nos. 20 and 54 to the vote of the House.

Amendments Nos. 20 and 54 were put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That clauses 18, 19 and 20 stand part of the Bill."

The motion was adopted.

Clauses 18, 19 and 20 were added to the Bill.

Clause 21—(Admissions or rejections of Claims.)

SHRI SOMNATH CHATTERJEE: I have an amendment to this clause. I beg to move:

Page 10,

after line 21, insert

"Provided that no amount shall be payable to any person against whom an order is made under section 30A of this Act."
(31)

This amendment is related to my next amendment. I am saying that if a person is guilty of commission of

an offence as mentioned in my amendment No. 32 for insertion of clause 31A, he should not be paid any money. Therefore, I have to press this amendment strongly.

श्री. रीतलाल प्रसाद वर्मा : उपाध्यक्ष महोदय, मैं प्रस्ताव करता हूँ : पृष्ठ 9, पंक्ति 36 के पश्चात् निम्नलिखित अन्तः-स्थापित किए जाएं :—

“आयुक्त ऐसे दावेदारों के दावों पर भी अन्वेषण करेगा जिन्हें मारुति लिमिटेड के अधिकारियों के द्वारा छल-बल प्रयोग कर अंतर्कित करके वसूली पत्र पर हस्ताक्षर करा लिया गया है और उसकी एजेंसी की राशि का दुर्विनियोग किया है।” (51)

मैं कहना चाहता हूँ कि मारुति डीलरशिप के लिए जितने डिपोजिट्स हुए हैं अगर उसमें देखा जाए तो 1972-73 में 1,64,10,900 रुपये, 1973-74 में 2,18,91,042 रुपये, 1974-75 में 2,30,47,073 रुपये, 1975-76 में, 25,57,688 रुपये हैं, लेकिन बुक्स आफ अकाउंट में अगर देखा जाए तो हर वर्ष में घटा कर लिखा गया है, जैसे कि आप देखें 1975 में 27,67,000 रुपये दिया है, 1976 में 21,81,000 दिया है, 1977 में 20,63,000 दिया है, तो यह बहुत ही गड़बड़ हुई है। इस प्रकार बहुत लोगों ने जो डीलरशिप के लिए रुपया जमा किया, मारुति के अधिकारियों ने छल-बल का प्रयोग कर, दबाव डालकर उनसे वसूली-पत्र लिखा लिया है। तो जब अन्वेषण हो, उस समय जो अपने दावे प्रस्तुत करें, संदाय आयुक्त उन पर विचार करे। मंत्री महोदय ने उनकी क्षति-पूर्ति के लिए प्रावधान किया है, मैं उनसे आग्रह करूंगा कि यदि आप ईमानदारी के साथ उनका

भुगतान करना चाहते हैं तो मैं समझता हूँ कि ये अमेंडमेंट्स एक्सेप्ट कर लेंगे।

MR. DEPUTY-SPEAKER: I shall now put amendments Nos. 31 and 51 to the vote of the House.

Amendments Nos. 31 and 51 were put and negatived.

MR. DEPUTY-SPEAKER: The question is:

“That clause 21 stand part of the Bill.”

The motion was adopted.

Clause 21 was added to the Bill.

Clause 22—(Disbursement of money by the Commissioner of claimants.)

MR. DEPUTY-SPEAKER: Shri R. L. P. Verma has an amendment to this clause—No. 52. Is he moving?

SHRI R. L. P. VERMA: I beg to move:

Page 10, after line 42, insert—

“Provided that the Commissioner of payments, while considering the claims of the claimants shall also take into consideration the suggestions and directions given by the Gupta Commission appointed on Maruti Limited and shall grant compensation so that the genuine claimants do not suffer.” (52)

श्री. रीतलाल प्रसाद वर्मा : क्लॉज 22 में मेरा संशोधन 52 जो है उसका मंशा यह है कि संदाय आयुक्त को देनदारियों और दावों पर विचार करते समय गुप्ता आयोग ने जो सुझाव या निर्देश दिए थे उन पर भी विचार करना चाहिए ताकि डीलरशिप आदि के लिए जिन लोगों ने पैसे जमा कराए थे उनकी भी क्षतिपूर्ति हो सके और उनको हानि न हो।

MR. DEPUTY-SPEAKER: I shall now put amendment No. 52 to the vote of the House.

Amendment No. 52 was put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That clause 22 stand part of the Bill."

The motion was adopted.

Clause 22 was added to the Bill.

Clauses 23 and 24 were added to the Bill.

MR. DEPUTY-SPEAKER: There is an amendment No. 43 by Shri A. K. Roy for the insertion of a new clause 24A.

SHRI A. K. ROY: I beg to move:
Page 11,—

after line 17, insert—

"24A. Notwithstanding anything contained in the Chapter VI the Commissioner of Payment shall be guided by the Report of the Gupta Commission on the Maruti Ltd. to decide the *bona fide* of the claimant for compensation."
(43)

You know we have discussed so much about the *bona fides* of the claimants. A lot of suspicions and apprehensions are existing as to how to identify the *bona fide* claimants. Government has not clarified its position regarding Gupta Commission's report. You know that that Commission had more than 100 sittings, examined more than 300 witnesses and probed more than 2000 to 3000 files. It has categorised all people associated with Maruti Ltd. Government should clarify its position with regard to the Gupta Commission and accept my amendment.

SHRI CHARANJIT CHANANA. I do not accept the amendment. The

bona fides of the Commission have already been explained.

MR. DEPUTY-SPEAKER: I shall now put to the vote of the House amendment No. 43 seeking insertion of a new clause 24A.

Amendment No. 43 was put and negatived.

MR. DEPUTY-SPEAKER: There are no amendments to clauses 25 to 28. I shall put them.

The question is:

"That clauses 25 to 28 stand part of the Bill."

The motion was adopted.

Clauses 25 to 28 were added to the Bill.

Clause 29—(Penalties.)

SHRI A. K. ROY: I beg to move:

Page 12,—

after line 38, insert—

"(g) and against whom adverse findings are there in the Report of the Gupta Commission in the Maruti affairs". (44)

It has given details of categorisation, who are the persons against whom penal action may be taken and what are the circumstances under which penal action may be called for.

You kindly look at it. Here I have only added that penal action also should be taken against whom adverse findings are there in the Report of the Gupta Commission in the Maruti affairs. I think, there is no difficulty in accepting this amendment.

SHRI CHARANJIT CHANANA: I do not accept it.

MR. DEPUTY-SPEAKER: Now, I put amendment No. 44 to clause 29, of Shri A. K. Roy to vote.

*Amendment No. 44 was put and
 negatived.*

MR. DEPUTY-SPEAKER: There are no amendments to clause 30. So, I shall put Clauses 29 and 30 together to vote.

The question is:

"That clauses 29 and 30 stand part of the Bill".

The motion was adopted.

*Clauses 29 and 30 were added to the
 Bill.*

SHRI SOMNATH CHATTERJEE: I beg to move:

Page 13,—

after line 11, insert—

"Court to assess damages against delinquent Directors etc.

30A. (1) Notwithstanding any judgement, decree or order of any Court, Tribunal or other authority or anything contained in any law for the time being in force and the provisions of this Act, an enquiry shall be held by a Judge of the Supreme Court as may be selected by the Chief Justice of that Court to ascertain whether any person who has taken part in the promotion or formation of the Company or any past or present Director, Manager or Officer of the Company has misapplied or retained or became liable or accountable for any money or property of the Company or has been guilty of any misfeasance or breach of trust in relation to the Company.

(2) For the purpose of such enquiry, the Judge shall be entitled to examine into the conduct of the person, Director, Manager or Officer aforesaid.

(3) If upon such enquiry, if such person, Director, Manager

or Officer aforesaid as the case may be, is found guilty of any of the acts mentioned in subsection (1) above, then such person shall be compelled to repay or restore the money or property or any part thereof respectively with interest at such rate as may be determined by the Judge or to contribute such sum to the assets of the Company by way of compensation in respect of the misapplication, retainer, misfeasance or breach of trust as the judge thinks just.

(4) The enquiry shall be completed within a period of one year from the date of the commencement of this Act.

(5) This section shall apply notwithstanding that the matter is one for which the person concerned may be criminally liable." (32)

May I draw the attention of the hon. Members and the hon. Minister to this amendment? I feel, if some objective approach is made to this amendment, all bona fide persons—I am not making any personal reflection on anybody—would accept it. It has been stated on the floor of this House that the takeover of Maruti Limited was not to stop the liquidation proceedings as such but to stop a private entrepreneur from grabbing this Company which has sufficient assets. If liquidation proceedings were to go on, then certainly consequences would have followed under the ordinary normal law of this country, viz. the Companies Act. One of the very salutary provisions of the Companies Act is that if it is found that anybody connected with the formation or management of a company has been guilty of any activity which has caused loss to the company, then there is a power of investigation. If Delhi Automobiles had not come into the scene, then these provisions would

[Shri Somnath Chatterjee]

have been applicable so far as Maruti Limited is concerned. What I am submitting is that a very salutary principle which is provided in the Companies Act of 1956, which was brought in by the predecessor of this Government, contains a provision that so far as corporate management in this country is concerned, there may not be participation by such persons who should not be there nor any person should obtain any benefit out of a corporate promotion and management of a corporate body.

I believe many of the hon. Members and even the Minister have not read it. May I read it with your permission? I quote:

"Notwithstanding any judgment, decree or order of any Court, Tribunal or other authority contained in any law for the time being in force and the provisions of this Act, an enquiry shall be held by a Judge of the Supreme Court...."

I have provided the highest Court.

"...as may be selected by the Chief Justice of that Court to ascertain whether any person who has taken part in the promotion or formation of the Company or any past or present Director, Manager or Officer of the Company has misapplied or retained or became liable or accountable for any money or property of the Company or has been guilty of any misfeasance or breach of trust in relation to the Company.

(2) For the purpose of such enquiry, the Judge shall be entitled to examine into the conduct of the person, etc.

(3) If upon such enquiry, if such person Director, Manager or Officer aforesaid as the case may be, is found guilty of any of the acts mentioned in sub-section (1) above, then such person shall be

compelled to repay or restore the money or property or any part thereof respectively, with interest at such rate as may be determined by the Judge or to contribute such sum to the assets of the Company by way of compensation in respect of the misapplication, retainer, misfeasance or breach of trust as the Judge thinks just."

Then I am saying that this will be completed within one year from the date of commencement of this Act. It is almost a verbatim reproduction of the provision in the Companies Act. I take it that there is no intention on that side, specially on the Government side, to provide this Bill as a shield to protect those persons who have been guilty of any of these acts. Is it a shield which you are providing by this clause, shield so far as any person guilty of any of these acts, which the law of the land discourages, disfavours and provides a remedy for?

There is no personal element involved here. In view of the unfortunate situation that has arisen, there is no question of any personal vendetta against any individual. Now public money is being given for the acquisition of this Company. Large sums of money were invested in this Company, rightly or wrongly. I am not going into the reasons, but it has not rectified or resulted in the production of cars. There is no commercial production of cars. The money which has come in from the banks, from the private persons etc. has not resulted in the commercial manufacture of cars. If any person is found guilty for this sorry state of affairs of this Company, if any person has obtained any personal benefit out of this, why not ask him to make the contribution, which will go to the Government company, so that the Government will reap the benefit of this compensation, and it will not go to any private person. Therefore,

if X is found guilty of any misapplication of funds, if there is such a suspicion—I am sure the hon. Minister cannot say everything was all right there—if there was any *male fide* involved, or any *mens rea* was involved—I am not going into that but—there may have been misapplication of funds by persons who were managing the Company, why not the money be realised from them, which will go to the coffers of the Government, so that public interest will be served.

Therefore, I very strongly request the Government and the hon. Members on the other side not to take it as a political amendment. This is not for cheap political campaign. This is what is contained in the Companies Act, which I am providing here, so that no guilty person, or even a person suspected guilty, can get out of the provisions of the ordinary law of the land. So, I am requesting the Government to accept it.

SHRI CHARANJIT CHANANA: I am not accepting it.

SHRI SOMNATH CHATTERJEE: Is this a fair approach? Is this Parliament to be taken so casually? Then why should we have deliberations in this Parliament? I have not brought any politics here; I have only brought in the provisions of the Companies Act. If this is the approach and attitude of the Government, if they refuse even to give an answer...

MR. DEPUTY-SPEAKER: He has answered it.

SHRI SOMNATH CHATTERJEE: The irresistible conclusion that one can draw is that you want to use it as a shield against some persons. Sir, you said the Minister has replied. It is an insensitive reaction to a good suggestion.

SHRI CHARANJIT CHANANA: I have heard every word of your speech. But I do not agree with your suggestion in the amendment.

MR. DEPUTY-SPEAKER: I shall now put amendment No. 32 moved by Mr. Somnath Chatterjee for insertion of new clause 30A to the vote of the House.

The question is:

Page 13,—

after line 11, insert—

“Court to assess damages against delinquent Directors etc.

30A. (1) Notwithstanding any judgment, decree or order of any Court, Tribunal or other authority or anything contained in any law for the time being in force and the provisions of this Act, an enquiry shall be held by a Judge of the Supreme Court as may be selected by the Chief Justice of that Court to ascertain whether any person who has taken part in the promotion or formation of the Company or any past or present Director, Manager or Officer of the Company has misapplied or retained or became liable or accountable for any money or property of the Company or has been guilty of any misfeasance or breach of trust in relation to the Company.

(2) For the purpose of such enquiry, the Judge shall be entitled to examine into the conduct of the person, Director, Manager or Officer aforesaid,

(3) If upon such enquiry, if such person, Director, Manager or Officer aforesaid as the case may be, is found guilty of any of the acts mentioned in sub-section (1) above, then such person shall be compelled to repay or restore the money or property or any part thereof respectively, with interest at such rate as may be determined by the Judge or to contribute such sum to the assets of the Company by way of compensation in respect of the misapplication, retainer, misfeasance or breach of trust as the Judge thinks just.

[Mr. Deputy-Speaker]

(4) The enquiry shall be completed within a period of one year from the date of the commencement of this Act.

(5) This section shall apply notwithstanding that the matter is one for which the person concerned may be criminally liable."(32)

The Lok Sabha divided.

Division No. 54]

[16.56 hrs.

AYES

Acharia, Shri Basudeb
 Agarwal, Shri Satish
 Basu, Shri Chitta
 Bhattacharyya, Shri Sushil
 Bhim Singh, Shri
 Biswas, Shri Ajoy
 Bosu, Shri Jyotirmoy
 Chatterjee, Shri Somnath
 Chaturbhuj, Shri
 Choubey, Shri Narayan
 Dandavate, Prof. Madhu
 Das, Shri R. P.
 Ghosh, Shri Niren
 Giri, Shri Sudhir
 Goyal, Shri Krishna Kumar
 Gupta, Shri Indrajit
 Halder, Shri Krishna Chandra
 Hannan Mollah, Shri
 Harikesh Bahadur, Shri
 Hasda, Shri Matilal
 Horo, Shri N. E.
 Jatiya, Shri Satyanarayan
 Jethmalani, Shri Ram
 Kodyan, Shri P. K.
 Kurien, Prof. P. J.
 Lawrence, Shri M. M.
 Mahata, Shri Chitta
 Mandal, Shri Dhanik Lal
 Masudal Hossain, Shri Syed
 Mehta, Prof. Ajit Kumar

Mhalgi, Shri R. K.
 Misra, Shri Satyagopal
 Modak, Shri Bijoy
 Mukherjee, Shrimati Geeta
 Mukherjee, Shri Samar
 Pal, Prof. Rup Chand
 Pandit, Dr. Vasant Kumar
 Paswan, Shri Ram Vilas
 Pathak, Shri Ananda
 Rai, Shri M. Ramanna
 Rajan, Shri K. A.
 *Ranga, Prof. N. G.
 Riyan, Shri Baju Ban
 Roy, Shri A. K.
 Roy, Dr. Saradish
 Saha, Shri Ajit Kumar
 Shakya, Shri Ram Singh
 Shastri, Shri Ramavatar
 Shejwalkar, Shri N. K.
 Singh, Shri B. D.
 Suraj Bhan, Shri
 Swamy, Dr. Subramaniam
 Unnikrishnan, Shri K. P.
 Vijpayee, Shri Atal Bihari
 Verma, Shri Phool Chand
 Verma, Shri Raghunath Singh
 Yadav, Shri R. P.
 Zainal Abedin, Shri

NOES

Abbasi, Shri Kazi Jalil
 Ahmad, Shri Mohammad Asrar
 Ahmed, Shri Kamaluddin
 Ajit Pratap Singh, Shri
 Alluri, Shri Subhash Chandra Bose
 Anand Singh, Shri
 Ankineedu, Shri M.
 Ankineedu Prasad Rao, Shri P.
 Anwar Ahmad, Shri
 Appalanaidu, Shri S. R. A. S.
 Arunachalam, Shri M.
 Azad, Shri Bhagwat Jha

*Wrongly voted for Ayes.

Bagun Sumbrui, Shri
 Bairwa, Shri Banwari Lal
 Baitha, Shri D. L.
 Bajpai, Dr. Rajendra Kumari
 Baleshwar Ram, Shri
 Bansi Lal, Shri
 Behera, Shri Rasabehari
 Bhagat, Shri H. K. L.
 Bhagwan Dev, Acharya
 Bhakta, Shri Manoranjan
 Bhoi, Dr. Krupasindhu
 Bhoys, Shri Reshma Motiram
 Bhuria, Shri Dileep Singh
 Birbal, Shri
 Brar, Shrimati Gurbrinder Kaur
 Buta Singh, Shri
 Chakradhari Singh, Shri
 Chandra Shekhar Singh, Shri
 Chandrakar, Shri Chandu Lal
 Chaturvedi, Shrimati Vidyawati
 Chennupati, Shrimati Vidya
 Choudhari, Shrimati Usha Prakash
 Dabhi, Shri Ajitsinh
 Daga, Shri Mool Chand
 Damor, Shri Somjibhai
 Das, Shri A. C.
 Dennis, Shri N.
 Desai, Shri B. V.
 Dev, Shri Santosh Mohan
 Dhandapani, Shri C. T.
 Dogra, Shri G. L.
 Doongar Singh, Shri
 Dubey, Shri Ramnath
 Era Anbarasu, Shri
 Fernandes, Shri Oscar
 Gadgil, Shri V. N.
 Gadhavi, Shri Bheravadan K.
 Gaikwad, Shri Udaysingrao
 Gamit, Shri Chhitubhai
 *Gangwar, Shri Harish Kumar

Gehlot, Shri Ashok
 Gireraaj Singh, Shri
 Gohil, Shri G. B.
 Gomango, Shri Giridhar
 Gouzagin, Shri N.
 Gowda, Shri D. M. Putte
 Jadeja, Shri Daulatsinhji
 Jai Narain Roat, Shri
 Jain, Shri Bhiku Ram
 Jain, Shri Viridhi Chander
 Jamilur Rahman, Shri
 Jena, Shri Chintamani
 Jitendra Prasad, Shri
 Kamal Nath, Shri
 Kamla Kumari, Kumari
 Karma, Shri Laxman
 Kaul, Shrimati Sheila
 Khan, Shri Arif Mohammad
 Khan, Shri Malik M. M. A.
 Khan, Shri Zulfiqar Ali
 Kidwai, Shrimati Mohsina
 Kosalram, Shri K. T.
 Krishan Dutt, Shri
 Krishna, Shri S. M.
 Krishna Pratap Singh, Shri
 Krishnan, Shri G. Y.
 Kuchan, Shri Gangadhar S.
 Lakkappa, Shri K.
 Laskar, Shri Nihar Ranjan
 Mahabir Prasad, Shri
 Mahajan, Shri Vikram
 Mahendra Prasad, Shri
 Mallanna, Shri K.
 Mallick, Shri Lakshman
 Mallikarjun, Shri
 Mallu, Shri A. R.
 Mane, Shri R. S.
 Mani, Shri K. B. S.
 Mavani, Shri Ramjibhai
 Mishra, Shri Gargi Shankar

Mishra, Shri Ram Nagina
Misra, Shri Nityananda
Mohanty, Shri Brajamohan
Mohite, Shri Yashawantrao
Mohsin, Shri F. H.
Mukhopadhyay, Shri Ananda Gopal
Mundackal, Shri George Joseph
Murthy, Shri M. V. Chandrashekara
Murugian, Shri S.
Muttemwar, Shri Vilas
Muzaffar Hussain, Shri Syed
Nagina Rai, Shri
Naikar, Shri D. K.
Nair, Shri B. K.
Namgyal, Shri P.
Nandi Yellaiah, Shri
Netam, Shri Arvind
Nikhra, Shri Rameshwar
Odedra Shri Maldevji M.
Palaniappan, Shri C.
Panday, Shri Kedar
Pandey, Shri Krishna Chandra
Panigrahi, Shri Chintamani
Panika, Shri Ram Pyare
Pardhi, Shri Keshao Rao
Patel, Shri Amrit
Patel, Shri C. D.
Patel, Shri Mohanbhai
Patel, Shri Uttambhai H.
Patil, Shri A. T.
Patil, Shri Balasaheb Vikhe
Patil, Shri Chandrabhan Athare
Patil, Shri Shankarrao
Patil, Shri Veerendra
Pattabhi Rama Rao, Shri S. B. P.
Phulwariya, Shri Virda Ram
Poojary, Shri Janardhana
Potdukhe, Shri Shantaram
Pradhani, Shri K.
Prasan Kumar, Shri S. N.
Quadri, Shri S. T.
Rahim, Shri A. A.

Rajamallu, Shri K.
Raju Shri P. V. G.
Ramalingam, Shri N. Kudanthai
Ranjit Singh, Shri
Rao, Shri M. Nageswara
Rathawa, Shri Amarsinh
Rathod, Shri Uttam
Raut, Shri Bholu
Ravani, Shri Navin
Rawat, Shri Hariash Chandra Singh
Reddi, Shri G. S.
Reddy Shri G Narsimha
Reddy, Shri K. Brahmananda
Reddy, Shri K. Obul
Reddy, Shri P. Venkata
Reddy, Shri T. Damodar
Sahi, Shrimati Krishna
Sajjan Kumar, Shri
Satish Prasad Singh, Shri
Satya Deo Singh, Prof.
Sawant, Shri T. M.
Sebastian, Shri S. A. Dorai
Sethi, Shri Arjun
Sethi, Shri P. C.
Shailani, Shri Chandra Pal
Shaktawat, Prof. Nirmala Kumari
Shakyawar, Shri Nathuram
Shankaranand, Shri B.
Shanmugam, Shri P.
Sharma, Shri Kali Charan
Sharma, Shri Nand Kishore
Sharma, Dr. Shanker Dayal
Shastri, Shri Dharam Dass
Shastri, Shri Hari Krishna
Shingda, Shri D. B.
Shivendra Bahadur Singh, Shri
Sidnal, Shri S. B.
Singaravadivel, Shri S.
Singh, Dr. B. N.
Singh, Shri C. P. N.
Singh Deo, Shri K. P.
Sinha Shrimati Ramdulari

Soren, Shri Hari Har
 Sparrow, Shri R. S.
 Subburaman, Shri A. G.
 Sukhadia, Shri Mohan Lal
 Sunder Singh, Shri
 Suryawanshi, Shri Narsing
 Swaminathan, Shri R. V.
 Tapeswar Singh, Shri
 Tariq Anwar, Shri
 Tayyab Hussain, Shri
 Tripathi, Shri Kamalapati
 Tripathi, Shri R. N.
 Tytler, Shri Jagdish
 Verma, Shri Jai Ram
 Verma, Shrimati Usha
 Vijayaraghavan, Shri V. S.
 Virbhadr Singh, Shri
 Vyas, Shri Girdhari Lal
 Wagh, Dr. Pratap
 Yadav, Shri Ram Singh
 Yazdani, Dr. Golam
 Zainul Basher, Shri

THE DEPUTY-SPEAKER: Subject to Correction, the result* of the division is:

AYES : 58.

NOES : 198.

The motion was negatived.

MR. DEPUTY-SPEAKER: The question is:

"That Clauses 31 and 32 stand part of the Bill."

The motion was adopted.

Clauses 31 and 32 were added to the Bill.

CLAUSE 33—(Repeal and saving)

SHRI A. K. ROY: I beg to move:

Page 14, —

omit lines 11 to 13. (45)

MR. DEPUTY-SPEAKER: I put the amendment to the House.

Amendment No. 45 was put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That Clause 33 stand part of the Bill."

The motion was adopted.

Clause 33 was added to the Bill.

THE SCHEDULE

SHRI INDRAJIT GUPTA: I beg to move:

Page 14, after line 24, insert —

"(c) Secured loans with interest" (21)

Page 14, — for line 26, substitute —

"(a) Any credit availed of for purposes of trade or manufacturing operations;

(b) Deposits towards dealership;

(c) Deposits received from the public or from the members of the Company; and

(d) Share application monies where shares were not allotted." (22)

Page 14, — for line 28, substitute —

*The following Members also recorded their votes:

AYES: Shri Harish Kumar Gangwar.

NOES: Sarvashree Dalbir Singh, Godil Prasad Anuragi, Seth Hem brom, H. N. Nanje Gowda, A. Senapathi Gounder and Prof. N. G. Ranga.

[Shri Indrajit Gupta]

"Amount, due to the Government of Haryana towards the cost of land" (23)

Page 14, for lines 30 to 35, substitute —

"Any other dues" (25)

Page 14, —

omit lines 36 and 37. (26)

The points I had raised relating to the Schedule during the discussion have not been dealt with at all by the hon. Minister in his reply.

The Law Minister yesterday had tried to explain that the amount of Rs. 434 lakhs is adequate to meet the liabilities in respect of the first four categories of people. He gave a break-up and said that Rs. 434 lakhs can meet all these liabilities. If that is the case, what is the need for so many categories, because according to Clauses 19 and 20, Category I is given preference over Category II, Category II over Category III and so on. If it is not possible to pay a particular category because the higher category has exhausted all the funds, then the other people will be left without any payment. But here, according to the Law Minister, such a contingency should not arise because the total amount is enough to meet all the liabilities.

In my speech I had suggested that they should all be in one category logically. If there is not one category, through my amendments I have suggested that Categories I and III should be in one category. I do not see why secured loans should get a lower place than the amounts due to the Government of Haryana towards the cost of land, because a lot of questions have arisen about this land and nothing has been clarified as to whether the land is registered in the name of the company or not. There-

fore, I have suggested that (a) and (b) of Category I may remain as they are, that secured loans with interest be added as (c) of Category I, items mentioned in the present Category IV constitute the new Category III, to be followed by amounts due to the Haryana Government in Category IV, with any other dues in the last category.

17.00 hrs.

Because, otherwise, I hope the hon. Minister will kindly explain what is the object of fixing these priorities unless he has got in his mind that at some stage he will find that he has not got enough money left to discharge the liabilities of people in the lower categories. If that is so and that is the apprehension I have also got, then I do not want the Government of Haryana to get priority over other people. Why should the Government of Haryana get a higher priority? Why did they give land at a concessional rate? Why have they not tried to recover money all these years? They must also wait in the queue. There is no reason why they should be pushed up. Therefore, I am moving this amendment which, I think, is a mild amendment. The real amendment should have been that they should all have been put in one category if what the Law Minister has said is to be believed.

SHRI CHARANJIT CHANANA: I should like to mention one thing even at the cost of repetition that the non-Member was told at the time of the introduction of the Bill also. First of all the priority schedule is always given. The Commissioner of Payments is authorised to make disbursements within this schedule. It is very surprising that the hon. Member gives a lower priority to the Government and a higher priority to others. He has a different schedule

of priorities. I do not accept his amendment.

MR. DEPUTY-SPEAKER: Now, I put Amendment Nos. 21, 22, 23, 25 and 26 moved by Shri Indrajit Gupta to the vote of the House.

Amendments Nos. 21, 22, 23, 25 and 26 were put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That the Schedule stand part of the Bill."

The motion was adopted.

The Schedule was added to the Bill Clause 1

SHRI A. K. ROY: I beg to move: Page 2, lines 14 and 15, —

for "the Maruti Limited (Acquisition and Transfer of Undertakings) Act, 1980".

substitute "the Maruti Security Act, 1980" (36)

Sir, I am moving this amendment only to give a meaningful, short, precise and appropriate title to the Bill. The name of the Bill, as it is, is: The Maruti Limited (Acquisition and Transfer of undertakings) Bill, 1980. I have given a small name, that is, the Maruti Security Act, 1980. There is the National Security Act, 1980. This will be, the Maruti Security Act, 1980. So, it will fall in line with that. I hope, the ruling party will have no difficulty in accepting it.

MR. DEPUTY-SPEAKER: I put Amendment No. 36 moved by Shri A. K. Roy to vote.

Amendment No. 36 was put and negatived.

MR. DEPUTY-SPEAKER: The question is:

"That Clause 1 stand part of the Bill."

The motion was adopted.

Clause 1 was added to the Bill.

The Enacting Formula was added to the Bill.

Preamble

SHRI A. K. ROY: I beg to move: Page 2, —

after line 3, insert —

"AND WHEREAS the Commission of Enquiry by Justice Shri A. C. Gupta has already submitted its report revealing facts regarding various irregularities committed;" (34)

Page 2, line 8, —

after "motor vehicles" insert —

"other than passenger cars" (35)

I want to just read out my amendment No. 34. It reads:

"Page 2, —

after line 3, insert —

"AND WHEREAS the Commission of Enquiry by Justice Shri A. C. Gupta has already submitted its report revealing facts regarding various irregularities committed;"

I do not want to make any more comment on it.

I wanted to speak on Amendment No. 35. I do not like to speak now. I will speak on my Amendment No. 33.

MR. DEPUTY-SPEAKER: I shall now put Amendments Nos. 34 and 35, moved by Shri A. K. Roy, to the Preamble to the vote of the House.

Amendments Nos. 34 and 35 were put and negatived.

MR. DEPUTY-SPEAKER: The question is:

[Mr. Deputy-Speaker]

"That the Preamble stand part of the Bill"

The motion was adopted.

The Preamble was added to the Bill.

TITLE

SHRI A. K. ROY: I beg to move:

Page 1, in the Long Title, —
after "motor vehicles"

insert "other than the passenger cars" (33)

My amendment is very simple. Here, I think, many of the Members from that side also will support me. In the Bill it is written:

"to provide for the acquisition and transfer of the undertakings of Maruti Limited with a view to securing the utilisation of the available infrastructure, to modernise the automobile industry, to effect a more economical utilisation of scarce fuel and to ensure higher production of motor vehicles ..."

After 'motod vehicles', I have inserted:

"other than the passenger cars"

Now, what I would like to say is this. (*Interruptions*) The automobiles will be, not for private purposes, but for public uses—trucks, buses, power tillers, and so on. After all, what is an automobile factory? It is a factory basically meant for making internal combustion engine and other things. The basic thing is the internal combustion engine. (*Interruptions*) You try to understand the chemistry of it. It is only to convert the chemical energy unleashed due to the combustion of fuel inside the carburettor, into mechanical energy. (*Interruptions*) Kindly do not behave like Maruti. This internal combustion engine is not to convert the unaccounted money into accounted money, but to convert the chemical energy into mechanical energy. You

will be surprised to know this. We are nationalising this. You will understand that we are havnig so many factories and laboratories for our research and development and technology, thanks to our Minister, but the standard is not up-to-date. So, for everything, we have to run to France or to Italy or to Germany or to England or to America or to, I do not know where else, because the Ministers are now having their tours for unknown destinations; not much is known to us. That is why I say that in this country it is a question of principle. This country is a poor country. We are already spending more than Rs. 6000 crores of foreign exchange for importing oil. You know 36 per cent of our oil is used only for transportation. Our petrol consumption is increasing like anything and our factories which have capacity to manufacture passenger cars are under-utilised. Therefore, I would make an appeal to the Minister that he should use this Maruti factory for manufacturing automobiles for public use and not for personal cars or cars for private use and things like that. I think the Minister will accept my amendment.

SHRI CHARANJIT CHANANA: It is already there and I do not accept the amendment, Sir.

MR. DEPUTY-SPEAKER: The question is:

"Page 1, in the Long Title,—
after "motor vehicles"

insert "other than the passenger cars" (33)

The Lok Sabha divided:

Division No. 55] [17.17 hrs.

AYES

Acharia, Shri Basudeb
Agarwal, Shri Satish
Basu, Shri Chitta

Bhattacharyya, Shri Sushil
 Bhim Singh, Shri
 Biswas, Shri Ajoy
 Bosu, Shri Jyotirmoy
 Chaturbhuj, Shri
 Choubey, Shri Narayan
 Dandavate, Prof. Madhu
 Das, Shri R. P.
 *Era Anbarasu, Shri
 Ghosh, Shri Niren
 Ghosh Goswami, Shrimati Bibha
 Giri, Shri Sudhir
 Goyal, Shri Krishna Kumar
 Gupta, Shri Indrajit
 Halder, Shri Krishna Chandra
 Hannan Mollah, Shri
 Harikesh Bahadur, Shri
 Hasda, Shri Matilal
 Jatiya, Shri Satyanarayan
 Jethmalani, Shri Ram
 Kashyap, Shri Jaipal Singh
 Kodiyan, Shri P. K.
 Kurien, Prof. P. J.
 Lawrence, Shri M. M.
 Mahata, Shri Chitta
 Maitra, Shri Sunil
 Masudal Hossain, Shri Syed
 Mhalgi, Shri R. K.
 Misra, Shri Satyagopal
 Modak, Shri Bijoy
 Mukherjee, Shrimati Geeta
 Mukherjee, Shri Samar
 Pal, Prof. Rup Chand
 Pandit, Dr. Vasant Kumar
 Paswan, Shri Ram Vilas
 Pathak, Shri Ananda
 Rai, Shri M. Ramanna
 Rajan, Shri K. A.
 Riyan, Shri Baju Ban
 Roy, Shri A. K.
 Roy, Dr. Saradish
 Saha, Shri Ajit Kumar

Shastri, Shri Ramavatar
 Shejwalkar, Shri N. K.
 Singh, Shri B. D.
 Suraj Bhan, Shri
 Unnikrishnan, Shri K. P.
 Vajpayee, Shri Atal Bihari
 Verma, Shri Phool Chand
 Verma, Shri R. L. P.
 Verma, Shri Raghunath Singh
 Yadav, Shri R. P.
 Zainal Abedin, Shri

NOES

Abbasi, Shri Kazi Jalil
 Ahmad, Shri Mohammad Asrar
 Ahmed, Shri Kamaluddin
 Ajit Pratap Singh, Shri
 Alluri, Shri Subhash Chandra Bose
 Anand Singh, Shri
 Ankineedu, Shri M.
 Ankineedu Prasad Rao, Shri P.
 Anuragi, Shri Godil Prasad
 Anwar Ahmad, Shri
 Appalanaidu, Shri S. R. A. S.
 Arunachalam, Shri M.
 Azad, Shri Bhagwat Jha
 Bagun Sumbhui, Shri
 Bairwa, Shri Banwari Lal
 Baitha, Shri D. L.
 Bajpai, Dr. Rajendra Kumari
 Baleshwar Ram, Shri
 Bansi Lal, Shri
 Behera, Shri Rasabehari
 Bhagat, Shri H. K. L.
 Bhagwan Dev, Acharya
 Bhakta, Shri Manoranjan
 Bhatia, Shri R. L.
 Bheekhabhai, Shri
 Bhoi, Dr. Krupasindhu
 Bhoje, Shri Reshma Motiram
 Bhuria, Shri Dileep Singh
 Birbal, Shri
 Birender Singh Rao, Shri

Brar, Shrimati Gurbinder Kaur
 Buta Singh, Shri
 Chakradhari Singh, Shri
 Chandra Shekhar Singh, Shri
 Chandrakar, Shri Chandu Lal
 Chaturvedi, Shrimati Vidyawati
 Chavan, Shri S. B.
 Chennupati, Shrimati Vidya
 Choudhari, Shrimati Usha Prakash
 Dabhi, Shri Ajitsinh
 Daga, Shri Mool Chand
 Dalbir Singh, Shri
 Damor, Shri Somjibhai
 Das, Shri A. C.
 Dennis, Shri N.
 Desai, Shri B. V.
 Dev, Shri Sontosh Mohan
 Dhandapani, Shri C. T.
 Digvijay Sinh, Shri
 Dogra, Shri G. L.
 Doongar Singh, Shri
 Dubey, Shri Ramnath
 Gadgil, Shri V. N.
 Gadhavi, Shri Bheravadan K.
 Gaikwad, Shri Udaysingrao
 Gamit, Shri Chhitubhai
 Gehlot, Shri Ashok
 Gireraj Singh, Shri
 Gohil, Shri G. B.
 Gomango, Shri Giridhar
 Gouzagin, Shri N.
 Gowda, Shri D. M. Putte
 Gowda, Shri H. N. Nanje
 Hembrom, Shri Seth
 Jadeja, Shri Daulatsinhji
 Jai Narain Roat, Shri
 Jaideep Singh, Shri
 Jain, Shri Bhiku Ram
 Jain, Shri Virdhi Chander
 Jamilur Rahman, Shri
 Jena, Shri Chintamani
 Jitendra Prasad, Shri
 Kamal Nath, Shri

Kamla Kumari, Kumari
 Karma, Shri Laxman
 Kaul, Shrimati Sheila
 Khan, Shri Arif Mohammed
 Khan, Shri Malik M.M.A.
 Khan, Shri Zulfiqar Ali
 Kidwai, Shrimati Mohsina
 Kosalram, Shri K. T.
 Krishan Dutt, Shri
 Krishna, Shri S. M.
 Krishna Pratap Singh, Shri
 Krishan, Shri G. Y.
 Kuchan, Shri Gangadhar S.
 Lakkappa, Shri K.
 Laskar, Shri Nihar Ranjan
 Mahabir Prasad, Shri
 Mahajan, Shri Vikram
 Mahendra Prasad, Shri
 Mallanna, Shri K.
 Mallick, Shri Lakshman
 Mallikarjun, Shri
 Mallu, Shri A. R.
 Mane, Shri R. S.
 Mani, Shri K. B. S.
 Mavani, Shri Ramjibhai
 Mishra, Shri Gargi Shankar
 Mishra, Shri Ram Nagina
 Misra, Shri Nityananda
 Mohanty, Shri Brajamohan
 Mohite, Shri Yashawantrao
 Mohsin, Shri F. H.
 Mukhopadhyay, Shri Ananda Gopal
 Murthy, Shri M. V. Chandrashekara
 Murugian, Shri S.
 Muttemwar, Shri Vilas
 Nagina Rai, Shri
 Nahata, Shri B. R.
 Naikar, Shri D. K.
 Nair, Shri B. K.
 Namgyal, Shri P.
 Nandi Yellaiah, Shri
 Netam, Shri Arvind

Nihal Singh, Shri
Nikhra, Shri Rameshwar
Odedra, Shri Maldevji M.
Palaniappan, Shri C.
Pandey, Shri Kedar
Pandey, Shri Krishna Chandra
Panigrahi, Shri Chintamani
Panika, Shri Ram Pyare
Pardhi, Shri Kesharao
Patel, Shri Amrit
Patel, Shri C. D.
Patel, Shri Mohanbhai
Patel, Shri Uttambhai H.
Patil, Shri A. T.
Patil, Shri Balasaheb Vikhe
Patil, Shri Chandrabhan Athare
Patil, Shri Shankarrao
Pattabhi Rama Rao, Shri S. B. P.
Phulwariya, Shri Virda Ram
Poojary, Shri Janardhana
Potdukhe, Shri Shantaram
Pradhani, Shri K.
Prasan Kumar, Shri S. N.
Quadri, Shri S. T.
Rahim, Shri A. A.
Rajamallu, Shri K.
Raju, Shri P. V. G.
Ramalingam, Shri N. Kudanthai
Ran Vir Singh, Shri
Ranga, Prof. N. G.
Ranjit Singh, Shri
Rao, Shri M. Nageswara
Rath, Shri Rama Chandra
Rathawa, Shri Amarsiah
Rathod, Shri Uttam
Raut, Shri Bhola
Ravani, Shri Navin
Rawat, Shri Harish Chandra Singh
Reddi, Shri G. S.
Reddy, Shri G. Narsimha
Reddy, Shri K. Brahmananda
Reddy, Shri K. Obul

Reddy, Shri P. Venkata
Reddy, Shri T. Damodar
Sahi, Shrimati Krishna
Sajjan Kumar, Shri
Satish Prasad Singh, Shri
Satya Deo Singh, Prof.
Sawant, Shri T. M.
Sethi, Shri Arjun
Sethi, Shri P. C.
Shailani, Shri Chandra Pal
Shaktawat, Prof. Nirmala Kumari
Shakyawar, Shri Nathuram
Shankaranand, Shri B.
Shanmugam, Shri P.
Sharma, Shri Kali Charan
Sharma, Shri Nand Kishore
Sharma, Dr. Shanker Dayal
Shastri, Shri Dharam Dass
Shastri, Shri Hari Krishna
Shingda, Shri D. B.
Shivendra Bahadur Singh, Shri
Sidnal, Shri S. B.
Singaravadivel, Shri S.
Singh, Dr. B. N.
Singh Deo, Shri K. P.
Sinha, Shrimati Ramdulari
Sonkar, Shri Kalapnath
Soren, Shri Hari Har
Sparrow, Shri R. S.
Sreenivasa Prasad, Shri V.
Subburaman, Shri A. G.
Sukhadia, Shri Mohan Lal
Sukhbuns Kaur, Shrimati
Sunder Singh, Shri
Suryawanshi, Shri Narsing
Swaminathan, Shri R. V.
Tariq Anwar, Shri
Tayyab Hussain, Shri
Tewary, Prof. K. K.
Tripathi, Shri Kamalapati
Tripathi, Shri R. N.
Tytler, Shri Jagdish

Vairale, Shri Madhusudan
 Varma, Shri Jai Ram
 Verma, Shrimati Usha
 Vijayaraghavan, Shri V. S.
 Virbhadra Singh, Shri
 Vyas, Shri Girdhari Lal
 Wagh, Dr. Pratap
 Yadav, Shri Ram Singh
 Yadav, Shri Subhash Chandra
 Yazdani, Dr. Golam
 Zainul Basher, Shri

stick to the time factor—not more than five minutes. Mr. Bosu.

SHRI JYOTIRMOY BOSU: Kindly bring the House to order.

MR. DEPUTY-SPEAKER: Order, please. You will take the new points which have not been discussed. Only five minutes please.

MR. DEPUTY-SPEAKER: Subject to correction the result* of the division is:

AYES : 56

NOES : 210

The motion was negatived

MR. DEPUTY-SPEAKER: The question is:

“That the Title stand part of the Bill.”

The motion was adopted.

The Title was added to the Bill.

Mr. DEPUTY-SPEAKER: The Minister.

SHRI CHARANJIT CHANANA: I beg to move:

“That the Bill be passed”.

MR. DEPUTY-SPEAKER: Shri Bosu. Though you have already spoken, as a special case, I shall give you time.

SHRI JYOTIRMOY BOSU: Sir, the Minister has taken the House for a ride. He thought that he has succeeded in doing so.

MR. DEPUTY-SPEAKER: Just a minute. Every hon. Member will

SHRI JYOTIRMOY BOSU: Sir, if the Minister would be honest, I have to look into the Annual Report and statements of accounts for 1975, that is the last year, available to us, he will see that the secured loans with the bank guarantee to the two directors come to Rs. 1,75,693 existing and the future tool room and other plant and machinery equipments and building materials guaranteed to the extent of Rs. 1,05,93,215. Sir, I have got the reply dated 14th June, 1977 in regard to Question No. 283 in which the reply is—in the heading, amounts of loans outstanding against the companies on the date of the closing—of which the erstwhile Prime Minister and her family members had the equity shares in the Maruti Ltd.—that the secured loans other than banks are Rs. 1,26,27,123. Unsecured loans, Rs. 6,77,785. I would like the Minister to explain clearly and categorically in the context of the reply given to my question. What is this amount ‘other than bank loans’ coming from? Why is it not shown in the liability? Mr. Shiv Shankar tried to explain it. This is how the Law Minister loses credibility Sir, unless Ministers enjoy credibility, they are not worth their salt. They have quoted one Delhi Firm, owned by Mr. Sagar Suri who has huge apartment house in which the former Managing Director had a luxury apartment. He has offered a value, if I got him right; I

*The following Members also recorded their votes:

AYES: Sarvashri Harish Kumar Gangwar, Somnath Chatterjee and Chaudhary Multan Singh.

NOES: Shri A. Senapathi Gounder and Era Anbarasu.

am subject to correction; he had offered Rs. 8 crores; who gives that money? The peasantry of that area numbering several thousand heads. When this 297 acres of land was acquired, at that time, I had produced certified photostat copies from the local sub-registrar's office in 1971-72 on prices in that area. I made an understatement that it is Rs. 60,000 per acre. Mr. A. C. Gupta, the renowned and glorious judge, who was sitting in judgment on this finding had done a very excellent job and the House should convey its great pleasure and its congratulations. He had made it out clearly that at that time the cost of the land which should have been paid to the poor peasants would amount to Rs. 75,000 per acre. Last night I verified this. I am now positive about it. According to the market value of today it is Rs. 1,50,000. If you rob the peasant, as you have done in the past, price of land alone would come to more than Rs. 4 crores. Besides, the Minister has misled the House, saying that building and shed is having 85,000 sq. metres. If you take even modest amount 50 rupees per sq. metre covered space, that would amount to Rs. 4 crores. By robbing the poor peasants in that area this company has flourished. For the building several thousand tonnes of steel have been taken and diverted to the blackmarket. Thousands of tonnes of cement were taken and diverted to the blackmarket. Supply of wagons of coal was taken and they were given to the brick kiln owners in that area for the consideration of free supply of bricks. In the 'Books of accounts' these were all entered as 'amounts paid'. But the amount was swallowed. That is the position. Here you say 8½ to 10 crores. It should have been outright nationalisation without compensation. So, Sir, these poor peasants have been cheated, they have been uprooted from their ancestral homes; they have been shedding crocodile tears for the poor people and rural people. They should

be adequately compensated today at the present market value.

If you come to 'Sundry Creditors' what do you find? The figure here given is Rs. 39,15,551. The Deposit figure, according to the Annual Report, is Rs. 2,55,00,000. Other liabilities come to Rs. 3594,965. Mr. Banerjee the Income-Tax Commissioner has observed that all this money came from benami people; benami names are there. That is precisely the reason why the Government are not prepared to lay the list of the depositors on the table of the House.

SHRI K. P. UNNIKRISHNAN: Now they will have to do it.

SHRI JYOTIRMOY BOSU: No, I don't think so; this Government will never do it.

Now you come to fixed assets, plant and machinery and structures including the laboratory equipment. I asked for a complete inventory. They will not give it, because, much of it has been sold outside after Janata party has come to power. What is the value? Rs. 1,40,59,092. If you come to raw material, parts and components it is Rs. 34.75 lakhs. Work-in-progress including expenditure on prototype would come to Rs. 20,66,687.

Now, if you come to the bottom figure, you will find the figures for Prototype Development expenditure. It is Rs. 57,92,103.00. The total of this item comes to Rs. 58,35,048.00. Now, the share application money is Rs. 46,89,350. The aforesaid amount of Rs. 46,89,350/- includes sums aggregating to Rs. 39,89,350 received by the Company upto 31st March, 1976 in respect of which former application has yet to be received from the applicants concerned. Now, coming to the question of actual production, total number of motor car produced is 21 as on 31st March, 1976. Besides some spare components/dies etc. were

(Shri Jyotirmoy Bosu)

produced on part of the installed machine. Now, I come to raw materials, parts and components consumed during the year. Steel/cast iron, pig iron etc. consumed during the year was to the extent of Rs. 5,46,425. Aluminium Alloy/CI casting lead was to the extent of Rs. 9,41,661. In the Director's report they had clearly stated that the net loss of the company during the year as at 31st March, 1976 after changing all expenses of management except depreciation but before creating Development Rebate Reserve, comes to Rs. 52,67,969; to which is added Development Reserve—Rs. 43,100 thus making a total of Rs. 53,11,069, to which is added the balance of loss brought forward to the next year Rs. 1,06,53,321.

Now, I do not know where the Law Minister is. He talks of others obscoding, but he is now obscoding and hiding. He mentioned in this House about "fountain of lies". If you do not clarify these things, everybody in this country will understand that a big fraud has been committed on the poor peasantry that their land has been acquired at the rate of Rs. 9000 per acre, the market value of which is Rs. 1.5 lakhs per acre.

SHRI NITYANAND MISRA (Bolangir): Sir, I rise to support this Bill. This is not the first time that we are talking of nationalising the industries. In the past a number of Bills of this nature had been discussed in this House and we have passed them. Recently, Bills for nationalisation of some Jute Mills and Bengal Chemicals were discussed and in most of the cases, the hon. Members sitting Opposite had risen to the occasion and supported them. That present Bill is based on the same principle in so far as the nationalisation is concerned. That is the reason why I appeal to the hon. Members of this House to support this Bill wholeheartedly. The idea of nationalisa-

tion has been supported by all the hon. Members of this House and this Bill seeks to nationalise one of the industries. The Leftist parties say that they are wedded to the principle of nationalisation. They prefer that the ownership of the means of production should be with the State. I appeal to them, specially to our hon. friend Mr. Jyotirmoy Bosu to give his wholehearted support to this. He is committed to the principle of State ownership of the means of production and I appealed to him to support this Bill.

Why has our country not made any substantial progress in the field of car manufacture? We know from our experience that this is because sufficient amount of attention has not been devoted to research and development. As a result of this, the prices of cars are very high and it is only the very affluent and rich people who can afford to purchase it. Even professional persons like doctors, engineers, and administrative people are not able to purchase and maintain a car. Then, there is another drawback. The performance of our cars is not of a very high order; the consumption of petrol is very high. However the position in very small countries like Italy and Switzerland is very different. The consumption there is very low, the performance is very good; they have got sophisticated mechanical devices. As I said, the consumption is low, the cost of maintenance is also low. Should we not have a car in our country, whose performance should be very good and satisfactory? Should we not build up in our country gigantic automobile industry which will fulfil the long-felt need of the people and which would be within the purse of an average man?

It was pointed out by some hon. friends that the automobile industry is facing difficulties even in the developed countries because of recession all over. I would like to tell them

that this is only a temporary phase and it will continue only for a short while. This is no reason that we should not go in for this industry in a big way. We should go in for this industry in a big way, which will not only cater to the domestic needs, but we should also be able to export the cars and it will be an economic proposition for this country.

Sir, so far, the automobile industry in this country has been in the hands of private industrialists, who have been having monopolistic control over the production, distribution and sale of the cars. This is one of the reasons why there is stagnation in the development of automobile technology in our country. As I said, sufficient attention has not been devoted to research and development of technology, as a result of which we are not in a position to manufacture a car which should be within the reach of everybody.

I whole-heartedly support this Bill. Though this Bill seeks to nationalise an industry, it is surprising that it has met with such opposition. This is because there has been an organised campaign of vilification against Maruti and people associated with this company. It has been going on for a number of years. It started during the time of emergency and it continued during the Janta and the Lok Dal regimes and it still continues. As a result of this criticism what have they achieved? They have a political purpose behind that. They wanted to achieve a political objective and political purpose, but they failed miserably. This exercise has been self-defeating and counter-productive and it has boomeranged on those who indulged in this type of criticism.

Sir, in the 1980 parliamentary elections we have seen how a person on whom all the allegations were levelled got a massive mandate from the people. We have absolute confidence in that person and that is why I ap-

peal to the hon. Members of this House, particularly members of the Leftist parties who are committed to the principle of nationalisation to support this Bill. Sir, when any sick unit is taken over, it is in a state of economic distress. So, I appeal to the hon. Members not to think of these considerations, and support the Bill. Thank you.

SHRI RAM JETHMALANI: Mr. Deputy Speaker, Sir, my first task following the maiden speech is to say a word of praise for my distinguished friend from Orissa, Shri Misra, who has just delivered one of the good maiden speeches that I have heard in this House. I only regret that it was a maiden speech but delivered in support of an immoral enterprise which had never any innocence of maiden-hood.

Sir, I have also to congratulate the hon. Minister of State. This morning he made a great claim of being very civil and parliamentary. I concede that the claim is good so far as today is concerned but only three days ago the record of the proceedings of the House will show that he used unparliamentary expressions of 'cheating' and other expressions against me when I was not present. I have not asked either the Speaker or the Deputy Speaker to expunge those remarks because I want that record to remain as a permanent record to exhibit the vulgarity and the kind of unparliamentary expressions that the members of this government continue to use.

SHRI JAGDISH TYTLER: You should know who inspired those remarks.

SHRI RAM JETHMALANI: I request my learned young friends not to get involved in this controversy.

Sir, I have to congratulate the hon. Minister for one more thing. During some close questioning by Mr. Indrajit

[Shri Ram Jethmalani]

Gupta he made a confession—a confession on behalf of his entire government—that his government first decides and then thinks. He was asked: Before you decided to take over and start this huge enterprise did you have the feasibility report or the project report? He said that the two documents are being compiled. Did you have any investigation or enquiry done as to whether government should embark on such an enterprise? He said that they were still thinking whether they should or should not. Sir, it is a strange thing that they take decisions and then rationalise afterwards. You first act in a haste and then think slowly according to the intellectual equipment that you are capable of.

Now, there are three matters which require particular comment at this late stage of the Bill. The first is that let us make it very clear on behalf of the Opposition that we are not opposed to nationalisation of any industry which is in a situation of that kind. It is unnecessarily being mis-represented, that the Opposition or any section of the Opposition is opposed to nationalization. It is not a question of nationalization. The evil part of this Bill is Clause 7, under which a payment of Rs. 434 lakhs is being made by way of compensation for the take-over of the alleged assets. I only say this: you might have been satisfied that you are not taking up junk. We are satisfied that it is junk. There is a controversy between us. If you are sensitive, if you have some respect for the Opposition and for those voters whom we represent and for every section of the population of this country, it is very easy for you to resolve this doubt. This doubt can be resolved by at least making a provision in the Bill that you shall pay by way of compensation, such amounts as are determined by a committee of experts consisting of judges,

architects, engineers and valuers to be appointed by the Supreme Court of India. Whatever that committee says is the value of this property may well be paid over; and once that is done, it will blunt a good bit of our criticism of this Bill.

We believe to-day and we believe honestly; and in support of the honest belief I am willing to assume that we are mortals and human, and our beliefs may be wrong; but we are reasonable people who have reasonable material on which a reasonable man would well entertain this belief. Let me, first of all, talk of the reasonable material, and I want some answers from the Minister, if he is in a position to give these answers.

First of all, let us look at the figure of Rs. 434 lakhs. The three digits, 4, 3, 4 give an appearance as if you have not done some guess work. If you had adopted round figures, you may have given that impression. But when you adopt the figures of Rs. 434 lakhs, it appears that you have done a lot of thinking about it, and you have done a lot of calculations and have arrived at the exact mathematical figure of Rs. 434 lakhs. I want to ask, and I will ask in all seriousness: the Minister, before he put this figure, must have done his home-work and his calculations. I want to know how this figure of Rs. 434 lakhs was arrived at. It is not the total, it is not, of any set of figures, either in the balance sheet of the company or in the so-called Liquidator's Report of 22nd July, 1977. I challenge him. Let him pick up any figures from anywhere; and I challenge him something more. Let him jumble up the figures on the credit side and on the debit side, and let him arrive at a figure of Rs. 434 lakhs. We want to know, the nation wants to know, at least the people of this country who have voted for us want to know it.

I want to say this to him: this Rs. 434 lakhs figure is a bogus figure; and I will show to you how bogus it is, by another simple arithmetical calculation. Look at the Schedule. It has Category I—my hon. friend the Minister has forgotten that on a previous occasion he has committed himself to certain figures, by giving the written answer to a question posed by my leader; and in that answer which is a part of the proceedings of this House and which is, before this House, Category I will exhaust Rs. 2 lakhs; Category II will exhaust Rs. 60 lakhs; Category III will exhaust Rs. 180 lakhs. I am rounding off small figures. The total comes to Rs. 240 lakhs. If you deduct Rs. 240 lakhs from Rs. 434 lakhs, it leaves you Rs. 194 lakhs. I want to know how Rs. 194 lakhs can ever meet Category IV. In Category IV, you have "Deposits towards dealership". Deposits towards dealership are themselves Rs. 240 lakhs. Rs. 240 lakhs are shown as dealership deposits. How are you going to meet them from Rs. 194 lakhs which are left out? Then you have got other deposits—Rs. 64 lakhs. How are you going to meet them if you have only Rs. 194 lakhs? And how are you going to give to Category IV(d)? How are you going to give to Category V at all? This shows that the figure Rs. 434 lakhs was an arbitrary figure, just selected to give a smokescreen and camouflage, that some very very detailed and careful calculations have been done, when the figures show that every single figure in this Bill, is bogus and, more so, when it does not fit up or coordinate with any entries in the balance-sheet or in the statement of the liquidators.

Then, Sir, another circumstance which shows that our reasonable belief is a reasonable belief that you are taking over junk is that as far back as 1971-72, the company's balance-sheet contains a statement and I am glad that we insisted that these documents be pro-

duced and we now realise the reluctance with which they were produced and why that reluctance took place. The balance sheet of 1971-72 contains a statement on behalf of the management of the company that the company is now poised for commercial production. In 1971-72, it was poised for commercial production and with all the facilities which the late Managing Director of the company enjoyed, with the whole power of the bureaucracy behind him, with the whole influence which the family commands at his beck and call with the Prime Minister as his mother, in spite of that fact...

SHRI RAM SINGH YADAV: Sir, the discussion on a motion that the Bill or the Bill as amended, as the case may be, be passed shall be confined to the submission of arguments either in support of the Bill or for the rejection of the Bill. In making his speech a member shall not refer to the details of the Bill further than is necessary for the purpose of his arguments, which shall be of a general character. He cannot go into the details of that case. That was old. That was at the time of consideration of the Bill. Now, he cannot go into that. He must confine to that (*Interruptions*)

SHRI RAM JETHMALANI: We are only saying that our belief that the Government is taking over junk is a reasonable belief.

MR. DEPUTY-SPEAKER: I am asking him to adhere to the rules.

SHRI RAM JETHMALANI: But for five years, with all the facilities, at its disposal, it did not produce a single car about which it was said in 1971-72 that the company is now poised for what they called commercial production. Then, Sir, the balance-sheet of 1975-76 showed that liabilities were at Rs. 66 crores as unsecured

[Shri Ram Jethmalani]

debts, 1975-76 to 1976-77, the document on which they are relying shows that these unsecured loans increased from Rs. 66 lakhs to Rs. 388 lakhs. Now, Sir, this shows ... (Interruptions). From 66 lakhs to Rs. 388 crores which shows that during the period of Emergency that is, 1976-77, they succeeded in mopping up Rs. 3.22 crores. 322 lakhs more. Now, these Rs. 322 lakhs which are mopped up during the period of Emergency are then interspersed in the previous years by making false, bogus, credit and debit entries in the books of that year. Now, this is a matter which is apparent to any accountant as indeed it was apparent to Mr. Justice Gupta. Mr. Justice Gupta may be wrong, I may be wrong, but we say that we have a reasonable apprehension that these assets are being over-valued and if you have any democratic sense left, accept this proposal, and have the valuation revised and have it determined by a Committee of Experts of the kind which I have talked about.

Sir, that takes me to ...

MR. DEPUTY-SPEAKER: This is the third reading. You must also take note of that.

SHRI RAM JETHMALANI: The second point of great controversy is: to whom are you going to pay Rs. 434 lakhs. I suggest that in the interest of the principle that governments must not only act with financial honest but they must also seem to act with financial honesty, particularly in a case where the Prime Minister and her family are connected with an enterprise the principle is all the more sacrosanct. I say this: pay to those people only who come and prove their debt before a judicial authority; let him ask for proper evidence. Let it not be in Minister's office or in Mr. Chanas office or anybody else's office but in front of

a public judicial enquiry, let anybody prove his loan or debt and let him be paid.

MR. DEPUTY-SPEAKER: You have taken ten hours for this discussion.

SHRI RAM JETHMALANI: I have not taken that time. I want to come to my third point. It starts with the year 1970. On 23 September 1970 in a city, in Ahmedabad Mrs. Gandhi told her audience that Maruti car was a fairly comfortable car, that it was suited to Indian conditions and that it was going to be very suitable to the middle class. I do not blame if that is an unrealised dream 1970 is still sought to be realised in the year 1980-81. In can only tell them what we on this side of the House think: it is a dream and it will never be realised, because we are all mortals and we are all inexorably moving, nearing the end which has its design over mortals. So is Mrs. Gandhi who is not an exception. I suggest that within her lifetime or my own, this dream is not going to be realised. It remains a cruel joke upon the people of this country, upon the middle classes of our country. People live in 30s and 40s, huddled together in garages. As I said it remains a cruel joke upon the middle class people of this country who will neither appreciate nor absorb it; you alone can do it ... (Interruptions)

MR. DEPUTY-SPEAKER: We have already taken ten hours. The Business Advisory Committee fixed four and half hours. It was agreed that it should be extended to 7 hours. Now we have already completed ten hours. Therefore for each party, I am going to call one. Shri Somnath Chatterjee and Dr. Subramaniam Swamy—these are the only two speakers. Now Dr. Subramaniam Swamy.

DR. SUBRAMANIAM SWAMY:
 There has been general complaint on the other side that we repeat old facts. There has been complaint from you also ...

MR. DEPUTY-SPEAKER: No.

DR. SUBRAMANIAM SWAMY:
 Since you are not complaining, we can repeat old facts. Sometimes repetition of old facts is necessary not only for ourselves but for future generations also. Your name, Sir, is Lakshmanan. Every year we have Ramayan; everybody knows the story of Ramayan but it is repeated over and over again. The actions of Ravana are repeated over and over again so that we never forget what happened. If one goes through the voluminous records that are available on Maruti it is clear that every conceivable law was broken. It is easier to specify which laws were not broken rather than which laws were broken. I do not hold Mr. Sanjay Gandhi or Mrs. Gandhi exclusively responsible for it; in fact Members of the Cabinet, if they had any character in them they could have stopped the whole thing. If Mr. Dinesh Singh and succeeding Industries Ministers stood up to the Prime Minister or stood up to Mr. Gandhi and said: No, I cannot do this, if you force me to do it, I will resign, I think this would have stopped and perhaps it would have taken Mr. Sanjay Gandhi in a different path from the one he had pursued. When people go wrong, the people around those persons should point out that what they are doing is wrong. So, it is our responsibility to point out the wrong. I would like to say this to Mr. Chanana: If you want to be remembered in future that there was a Minister of Industries called Shri Charanjit Chanana, you must stand up for what is right and oppose what is wrong.

MR. DEPUTY-SPEAKER: He is going to stand up after some time!

DR. SUBRAMANIAM SWAMY:
 For what? I cannot be responsible for what Mr. George Fernandes did in the previous Government. I opposed him then also. Everybody knows that. So, nobody can accuse me of inconsistency. This project was born in sin and it is dying today in sin.

Sir, you are now in the august position of Deputy Speaker. You were once upon a time in the DMK.

SHRI C. T. DHANDAPANI: He is still in the DMK.

Dr. Subramaniam Swamy
MR. DEPUTY-SPEAKER: The Deputy-Speaker can be a member of a political party. (*Interruptions*). You are not objecting; I am not objecting. Why should they object? What is wrong in my saying that you were a member of the DMK? You had a very honourable colleague, Minister of Industries in Tamilnadu, called Shri Madhavan, He came to Delhi in 1974, and took a ride in the Maruti car, one of the two cars with foreign engines; He said afterwards—you don't remember; I will remind you—that this is worse than a Vanaspati dabba; for God's sake, this car should not be inflicted on the country.

MR. DEPUTY-SPEAKER: Where were you at that time?

DR. SUBRAMANIAM SWAMY: I was in Rajya Sabha.

None of us has got a car to go in, but the nation has been taken for a ride. The whole operation that is being conducted today is a very fishy operation. (*Interruptions*). I do not know why the hon. member from Mangalore should object. Perhaps he is a vegetarian and he does not like the word 'fishy'. I was going to say something favourable about Mangalore, but now perhaps I should not say it. The objection is not clear. Is

[Dr. Subramaniam Swamy]

it export? If it is export, why keep it in Haryana? What will be the cost of transportation? The infrastructure is heavily strained. It will be better if it is dismantled and put up in—I was going to say Mangalore, but now I will say, Calcutta—where you have a port and export is easier. The objective is fishy. The timing is extremely fishy. There is internecine warfare going on in Congress (I). We know that Congress (I) today is sick. (Interruptions).

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): He is already a sick man in a sick party!

DR. SUBRAMANIAM SWAMY: Why should Mr. Buta Singh object? Congress (I) is a sick party. The Janata Government collapsed in 2½ years. I do not know whether this Government will last more than 1½ years. This timing is very fishy. That everybody knows. They have not been able to controvert it. Finally, I come to the figures given to Shri Atal Bihari Vajpayee by the Minister. I am not talking of what Shri Vajpayee said. I may have differences with what he said. But the Minister gave it in writing of Mr. Vajpayee, which you cannot controvert. I must quote the figures—employees' dues Rs. 25 lakhs; Haryana Government Rs. 46 lakhs ...

18.00 hrs.

MR. DEPUTY-SPEAKER: This is repetition.

DR. SUBRAMANIAM SWAMY: It is like Ramayan! Please see Question No. 3270 and other such questions. The whole amount is Rs. 543 lakhs and they ask for Rs. 494 lakhs. Therefore, that is fishy.

MR. DEPUTY-SPEAKER: I think, tonight you will have fish in your dinner.

DR. SUBRAMANIAM SWAMY: I am vegetarian except for chicken.

If the demand for compensation is more than the supply of compensation, what does it mean? You know the basic economics. It means that there is a fear that there will be under the table arrangement also in such a matter. That is why, I think, the full amount is not there. Why did they not ask for Rs. 8 crores? The surplus amount could have been sent back to the Consolidated Fund. They have not done it because I have heard from property dealers of the Maruti Association that they are being subjected to negotiation. I would like the Minister to give an assurance that everything will be above board. Those who claim the money, please put their names, addresses and telephone numbers so that we can check.

SHRI SOMNATH CHATTERJEE: I, being the last speaker before the outrage is committed finally, may be allowed some more time.

I consider this as another shameful day for this august House which is participating in a debate for defiling the statute book of this country permanently. We are going through the drama of enacting a law which is nothing but a calculated hoax perpetrated on the people of this country. By the way Maruti Limited has been purpoorted to be nationalised, the whole concept of nationalisation has become suspect in the eyes of the people of this country. Eminent domain—I hope, the Minister knows this phrase—power of acquisition given to the State—has to be for public purpose. It is a basic requirement of our Constitution to which they pay only lip service. I cannot think of any point of time when this power, very important State power, has been exercised for such a gross private purpose to extricate a certain group of individual and a family

from the consequences of law enacted by themselves.

Yesterday, the hon. Law Minister tried to come to the rescue of the Industry Minister. If we go through his long speech, the sum total of his speech is that the Government has got a very valuable property at a cheap rate. And that somebody, some ordinary private businessman was going to acquire it. He had made an application before the Court and would have got that very valuable property at a cheap rate and, therefore, the Government to acquire the very valuable assets, had gone to the exercise of passing an ordinance. Therefore, the object is to get a property, a valuable property. Now admittedly, there is no project report, admittedly till today the Government does not know how much money they will have to bring about to put this company into a running condition. Whether they can at all produce a car, which will not be a push model car? That was Maruti, I am told. One has to push it, because there was no operating engine. This is a very serious matter. I would like to remind the hon. Members that when we are mentioning one after another sick companies, about which viability report has been obtained, which can be made viable by some investment from the Government, because they are very valuable units or companies with a large number of employees, some of them having even thousands and thousands of employees, when we are requesting them to take over those companies, then the Minister says "Well, I have not got such a viability report, which will make the company run profitably". There are innumerable instances. There is the Hindustan Pilkington, where thousands of workers are employed, there is the Indian Paper Pulp Company, on which the Prime Minister has given a commitment to take over this company, the rubber manufacturing

companies are there; the Minister knows about all of them. There are many undertakings in this country, which are valuable units, which have become sick due to mismanagement by private owners, but which have not been taken over. Why is it that they are not being taken over? Not a single unit has been taken over, even though every day we are requesting him to do that, because, he says, there are no viability reports or feasibility reports. We can give any number of examples. The Minister owes us an explanation why in this particular case, without a project report in their file, and no study whatsoever, without any assurance being given to the country in this House that they will ever be able to manufacture a single car ...

MR. DEPUTY-SPEAKER: He should conclude now.

SHRI SOMNATH CHATTERJEE: I do not think I have spoken nonsense.

MR. DEPUTY-SPEAKER: Not at all.

SHRI SOMNATH CHATTERJEE: I may submit that they are talking today that we are against nationalisation. Such types of cruel jokes—in fact these are cheap jokes, not even cruel jokes—should not be bandied about here. If they were satisfied that this was for the purpose of really supporting an industry, for which there is a great need in this country, then they would not have completely shut their eyes against many good undertakings, which can be made profitable by investing a little of the Government money. But the Government is not willing to revive them, even though there are so many units like that in the country.

Yet, Maruti is separately treated. I call it the biggest cover-up action in this country since independence and the biggest pre-emptive move.

[Shri Somnath Chatterjee]

which has been done by this Ordinance, to cover up the whole set of laws of this country. All the relevant laws of this country are to be covered up. If there had been a proper investigation and inquiry, everything would have come out. The liquidation proceedings are there. The pre-emptive move is ...

AN HON. MEMBER: The Law Minister's job.

SHRI SOMNATH CHATTERJEE: I know I cannot blame him. He is an honest man. But, in that company what can he do?

SHRI JYOTIRMOY BOSU: He is in charge of Company law.

SHRI SOMNATH CHATTERJEE: Now he has finished that by bringing such laws. Sir, you are restricting the time. Let us also know some of the laws of the country. All the time we are indulging in making illegal laws, *ultra vires* laws, or anti-people laws. So far as the Companies Act is concerned, until now, I do not think they had any allergy to it. In fact, they have been liberally using the Companies Act against any person whom they wanted to catch hold of.

It is known to everybody that there are so many powers given to the court in the course of liquidation proceedings to ascertain facts, to recover the assets of the company, or to avoid the effects of what are known as 'fraudulent preferences'. I will just mention the headings of some of the sections—penalty for falsification of books, offences by officers of companies in liquidation, penalty for fraud by officers, liability for proper accounts not kept, liability for fraudulent conduct of business, power

of court to assess damages for what is called misfeasance against delinquent directors, prosecution of delinquent officers and members of the company. All these provisions of the Companies Act are completely covered now and no action can be taken.

Since proceedings were going on before the court, the problem was how to stop it. They cannot go before the court and show their face. So, what do they do? They take away the powers from the court, so that there will be no misfeasance proceedings, no inquiry, no delinquent officer removed or punished, no penalty for falsification of books. Nothing can be done and everybody is being exonerated. Therefore, the object is not nationalisation of the Company for public benefit. This is nationalisation of all illegalities that have been committed, which they want to cover up by this pre-emptive action. Our respectful submission is that their object is not to start on industry. If it was so, then they would have come out today with a detailed project report or even an indication as to when they will be able to start this factory. They do not know even what is there in the factory. they do not know whether the machines are working. The hon. Minister said, it is being put into working condition. (*Interruptions*). Polish your faces and look at the mirror... (*Interruptions*) You are very handsome and nice people, but your face today is the ugliest one in this country. (*Interruptions*). I appeal to the hon. Members that under the present laws of this country—forget about the penal provisions—they could have achieved what they have got now or wanted to get by applying the Industries (Development and Regulation) Act. There is a provision in this Act. Now, I hope Mr. Shiv Shankar will correctly advise the Industry Minister. There is a provision here to the effect that even if a company is in

liquidation, if the Government is of the opinion that the company can be revived, the Government can make an application to the court to go for an investigation, for appointment of an authorised controller and all liquidation proceedings will be stayed. The Government gets the power over the management of the company and that management can be continued for 12 years and the court has no option if the Government makes an application stating that 'we want to take it up, there is going to be an investigation! Without payment of a single paisa as compensation, they could have taken over the entire management of the company without any liability and the court would have been bound to stay the winding up proceedings so that the company can be run and managed by the Government. It contains a provision that the Government by issuing a notification could have stayed the operation of contracts, orders and decrees against this company. They would have even be able to avoid payment of liability for 12 years. If they had been honest, they would have gone to the court, made an application under the IDR Act stating 'Give us the power to manage, we want to see whether this company can be revived or not', the court could have given this power. Why did they not try this way? They are playing with Rs. 434 lakhs of the people (*Interruptions*). Apart from the compensation now, they will have to spend money to run it. This Rs. 434 lakhs is not the entire amount that will be needed for this factory. This is to pay compensation to their own persons whose identity even is not certain, whose existence is not even accepted to-day. They are unable to give the particulars. Once I find that Dr. Subramaniam Swamy has put in a relevant emendment. They are not agreeable to give even the particulars of the existing persons. They are making charity of Rs. 434 lakhs to themselves. They are making the

Companies Act non-applicable. They are pre-empting any action being taken by the court, they are covering up all illegalities, and all misfeasance and at the same time they are doling out Rs. 434 lakhs for themselves and the people of this country are taken for a ride. Don't think that everybody is a fool in this country. They have got a majority. Merely a few more topiwallas day by day will not help them. There may be more topiwallas on that side, but the people of this country are not being guided by these Ayarams and Gayarams.

MR. DEPUTY-SPEAKER: The people in our country are more intelligent than the politicians.

SHRI SOMNATH CHATTERJEE: They cannot find even PCC Presidents, senior Ministers are being derailed, treated in a lackadaisical fashion, we know what will happen.

Therefore, I want to say that this Bill was conceived in fraud. The whole undertaking was conceived in fraud, it was reared up in fraud, let that fraud not be perpetuated for ever. Therefore, I oppose every word of this Bill.

SHRI CHARANJIT CHANANA: There are a few things which the hon. Members have said. I will take them up first.

One is that Mr. Jethmalani has rightly said that the whole thing was more of a drama, but who played the villain and other parts they will have to identify.

SHRI P. SHIV SHANKAR: He is the villain of the piece.

DR. CHARANJIT CHANANA: Secondly, Shri Jyotirmoy Bosu was making some statements on nationalisation.

SHRI JYOTIRMOY BOSU: Without compensation.

SHRI CHARANJIT CHANANA: He says without compensation, while the other hon. Member was just now saying we were doling out compensation. First they should settle between themselves. (*Interruptions*).

Noise is a very important factor on their part, but that noise speaks more of their political frustration. I cannot do anything about that at all. I am replying to each point. Have patience also.

SHRI JYOTIRMOY BOSU: On a point of order. Kindly advise the Minister not to quote the uncorrected speeches of yesterday. They have to be corrected today and sent back.

SHRI CHARANJIT CHANANA: I am glad the hon. Member is advising us not to talk of yesterday.

SHRI JYOTIRMOY BOSU: Don't quote yesterday's speeches.

SHRI CHARANJIT CHANANA: He himself wants to remain in yesterday. As far as the speeches are concerned, he should check up with Mr. Samar Mukherjee whether he did write a letter to the then Industries Minister for nationalising this company or not.

Secondly, he should also check up—because I am told that the CPI and the CPM are flirting to their convenience very much these days—from the Minutes of the politbureau of the Communists Party... (*Interruptions*)

I am very particular about one thing, the way Shri Bosu gets excited. It might affect his health, especially his blood pressure. He is a friend of ours, and we do not want that to happen at all.

But he is indulging in games of speculation. He says what happened after the Janata Party came to power, and he wants to talk about what happened after 31-3-1976. As to what you have been doing during

the Janata Period, I do not want to expose you people at all.

It is very surprising that the CPM Member is talking of sundry creditors, he is not bothered about the public sector at all, about Government dues. (*Interruptions*) May I only request the hon. Member that he should stick to the so-called ideals of his party?

Another member was talking of another thing that the gross capital is now being replaced by some other thing. Then, Shri Ram Jethmalani who is a so-called a lawyer...

AN HON. MEMBER: Why so-called? Is he a so-called Minister?

SHRI CHARANJIT CHANANA: I am surprised that he is talking of a code of morality. It is rather surprising that those codes of morality I am finding are different from area to area. The hon. Member once again started talking about Rs. 434 lakhs. I would only say that the hon. Member was trying to show, as if he knows the game of numbers so well that 434 is a jumbling figure. I am not an expert in numerology at all. I can only say that this amount was decided as fair and reasonable.

About the schedule of priorities, I have already explained that and I gave the details of that also.

AN HON. MEMBER: Instead of 434, why not 420?

SHRI CHARANJIT CHANANA: I have no objection at all if in that code of morality, an hon. Member would like to adopt that code of himself. But I would not like that. I would advise him not to talk of that. If he so desires, I have no objection. (*Interruptions*) The latest journal of *Psychology* talks about psychic cases of some people who always indulge in ridiculing others—they carefully try to ridicule others—but they forget that sometimes in

that process they do not know that they are ridiculing themselves. I personally feel that he was doing that. I would advise him not to indulge in such practices at all.

The hon. Member, Dr. Subramaniam Swamy, must be given the credit of having broken that artificial mixture of whatever political parties were. He criticised those people. I am very glad about that.

Shri Somnath Chatterjee was talking aloud about some companies he knows. He is trying to put some words in my mouth...

SHRI SOMNATH CHATTERJEE: You correct me if I am wrong; I will stand corrected.

SHRI CHARANJIT CHANANA: I would only like to tell him, when he is talking of the project report—this is my subject incidentally—the project report is always prepared after a thing known as economic viability. Since we introduced this Bill in the House, we are talking of in the Statement of Objects and Reasons about economic viability. A project report means all the details of machinery, etc.

SHRI SOMNATH CHATTERJEE: I said, both.

SHRI CHARANJIT CHANANA: I am only saying, we are talking of economic viability when I am talking of international market orientation. etc., these are potentials which must guide the House on the question of economic viability.

SHRI SOMNATH CHATTERJEE: What is your reaction to the taking over of companies which are sick?

SHRI CHARANJIT CHANANA: About the companies he is referring to, the hon. Member knows, more than anybody else, that we are already in the process of doing whatever has to be done...

SHRI SOMNATH CHATTERJEE: Let him commit that he has no closed mind.

SHRI CHARANJIT CHANANA: I would like to commit in this House that my Government is always committed to the industrial development of the country, as also curing of the sick units.

SHRI SOMNATH CHATTERJEE: Please tell us that you have no closed mind with regard to them...

SHRI CHARANJIT CHANANA: I would like to add one thing which I forgot. Hon. Member Shri Yotirmoy Bosu wanted me to comment on the 'bunch of lies' or whatever they have. I would not like to encroach on that territory of his at all. That is his monopoly, and I want him to maintain his monopoly.

PROF. MADHU DANDAVATE: One question, if he is willing to answer; one clarification. How did you arrive at that figure of 434?

श्री चरणजीत चानना: इस बारे में बल बैठ कर बात करेंगे।

MR. DEPUTY-SPEAKER: The question is...

SHRI RAM JETHMALANI: Since he has not replied to any of our questions, we walk out. (*Interruptions*)

16.26 hrs.

(*Shri Ram Jethmalani and some other hon. Members then left the House*)

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

16.27 hrs.

HIND CYCLES LIMITED AND SEN-RELEIGH LIMITED (NATIONALISATION) BILL

MR. DEPUTY-SPEAKER: The House will now take up the Statutory Resolution on disapproval of the Hind Cycles Limited and Sen-Releigh Limited (Nationalisation) Ordinance, 1980 (Ordinance No. 16 of 1980) promulgated by the President on the 15th October, 1980, and the Hind Cycles Limited and Sen-Releigh Limited (Nationalisation) Bill together, for which one hour has been allotted.

Mr. Chaturbhuji. He is not here.

Mr. Mhalgi. He is also not here.

So, the Resolution shall not be treated as moved.

Now, the Minister.

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):
Sir, I beg to move:

“That the Bill to provide for the acquisition of the undertakings of Hind Cycles Limited, and Sen-Releigh Limited with a view to securing the proper management of such undertakings, so as to subserve the interests of the general public by ensuring the continued manufacture, production and distribution of bicycles and their component parts and accessories which are essential to the needs of the economy of the country and for matters connected therewith or incidental thereto, be taken into consideration.”

MR. DEPUTY-SPEAKER: Motion moved:

“That the Bill to provide for the acquisition of the undertakings of Hind Cycles Limited, and Sen-Releigh Limited, with a view to securing the proper management of such undertakings so as to subserve the interests of the general public by ensuring the continued manufacture, production and distribution of

bicycles and their component parts and accessories which are essential to the needs of the economy of the country and for matters connected therewith or incidental thereto, be taken into consideration.”

Mr. Krishna Chandra Halder.

SHRI KRISHNA CHANDRA HALDER (Durgapur): Mr. Deputy-Speaker, Sir, today I would like to speak in my mother-tongue, Bengali.

*Mr. Deputy-Speaker, Sir, I rise to take part in the discussion on the Hind Cycle Ltd. and Sen Raleigh Ltd., (Nationalisation) Bill, 1980 and I extend my support to the Bill.

Sir, in the Statement of Objects and Reasons of the Bill, the hon. Minister has stated that for the nearly 20 years these two companies were functioning well and both the companies together were producing nearly ten lakh units of cycles but because of bad management performance of these two units slid down and it became necessary for the Government to intervene in the matter. The units were first taken over by the Government and now we have before us the Bill which seeks complete nationalisation of these two units.

Sir, the Hind Cycle Company employs 1000 workers. The Company was closed down on 1st November, 1973. On 3rd January, 1974 this unit was taken over by the Government and on 15th August 1974, after the take over the company once again went into production. This Company was under the management of the Birlas and excepting the selling agents, the factory was functioning more or less satisfactorily. But soon because of mismanagement the State of affairs deteriorated fast. At this stage the employees and the trade union leaders of the Company invited the attention of the Government to the multifarious instances of corruption and they urged upon the Government that

*The original speech was delivered in Bengali.

not only the management of the Company should be taken over by the Government but it should be nationalised eventually. Unfortunately because of the disclosures made by the workers about the irregularities in the Company, the then management of the Company took revenge upon them and retrenched them under flimsy pretexts and all these thirteen employees are out of employment and cases are going on in different labour courts.

Sir, as I was saying the workers and the labour leaders had drawn repeatedly the attention of the Government to many instances of corruption at different level and urged upon the Government to take it over and nationalise it. Both the workers and the union leaders tried their best to rid the company of the ills. They particularly agitated for the substandard material used for the production of cycle rims and other ancillary components. It was because of this substandard product that the Company lost its market. But the tragedy of the matter was that these very workers who exposed the company of its corrupt practices were retrenched under one pretext or the other. They were 13 in number, and their names are as follows:

S. M. Shukla, Veer Sain Sharma, Vishram Singh, Raghav Ram, Kamla Prasad, Ram Pher, Padam Prakash, Ramphal Sharma, Surendra Kumar Yadav, S. K. Saxena, Atraj Singh, Jallauddin, Ram Sevak.

As I have said already that cases are going on in different labour courts and I will request the hon. Minister that when the unit is nationalised he should make sure that all these 13 persons are taken back.

Before I speak about the common issues that need to be improved in regard to both the units, I would like to say a few words about the Sen-Raleigh Company, Sir, as you are aware this was a company founded as a result of collaboration between

the Sen and the Raleigh Company of Britain. It was one of the famous companies of our country producing finest quality cycles and this concern had earned vast goodwill for its product. The Company employed 5000 workers. Because of mismanagement and financial difficulties the factories of this concern were closed down in 1971. After this, the Company was put under joint management of the Company and the L.R.C.I. who financed the industry. However despite this condition of the Company did not improve although the workers and the union leaders tried their best to keep up production. The situation further worsened and in 1975 the Government of India took over the entire management of production units of the industry but sales of cycles was allowed to be managed by Sen and Pandit Ltd. After the change in the management, production improved remarkably and a break-even point was reached in 1978. Unfortunately, because of the poor performance of the sales agents, accumulations piled up and the Company received a serious set back as the produce could not be marketed. You will recall Sir, that while taking part in the discussion on the Budget of the Ministry of Industry I had pleaded for the nationalisation of this Company and our leader Shri Samar Mukherjee on the 24th February, 1980 had pleaded with the Minister for the same.

I would like to suggest to hon. Minister that after this Company is nationalised M/s. Sen and Pandit should be relieved of the responsibility of marketing the cycles because they were mainly responsible for the set back of the Company. In this connection I would also like to suggest that in the place of the present top heavy management, experienced persons with dedication should be chosen to man the administration. The Government should try to post the right man at the right place. The next important thing that I would like to stress upon is that the Government must ensure that both these cycle companies are supplied enough

[Shri Krishna Chandra Halder]

raw material and in time so that production in these two units do not suffer. There should also be a proper production planning and it should be backed up by a good and efficient marketing organisation. I find that Government have earmarked an allocation of Rs. 9,81,38,000 for investing in these companies and a separate sum of Rs. 1-1/2 crores for modernisation of these two Companies. I do not know whether the amount would be sufficient for bringing back the two companies to health but I am sure that with proper production planning, efficient administration and market management it would be possible to boost production the produce will reach the market and the Company will soon become viable. Both these companies were playing a very important role as they were producing 1/6th of the Country's demands. Along with modernisation it would be necessary to undertake diversification of production which will offer more employment and accelerate viability. In order to ensure a smooth functioning of these organisations, the participation of workers at all levels of management from top to bottom is absolutely necessary. We cannot forget that in both these organisations the workers had tried their best to keep these organisations running and it was the management who were at fault. I am sure that in years to come these nationalised units would be able to produce cycles which can be sold to our countrymen at a reasonable price and they can also be exported to the country's of South East Asia and Africa.

Sir, I would not like to take more time. Shri Mishra is not here. A little while ago while speaking on the Maruti Bill he was saying that the leftists parties were not interested in nationalisation. I refute this allegation strongly. We are really interested in nationalisation we sincerely feel and believe that through an amendment of the Constitution a Socialistic Government should usher in where

all means of production should be under the Government's control and all factories and companies both national and foreign should be nationalised and run by Government. But we are really not interested in a fraudulent nationalisation as we witnessed a little while ago in the case of Maruti. We are deadly opposed to the capitalists exploitation who mismanaged the companies, syphoned the profits to other concerns, retrench the workers and drive them to starvation to feather their own nests. We are totally opposed to it. We therefore say that mere takeover is not enough but nationalisation is a must. Shri Somnath Chatterjee has said that more sick units which have been made sick by the management should be nationalised. We had gone with Shri Mukherjee to impress upon the hon. Minister about the urgency of taking over of Hindustan Palkhinton and the Indian Paper Pulp Company.

Sir, in the conclusion I would like the Government to nationalise the sick industries and with the workers co-operation and participation at all levels try to plan production and re-organise marketing set up so that in the near future these two companies become viable and other industries too are taken over so that they may contribute towards the prosperity of our nation. With these words I will conclude.

श्री जमीलुर्रहमान (किशनगंज) : मोहन-रिक चैयरमैन साहब, मैं आपका बहुत शुक्र-जुजार हूँ कि आपने मुझे बोलने के लिए वक्त दिया है। यह बिल जो इस वक्त हमारे मोहनराम कजीर द्वारा लाया गया है, वह निहायत ही मुनासिब है और मौजूं वक्त पर आया है, क्योंकि मौजूं वक्त पर आना है इसकी वजह थोड़ी जानिने की जरूरत है। आप जानते हैं कि पेट्रोल की बिरानी किस कदर बढ़ गई है, और आप यह भी जानते हैं कि करीब-करीब पांच हजार करोड़ रुपए के

से ज्यादा कीमत का खेप बखी ईराक और ईरान की लड़ाई की वजह से हम को हिन्दुस्तान के लोगों के लिए मंगाना पड़ा है। यह हमारे पब्लिक एक्सचेंजर का फ्राजिल खर्च है। इसलिए मैं कहता हूँ कि यह जो बिल लाया गया है, वह बहुत वक्त पर लाया गया है, हम सारे लोग उनके मुकामुबार हैं।

मोहतरम बेयरमैन साहब, यह सभी जानते हैं कि हमारे देश की आबादी का 85 फीसदी लोग गांवों में रहते हैं और साइकिल सवारी ही ऐसी है, जो गांव के लोग ज्यादा इस्तेमाल करते हैं। जो छोटी-छोटी सर्विस पर हैं, वे इसका इस्तेमाल करते हैं, जो स्टूडेंट तबके के लोग हैं, वे भी इसका इस्तेमाल करते हैं। गर्ज कि यह एक कॉमन सवारी है, यह एक साधन है, जो काम पर जाने वाले लोग हैं या नौकरी पेशे वाले लोग हैं, जो कि दफ्तर में काम करते हैं इस सवारी पर आया जाया करते हैं।

अभी मैं इसके प्रॉव्जैक्ट्स एंड रीजन्स को देख रहा था, तो बज्र आया कि ये दो कंपनियां हैं, जो 10 लाख साइकिलें बनाती हैं। इसलिए मैं चाहंगा कि 10 लाख की जगह ये 50 लाख साइकिलें बनावें। हमारे हिन्दुस्तान की आबादी 62 करोड़ के करीब है, जिसमें 85 फीसदी आबादी गांवों में रहती हैं। जो गरीब तबके के लोग हैं, मिडिल तबके के लोग हैं, वे भी इस सवारी को पसन्द करते हैं और इसका इस्तेमाल करते हैं।

अभी हमने मोहतरिम वजीर साहब का बिल मास्ती मोटर पर चन्द मिनट पहले पास किया है, तो जिस तरीके से पीपुल्स कार का बचन हम लोगों ने बिया है, उसी तरह से मैं चाहंगा कि पब्लिक साइकिल भी बनें और कम कीमत पर बनें। उस के दाम कम हों ताकि यह गांव के एवरेज लोगों के हाथ में पहुंच सके, यातायात में सुविधा हो और लोगों को राहत मिले।

दूसरी बात यह है कि इन कम्पनीज में वर्कर्स का पार्टिसिपेशन पूरे जोर-शोर से होना चाहिये ताकि वे महसूस करें कि हम भी इस के भंग हैं, इस के हिस्सेदार हैं और पूरे जोशों-खरोश के साथ अपने काम में लग जाएं। जहां दोनों कम्पनियों में 10 लाख साइकिलों की साल भर में पैदावार होगी, मैं तो यह चाहता हूँ कि यह 20 लाख हो जाय, 40 लाख हो जाय—यह मुल्क के लिये बहुत खुशी की बात होगी।

जैसा मैंने अभी अज्र किया—इस में कोई शक नहीं बहुत मुनासिब वक्त पर मंत्री महोदय, इस बिल को यहां लाये हैं। ऐसा देखने में आया है कि प्राइवेट कम्पनियां लाखों-लाख रुपया नेशनलाइज्ड बैंकों से कर्ज की शकल में ले लिया करती हैं और कुछ समय तक उस के पूरा उपयोग के बाद उस कारखाने के क्लोज-डाउन की घमकी देती हैं और कभी-कभी क्लोज भी कर देती हैं, इस से बेघारे वर्कर्स मारे जाते हैं, प्रोडक्शन में कमी आती है और इस तरीके से जो माल बना हुआ होता है उसकी कीमतों में इजाफा होता है, पैदा होने वाली चीजों की कीमत बढ़ जाती है। इस लिये मैं आप से अज्र करना चाहता हूँ—साइकल पार्ट्स, ट्यूब, टायर, स्पोकस, रीम्ज—जो भी चीजें इन कारखानों में बनें उन की कीमतें कम होनी चाहियें ताकि वे आम आदमियों के हाथों में पहुंच सकें। असल में मेरा इशारा उस बात की तरफ है—हम ने अभी लोगों को पीपुल्स—कार देने का वचन दिया है—उसी तरह से मैं चाहता हूँ कि “पीपुल्स-साइकल” बननी चाहिये, जिस की कीमत कम हो, जिस को हर आदमी खरीद सकता हो।

आखिर में, मैं यह अज्र करंगा कि जब इन कम्पनियों में साइकल बननी शुरू हो जाएंगी तो उन के डिस्ट्रीब्यूशन का सक्ल पैदा होगा। मैं चाहता हूँ कि इन कम्पनियों की एजेंसियां हर जिला लेवल पर खोली जाएं। ताकि लोगों को ठीक ढंग से वे साइकिलें मिल सकें। करना हमारा:

[श्री जमीशुरहमान]

तजुर्बा कुछ असम है, कुछ बहुत ही नाजायज बातें हो भी रही हैं—बादी-ब्याह के मौके पर डाबरी में साइकलों की कीमतें डयोड़ी हो जाती हैं। इसलिये जब इन कम्पनियों में साइकिलें तैयार होने लगे तो जिला लेवल पर इन कम्पनियों के अपने एजेंट्स हों और वहां उचित तरीके से साइकलों के डिस्ट्रीब्यूशन का काम हो ताकि ये ग्रामों के हाथ में आसानी से पहुंच सकें और इन का सही इस्तेमाल हो सकें।

इन अलफाज के साथ मैं इस बिल को सपोर्ट करता हूँ।

[श्री जमिल الرحمان : महترم]

चेयरमैन صاحب में आप का बहुत शکر گزار हوں کہ آپ نے مجھے ہولڈی کے لئے وقت دیا ہے۔ یہ بل جو اس وقت ہمارے محترم وزیر دارا لیا گیا ہے وہ اہمیت ہی مناسب ہے اور سوزوں وقت پر آیا ہے۔ کہوں سوزوں وقت پر آیا ہے اس کی وجہ تھوڑی جانتے کی ضرورت ہے۔ آپ جانتے ہیں کہ پھیروں کی گرانٹی کس قدر بڑھ گئی ہے اور آپ یہ بھی جانتے ہیں کہ قریب قریب پانچ ہزار کروڑ روپے سے زیادہ قیمت کا تیل ابھی عراق اور ایران کی لڑائی کی وجہ سے ہم کو ہندوستان کے لوگوں کے لئے مانگنا پڑا ہے۔ یہ ہمارے پہلے ایکسچینجر کا فاضل خرچ ہے۔ اس لئے میں کہتا ہوں کہ یہ جو بل لیا گیا ہے وہ بہت وقت پر لیا گیا ہے۔ ہم سارے لوگ ان کے لئے کڑے

مستعمل چھارمیں صاحب یہ سہی جانتے ہیں کہ ہمارے دیے کی آبادی کے ۸۵ فیصدی لوگ گاؤں میں رہتے ہیں اور سائیکل سواری ہی ایسی ہے جو گاؤں کے لوگ زیادہ استعمال کرتے ہیں۔ جو چھوٹی چھوٹی سروس پر ہوں وہ اس کا استعمال کرتے ہیں جو اسٹوڈنٹس طبقے کے لوگ ہوں وہ بھی اس کا استعمال کرتے ہیں۔ فرض کہ یہ ایک کامن سواری ہے یہ ایک سادہ ہے جو کام پر جانے والے لوگ ہیں یا نوکری بیٹھے والے لوگ ہیں جو کہ دفتر میں کام کرتے ہیں اس سواری پر آیا جایا کرتے ہیں۔

ابھی میں اس کے آپجیکٹس (objects and reasons) کو دیکھ رہا تھا تو نظر آیا کہ یہ دو کمپنیاں ہیں جو ۱۰ لاکھ سائیکل بنانی ہیں۔ اس لئے میں چاہوں گا کہ ۱۰ لاکھ کی جگہ یہ ۵۰ لاکھ سائیکل بنائیں۔ ہمارے ہندوستان کی آبادی ۶۲ کروڑ کے قریب ہے جس میں ۸۵ فیصدی آبادی گاؤں میں رہتی ہے۔ جو قریب طبقے کے لوگ ہیں مقل طبقے کے لوگ ہیں وہ بھی اس سواری کو پسند کرتے ہیں اور اس کا استعمال کرتے ہیں۔

ابھی ہم نے محترم وزیر صاحب کا بل مارونی موٹر پر چند منٹ

پہلے پلس کیا ہے تو جس طریقے سے
یہویلا کار کا وچن ہم لوگوں نے دیا ہے
اسی طرح سے میں چاہوں گا کہ
پبلک سائیکل بھی بنوں اور کم قیمت
پر بنوں۔ اس کے دام کم ہوں تاکہ
یہ گاڑوں کے ایجووچ لوگوں کے ہاتھ میں
پہنچ سکے۔ پانڈیاٹ میں سودھار ہو
اور لوگوں کو راحت ملے۔

دوسرو بات یہ ہے کہ ان کمپنیوں
میں ورکرز کا پارٹسپہیشن پورے زور و
شور سے ہونا چاہئے تاکہ وہ محسوس
کریں کہ ہم بھی اس کے انگ میں۔
اس کے حصہ دار ہیں اور پورے
جوہ و خدوہی کے ساتھ اپنے کام میں
لگ جائیں۔ جہاں دونوں کمپنیوں
میں ۱۰ لاکھ سائیکلوں کی سال بہر
میں پیداوار ہوگی۔ میں سو یہ
چاہتا ہوں کہ یہ ۲۰ لاکھ ہو جائے
۳۰ لاکھ ہو جائے۔ یہ ملک کے لئے
بہت خوشی کی بات ہوگی۔

جیسا میں نے ابھی عرض کیا۔
اس میں کوئی شک نہیں بہت
مناسب وقت پر ملتوی ہونے اس
بل کو یہاں لئے ہیں۔ ایسا دیکھنے
میں آیا ہے کہ پرائیویٹ کمپنیوں
لاکھوں لاکھ روپیہ نیشنلائزڈ بلنکوں سے
قرض کی شکل میں لے لیا کرتی
ہیں اور کچھ سے تک اس کے پورا
ایہوگ کے بعد اس کا رخانے کے کلورڈون
کی دھمکی دیتی ہیں اور کہتی ہیں

کلوز بھی کر دیتے ہیں۔ اس سے
بہتارے ورکرز مارے جاتے ہیں
پروڈکشن میں کسی آتی ہے اور اس
طریقے سے جو مال بنا ہوا ہوتا ہے
اس کی قیمتوں میں اضافہ ہوتا ہے۔
اس لئے میں آپ سے عرض کرنا چاہتا
ہوں سائیکل پارٹس تھوب ٹائر اسہوکس
رمز — جو بھی چیزیں ان کارخانوں
میں بلے ان کی قیمتیں کم ہونی
چاہیں تاکہ وہ عام آدمیوں کے ہاتھوں
میں پہنچ سکیں۔ اصل میں میرا
اشارہ اس بات کی طرف ہے۔ ہم
نے ابھی لوگوں کو یہویلا کار دینے کا
وچن دیا ہے۔ اسی طرح سے میں
چاہتا ہوں کہ یہویلا سائیکل بلنی
چاہئے جس کی قیمت کم ہو۔ جس
کو ہر آدمی خرید سکتا ہو۔

آخر میں میں یہ عرض کروں گا
کہ جب ان کمپنیوں میں سائیکلس
بلنی شروع ہو جائیں گی تو ان کے
تسگریویشن کا سوال پیدا ہوگا۔ میں
چاہتا ہوں کہ ان کمپنیوں کی
ایجوہلسیاں ہر ضلع لیول پر کھولی
جائیں۔ تاکہ لوگوں کو تھیک تھنگ
سے یہ سائیکلوں مل سکیں۔ ورنہ
ہمارا تجربہ کچھ الگ ہے کچھ بہت
ہی ناچائز باتیں ہو رہی ہیں۔
شادی بیاہ کے موقع پر قاری میں
سائیکلوں کی قیمتیں فیورز ہی ہو جاتی
ہیں۔ اس لئے جب ان کمپنیوں
میں سائیکلوں تیار ہونے لگیں تو

[شری جمل الرحمان]

ضلع لہول پر ان کمپنیوں کے اچھے
ایجنڈے ہوں اور وہاں مناسب
طریقے سے سائیکلوں کے ڈسٹریبیوٹن کا
کام ہو تاکہ یہ عوام کے ہاتھ میں
آسانی سے پہنچ سکیں اور ان کا
مصالحہ استعمال ہو سکے۔

ان الفاظ کے ساتھ میں اس بل
کو سپورٹ کرنا ہوں۔

SHRI V. N. GADGIL (Pune): Sir, I would like to congratulate the Government and the Minister for Industry for having brought this Bill before this House. I have a sense of fulfilment today because I have been associated with the Hind Cycle Employees Union for a long time and it was partly as a result of our efforts, that is, in 1973, the management was taken over and today the company is being nationalised. Section 6 provides that the Government will hand over to the proposed company the ownership and management. At every stage, the workers have been co-operative and constructive in their approach. Therefore, I would suggest to the Government that they should respond and implement the party's manifesto and the party resolutions, regarding workers' participation from the level of shop-floor to the level of Board of Directors. With these words, I support the Bill. Thank you.

SHRI NARAYAN CHOUBEY (Midnapore): Mr. Chairman, Sir, I am sorry that the Minister is not present in the House.

MR. CHAIRMAN: He has just gone out for a minute; Mr. Mahajan is there.

SHRI NARAYAN CHOUBEY: Perhaps he was tired because of the Maruti Bill.

Sir, we welcome the Hind Cycles Ltd. and Sen-Raleigh Ltd. (Nationalisation) Bill, because this will create conducive conditions for increased production, smooth running and proper distribution of the products. In view of this, we support this Bill.

I have no particular knowledge about the Hind Cycles but I know that Sen-Raleigh is a very good and prestigious cycle and it has a very good market. If the things are organised properly, we will have a better market for these cycles than many other cycles.

While, I am supporting this Bill, I am also a little bit apprehensive. Why? The Sen-Raleigh was locked up in 1971 because there was certain bungling by the management at that time. After a lot of agitation by all sections of the workers, Sen-Raleigh was taken over in 1975. After that, the production picked up and some improvements were visible. At that time, their own workers wanted to give up their standing facilities so that this factory could stand on its own feet. What is the position today? Today, the position is very bad. A large number of cycles are not sold; they are turning into junk; they are rusting in the open and the factory is facing a crisis. This has happened after the factory was taken over. The answer must come from the Government.

We know the reasons for this crisis. There is an agreement between Sen-Raleigh and Sen-Pandit. Sen-Raleigh produces cycles and Sen-Pandit arranges for transport and their sale. When Sen-Pandit does not arrange for proper transport and sales, the crisis start in the factory run by the Government. I would submit that while you are going to nationalise Sen-Raleigh, you should not allow Sen-Pandit as sales-agents and transport agents. That too should be done

departmentally, otherwise you will face the same crisis as you have been facing since 1975.

Further, the Managing Director of this concern should be a proper and suitable man: no Tom, Dick and Harry should be brought there. I am told that either the Mg. Director or the General Manager—I do not know who exactly—belongs to Accounts Department and has no knowledge about the cycle industry. After these two industries are nationalised, no yesman should be put up their as in-charge; only persons with sufficient knowledge in these matters should be put there. They should have fair knowledge of sales, production etc.

There are a large number of workers in these factories. There should be proper continuity in the service of these people. It should not be that they are taken only from the date of taking-over. Their old service should also be allowed to be continued.

Lastly, it would be in the best interests of these organizations, if there is workers' participation in the management, production, transport, sale and everything. That is a must. If workers' participation can be properly organised, these two concerns will flourish and they will be able to cover much of our demands and we shall be able to export the cycles. If all these things could be done—if sales can be taken over from the Sen-Pandit to the government hands, if transport could be taken over from Sen-Pandit to the government hands and if a proper manager can be found and if workers' participation can be had and if workers are happy then there will be all good luck for these two factories. These factories will flourish and India will gain from the nationalisation of these two factories.

श्री विरवारिनाथ व्यास (श्रीलवाड़ा) :
 अध्यक्षता थी, हिन्द साइकिल लिमिटेड और

सेन रेले लिमिटेड (राष्ट्रीयकरण) बिल जो प्रस्तुत किया गया है उसका मैं समर्थन करता हूँ। इस बिल के द्वारा जो दो कम्पनियाँ इस देश में बहुत अर्थ से चल रही थीं और जो करीब करीब दस लाख साइकिलें देश में बनाती थीं, उन में अचानक मैनेजमेंट की गड़बड़ी की वजह से काम ठप्प पड़ गया और सरकार को उनका मैनेजमेंट अपने हाथ में लेना पड़ा। मगर यह दुर्भाग्य की बात है कि इनका एडमिनिस्ट्रेशन हाथ में लेने के बाद भी इन कम्पनियों का काम ठीक नहीं हुआ और मजबूर हो कर सरकार के सामने इनके राष्ट्रीयकरण की नौबत आयी।

देश में इस प्रकार की जितनी भी कम्पनियाँ हैं जो कि बड़े बड़े पूंजीपतियों के द्वारा चलायी जाती हैं उन में पूंजीपति लोग बहुत बंगलिंग करते हैं। उसी की वजह से कम्पनियाँ सिक हो जाती हैं : उस के बाद सरकार को उन कम्पनियों को अपने हाथ में लेने की नौबत आयी है। मैं निवेदन करना चाहता हूँ कि ये कम्पनियाँ तो आप ले रहे हैं, मगर इन के भलावा जो और बहुत सारी कम्पनियाँ हैं जिन में कि इस तरह के हालात पैदा हो रहे हैं उन में आप इस तरह की व्यवस्था पहले से करें। जिससे कि इस प्रकार की नौबत सरकार के सामने बार बार उपस्थित न हो। मैं कहना चाहता हूँ कि बड़े बड़े पूंजीपति अपनी अपनी कम्पनियों से पैसा निकाल कर काला धन पैदा करते हैं और उस की वजह से देश की अर्थ व्यवस्था खराब होती है। इसलिए सरकार पहले से ऐसी व्यवस्था करे जिस से कि यह परिस्थिति पैदा न हो।

मैं यह भी निवेदन करना चाहता हूँ कि जिन कम्पनियों की आप चीफ एडमिनिस्ट्रेटर की मदद उपलब्ध कराते हैं, इस

[श्री गिरधारी लाल व्यास]

प्रकार का अनुभव बहुत सारी कम्पनियों में हुआ है कि वहां जो परिस्थितियां उपस्थित हुई थीं, वहां एडमिनिस्ट्रेटर मुकर्रर होने के बाद भी उन कम्पनियों की व्यवस्था ठीक नहीं हो पायी। इसलिए ऐसी व्यवस्था करते समय आपको यह देखना चाहिए कि जो भी एडमिनिस्ट्रेटर मुकर्रर हो वह उस कम्पनी को ऊंचा उठाने के लिए काम करे, मजदूर और मालिक में मेल-जोल बढ़ाने के लिये काम करे जिस से कि देश को फायदा हो। लेकिन इस कम्पनी में इस प्रकार की परिस्थिति आपके एडमिनिस्ट्रेटर मुकर्रर होने के बाद भी उत्पन्न नहीं हुई।

जैसा कि एक माननीय सदस्य ने कहा कि सेन रेले और सेन पंडित को लाभ पहुंचाया गया, आगे से ये कम्पनियां लाभान्वित हो सके, इसलिए भविष्य के लिए हम को इस बात का ख्याल रखना चाहिए। अगर कम्पनियों को हाथ में लेने के बाद भी हम प्राइवेट पार्टियों को इन की व्यवस्था देंगे तो आने वाले समय में भी देश को लाभ नहीं पहुंचेगा।

19.00 hrs.

दूसरे आपने इस में जो प्राविजन किये हैं, चाहे मजदूरों के पेमेंट के संबन्ध में हों, चाहे बैंक के लोन्स के संबन्ध में हों, चाहे और प्रकार के एप्रीमेंट्स के लिए जो रुपये इन्वेस्ट हुए हैं, उन का पेमेंट करने के लिए जो पैसा आप ने इस में मांगा है वह करीब 9,81,03,800 रुपए है। इस सारे पैसे का बंटवारा, जिस प्रकार से आप ने अपने शेड्यूल में दिया है, उसका बंटवारा इस तरीके से होना चाहिए, जिस से मजदूर को एक-एक पैसा चाहे प्रावीडेंट फण्ड का हो या अन्य प्रकार की किसी सुविधा का हो, मिल जाए। वह सारा पैसा उनको समय समय पर दे दिया जाना चाहिए। इस

प्रकार की व्यवस्था होगी तभी मजदूर इस क्षेत्र में ज्यादा से ज्यादा काम करेंगे और इम फैक्ट्री को ज्यादा से ज्यादा फायदा पहुंचा कर प्रोडक्शन बढ़ाने में सहयोग करेंगे।

मैं एक बात और निवेदन करना चाहता हूं आपको और वह यह है कि हमने बहुत सारी चीजों का नेशनलाइजेशन किया है। कोल का भी नेशनलाइजेशन किया है। आपने जो कोल का नेशनलाइजेशन किया, उसका भी असर आप ने देखा है। उस में जो राजनीतिक विचारधारा वाले लोग काम करते हैं और जो उस इंडस्ट्री को पनपने नहीं देना चाहते, उस में नाजायज फायदा उठाकर के और तरह-तरह के अड़ंगे लगाते हैं, जिन में उस इंडस्ट्री को बहुत बड़ा नुकसान होता है, जैसा कि कोल इंडस्ट्री में हुआ है। इस प्रकार की बात को भी आप को ध्यान में रखना चाहिए। वेस्ट-बंगाल में इस प्रकार की इंडस्ट्रीज लगी हुई हैं। तो वहां पर जो राजनीतिक पार्टियां काम करती हैं या जो मजदूर संगठन काम करते हैं वे इस नेशनलाइज की हुई कम्पनी को प्रोत्साहन देंगे या नहीं देंगे, प्रोडक्शन बढ़ाने में सहयोग देंगे या नहीं देंगे। इस संबन्ध में भी विशेष तौर से ध्यान रखकर काम करेंगे तभी ज्यादा लाभ होगा। निश्चित तौर पर इसका लाभ मिलेगा। इन शब्दों के साथ मैं आपका इसका भी समर्थन करता हूं।

SHRI ANANDA GOPAL MUKHOPADHYAY (Asansol): I rise to support the Bill forward by the Minister. I congratulate him for bringing it before the House. Sen Releigh falls within my constituency. Nationalization is the policy of the present Government. An Industrial Policy Resolution was adopted under the leadership of Shrimati Indira Gandhi. As a result of that, in the year 1971 this industry was first taken over, during Shrimati Indira Gandhi's regime.

And in 1980, Sen Releigh and Hind Cycles (Interruptions).

In 1980, this company is going to be nationalized. As regards the condition of this company, it inherits the name of Sen Releigh which, at one time, was the best in India in the market of cycles. So, its quality, i.e. of Hind cycles, was very good at one time. But at present, due to mismanagement and inefficiency, the quality of the product has gone down. My other friends have pointed out that even after it is taken over, the contract for the transport of material will still be in private hands. I would request the Minister to consider this aspect very seriously. I would finish in one word: nationalization is not the remedy for all ills. Government must depute the best among its men for managing these companies. Otherwise, the entire object of nationalization would be in jeopardy.

Already fingers have been raised against the nationalised sector. Why? Already task force has been appointed. Why? Because the public sector projects are not working well. So, with these few words. I support the Bill and thank the Hon. Minister for bringing the Bill before the House.

श्री चरुभंज (झालावाड़) : इस आर्डिनैस का मैं ने इस लिए विरोध किया था कि एक महीने के बाद लोक सभा का सेशन प्रारम्भ होने वाला था लेकिन मुझे दिखाई ऐसा दिया कि मारुति के राष्ट्रीयकरण के औचित्य को सिद्ध करने के लिए हम ने बर्ड एंड कम्पनी और हिन्द साइकल्ज जैसी कम्पनियों का राष्ट्रीयकरण किया है और इन को मारुति के साथ जोड़ दिया है। इस कारण से इस के राष्ट्रीयकरण का औचित्य भी बिल्कुल बेकार हो गया है। चाहिये तो यह था कि सेशन के समय एक ब्यापक बिल सरकार लाती और आर्डिनैस का सहारा न लेती। राष्ट्रीयकरण या सरकारीकरण कोई बुरी चीज नहीं है। लेकिन राष्ट्रीयकरण करने से पहले सरकार

को यह देखना चाहिए कि जितनी भी पब्लिक सेक्टर ग्रंडरटेकिंग हैं क्या उन सब में सरकार को कंसिडर नहीं होना पड़ रहा है और क्या यह भी सही नहीं है कि उन सब के बारे में भारत की जनता की कोई अच्छी राय नहीं है ? उनकी राय अच्छी बने इसका प्रयत्न सरकार को पहले करना चाहिये। राष्ट्रीयकरण करने से पूर्व सरकार को यह देखना चाहिये था कि बर्ड एंड कम्पनी हो या हिन्द साइकल्ज हो, जिनका मैनेजमेंट उस ने अपने हाथ में ले लिया है उस के बावजूद भी वे घाटे में क्यों चलती हैं। कारण उसको तलाश करना चाहिये और तलाश करने के बाद मंत्री महोदय को चाहिये था कि वह उन का राष्ट्रीयकरण करते। यह चीज केवल इस कम्पनी के बारे में ही नहीं लेकिन जितनी भी पब्लिक ग्रंडरटेकिंग हैं उन सब के बारे में मैं कह रहा हूँ। हम को ऐसा काम करना चाहिए जिस से राष्ट्रीयकरण का भविष्य उज्ज्वल हो। यह उद्देश्य अगर इस से सिद्ध होता है तो मैं इस का विरोध नहीं करता हूँ। विरोध केवल मैने आर्डिनैस का किया था। जन हित में किसी कार्य को बढ़ावा देना हो तो मैं उस का विरोध नहीं नहीं करता हूँ। यही मेरा उद्देश्य इसके पीछे था।

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): Mr. Chairman, Sir, I am grateful to the Hon. Members for giving very valuable suggestions on labour situation, on marketing strategy, on modernisation of the plant and machinery and diversification, on workers' participation etc. Now, I would only like to say one thing that we will give due consideration to all the suggestions of yours and I have just now told all members personally also, that we shall take you in confidence whenever there is need of orientation although we have our

[Shri Charanjit Chanana]

own Hon. Member Ananda Gopal Mukhopadhyay who has always been after me for nationalising this. I am only surprised on one point. If Sastriji was not here, I would have congratulated Samar Dada on having devised a wonderful method of division of labour with half the members talking against nationalisation and the other half talking in favour of nationalisation. The point now is nationalisation of Hind Cycle, (*Interruptions*) That is a very interesting model of discipline. I like it very much (*Interruptions*) but the discipline (*Interruptions*) it is very different selection. I do not comment on that at all. Sir, I respect all the political parties and I would not like to pass a comment which did not reflect well at all. I am, therefore, in two minds whether to congratulate Mr. Mukhopadhyay. I wish I could congratulate him. (*Interruptions*) Now, with these comments may I thank the members for (*Interruptions*). I have told you already that you would not appreciate that unless and until I have seen. When I have said this in the House, we will give due consideration to all your valuable suggestions. We will talk about these things. I am neither saying against anybody or in favour of anybody.

SHRI KRISHNA CHANDRA HALDER: I want to know if Sen- Releigh will have its own marketing organisation so that it can sell its products to the dealers, to the consumers.

SHRI CHARANJIT CHANANA: I would only like the hon. Member to know one thing. We will have to evolve systems of marketing, which would be the optimum system in the interest of the nationalised company. Once you adopt this Bill this will be your company, a public sector company.

SHRI NARAYAN CHOUBEY: Why the crisis came after the 1975 takeover? What was the reason?

SHRI CHARANJIT CHANANA: That would be a long exercise. Suppose I give a statement. We have to punctuate it between 1977—79 and then he may not like that punctuation. We will talk about all these things later. I therefore move that the Bill be taken into consideration.

MR. CHAIRMAN: You have moved it already. I shall put it to the vote of the House.

The question is:

“That the Bill to provide for the acquisition of the undertakings of Hind Cycles Limited, and Sen-Raleigh Limited, with a view to securing the proper management of such undertakings so as to subserve the interests of the general public by ensuring the continued manufacture; production and distribution of bicycles and their component parts and accessories which are essential to the needs of the economy of the country and for matters connected therewith or incidental thereto, be taken into consideration.”

The motion was adopted.

MR. CHAIRMAN. Now, we shall take up clause-by-clause consideration. There are no amendments. The question is:

“That Clauses 2 to 33 stand part of the Bill.”

The motion was adopted.

Clauses 2 to 33 were added to the Bill.

The First Schedule, the Second Schedule, the Third Schedule, Clause 1, the enacting Formula, the Preamble and the Title were added to the Bill.

SHRI CHARANJIT CHANANA: I beg to move:

“That the Bill be passed.”

MR. CHAIRMAN: The question is:

“That the Bill be passed.”

The motion was adopted.

19.14 hrs.

**STATUTORY RESOLUTION RE:
 BIRD AND COMPANY LIMITED
 (ACQUISITION AND TRANSFER OF
 UNDERTAKINGS AND OTHER PRO-
 PERTIES) ORDINANCE**

AND

**BIRD AND COMPANY LIMITED
 (ACQUISITION AND TRANSFER
 OF UNDERTAKINGS AND OTHER
 PROPERTIES) BILL**

श्री कृष्णचन्द वर्मा (भाजापुर) :
 सभापति महोदय, मैं प्रस्ताव करता हूँ :

“यह सभा राष्ट्रपति द्वारा 25 अक्तूबर,
 1980 को प्रख्यापित बर्ड
 एण्ड कम्पनी लिमिटेड (उप-
 क्रमों और अन्य सम्पत्तियों का
 अर्जन और अन्तरण) अध्यादेश,
 1980 (1980 का अध्यादेश
 संख्या 18) का निरनुमोदन
 करती है।”

सभापति महोदय, अभी हम माहूति
 लिमिटेड और हिन्द साइकल्स के राष्ट्रीयकरण
 पर चर्चा कर चुके हैं। वही सब बातें बर्ड
 एण्ड कम्पनी पर भी लागू होती हैं। इस
 कम्पनी को भी सरकार ने अपने पिंजरे में
 बन्द कर लिया है। इस कम्पनी का
 राष्ट्रीयकरण कर के जनता तथा संसद् के
 साथ एक बहुत बड़ा धोखा किया गया है।
 इस राष्ट्रीयकरण के द्वारा सरकार देश की
 जनता के धन को अपनी पार्टी से सम्बन्धित
 लोगों की जेबों में पहुंचाने का प्रयास कर
 रही है। अगर सरकार समझती है कि
 बीमार कम्पनियों की समस्या का एक मात्र
 इलाज उनका राष्ट्रीयकरण है, तो यह
 उसकी भूल है। मैं समझता हूँ कि इस
 कम्पनी में जो खराबियाँ हैं, उनके सुधार
 की काफी गुंजायश है। इसमें जो अष्ट

लोग बैठे हुए हैं, उन्हें वहाँ से हटाना चाहिए।
 यदि सरकार ने इस तरफ ध्यान दिया, तो
 निश्चित रूप से लाभ होगा।

बर्ड एण्ड कम्पनी का राष्ट्रीयकरण करने
 के लिए सरकार को 3.1 करोड़ रुपये का
 मुआवजा देना पड़ेगा। इस कंपनी के
 राष्ट्रीयकरण का यह कारण बताया गया है
 कि उसमें काम करने वाले 1500 कर्मचारियों
 की रोजी-रोटी बचाना इस सरकार का
 प्रमुख काम है, इसलिए यह जरूरी हो
 गया है कि पंद्रह साल से चलने वाली इस
 कम्पनी को, जो कि अब दिवालिया है,
 सरकार अपने हाथ में ले ले।

इस बिल के उद्देश्यों में बताया गया है
 कि यह कंपनी उर्बरक, पेट्रोलियम उत्पाद,
 इस्पात, पेट्रो-रसायन और विद्युत् उपकरण
 आदि ऐसे माल का उत्पादन करती है, जिसकी
 देश को काफी जरूरत है। इस कम्पनी
 का आवर्त 1975-76 में 15.38 करोड़
 रुपये था, जो 1979-80 में घटकर
 4.28 करोड़ रुपये रह गया। मार्च,
 1980 तक संघित हानि बढ़ कर लगभग
 5.68 करोड़ रुपये तक पहुंच गई है।
 यह भी कहा गया है कि भारतीय औद्योगिक
 विकास बैंक ने इस कंपनी के पुनरुद्धार हेतु
 1.40 करोड़ रुपये की मांग की है, परन्तु
 अन्ततोगत्वा वह रुपया भी भारत सरकार
 को देना पड़ेगा।

सरकार ने जो कारण बताये हैं, वे भ्रम
 में डालने वाले हैं। असली बात यह है
 कि जो लोग इस कम्पनी से सम्बन्धित हैं,
 सरकार उनको फायदा पहुंचाना चाहती है
 और इस देश की जनता के खून-पसीने के
 पैसे को उन लोगों की जेब में डालना चाहती
 है। इस दिवालिया कम्पनी का अधिग्रहण

[श्री कृष्णचन्द वर्मा]

करना ही पर्याप्त नहीं है। इस कम्पनी को चालू रखना चाहिए, इस बात से मैं सहमत हूँ। यह भी जरूरी है कि उसमें जो कर्मचारी काम कर रहे हैं, उनकी रोजी-रोटी की सुरक्षा हो। किन्तु इस कम्पनी के प्रबन्ध को सुधारने की ओर सरकार का विशेष ध्यान देना चाहिए। ऐसा करने से ही इस राष्ट्रीयकरण का कुछ लाभ होगा, अन्यथा नहीं।

कम्पनी के कर्मचारियों के बारे में सरकार ने कहा है कि 25 अक्टूबर, 1980 से, जब कि सरकार ने इसको अपने हाथ में लिया है, कर्मचारियों की सारी लायबिलिटी सरकार पर आ जायेगी। मैं यह जानना चाहता हूँ कि उस तारीख से पहले कर्मचारियों के वेतन, प्राविडेंट फण्ड, प्रैचुइटी और बोनस आदि की जो रकम बकाया है, उसकी लायबिलिटी कौन लेगा। मैं वोट करना चाहता हूँ कि किस तरह एक कर्मचारी ने, जिसका छः महीने तन्ख्वाह नहीं मिली, सुसाइड कर ली :—

"In the latter half of 1979, an employee of Bird & Co. committed suicide. He had not received his salary for six months."

इस कम्पनी की एक महिला कर्मचारी भी मानसिक रूप से विकसिप्त हो गई, क्योंकि उसे नौ महीने से तन्ख्वाह नहीं मिली थी। इन दो एग्जाम्पल्स से पता लगेगा कि इस कम्पनी के मैनेजिंग डायरेक्टर ने किस तरह से कर्मचारियों का शोषण किया, कम्पनी को जितना घाटा हुआ, वह सारा पैसा अपनी जेब में डाल लिया और उसके बाद भी कर्मचारियों की तन्ख्वाह और प्राविडेंट फंड आदि का रुपया नहीं दिया। इस स्थिति में सरकार को कर्मचारियों की पिछली बकाया रकम की भी जवाबदेही लेनी चाहिए ;

इस बिल की धारा 19(7) में कहा गया है :—

"कोई दावेदार, जो आयुक्त के विनिश्चय से असंतुष्ट है, उस विनिश्चय के विरुद्ध अपील उस उच्च न्यायालय में कर सकता है उसकी अधिकारिता की स्थानीय सीमाओं के भीतर कम्पनी का रजिस्ट्रीकृत कार्यालय स्थित है :

परन्तु जहां कोई ऐसा व्यक्ति, जो किसी उच्च न्यायालय का न्यायाधीश है, आयुक्त नियुक्त किया जाता है, वहां ऐसी अपील कलकत्ता उच्च न्यायालय को की जाएगी और वह उस उच्च न्यायालय के कम से कम दो न्यायाधीशों द्वारा सुनी और निपटाई जाएगी।"

मेरा निवेदन यह है कि यदि दो जजों में आपस में मतभेद हो, तो फ़ैसला किस तरह होगा। इस लिए दो के बजाये तीन जजों की नियुक्ति करनी चाहिए।

दूसरी बात मैं यह निवेदन करना चाहता हूँ कि कमिश्नर को सरकार ने असीमित अधिकार दिए हैं। मैं चाहता हूँ कि उन अधिकारों का भी विकेन्द्रीकरण होना चाहिए। एक स्थान पर उन्होंने कहा है कि कमिश्नर को सरकार नियुक्त करेगी और सरकार चाहेगी तो कमिश्नर से सलाह कर के अन्य व्यक्तियों की भी नियुक्ति कर सकती है। मेरा यह निवेदन है कि इस कम्पनी में जब भी किसी व्यक्ति को नियुक्त करने का विचार सरकार करे तो ऐसे टेकनिकल और स्किल्ड हैंड को नियुक्त

करे जो इस के जानकार हों । अगर ऐसे व्यक्ति की नियुक्ति की गई तो निश्चित रूप से इस कम्पनी को लाभ पहुंचेगा और जनता की गाड़ी कमाई की पूंजी बेईमान और भ्रष्ट लोगों की जेब में जाने से बचेगी ।

लेकिन सरकार जिस उद्देश्य और भावना को ले कर यह बिल लाई है इस के पीछे मुझे सरकार की नीयत साफ नहीं दिखाई देती । अभी मारुति के मामले में जो मंत्री महोदय ने जवाब दिया है उसे सुनकर मुझे आश्चर्य हुआ । दस घंटे की बहस का जवाब तीन मिनट में उन्होंने दे दिया । हमें ऐसी अपेक्षा उन से नहीं थी । विरोधी पक्ष के लोगों ने बहुत से ऐसे तथ्य रखे थे जिन का जबाब उन को देना चाहिए था लेकिन मंत्री महोदय ने एक का भी जवाब नहीं दिया । या तो मंत्री महोदय समझते नहीं या जान-बूझ कर जवाब नहीं देना चाहते थे ।

इस कम्पनी का जब आप राष्ट्रीयकरण करने जा रहे हैं और इस के लिए बिल प्रस्तुत किया है तो कर्मचारियों की लायबिलिटीज़ को आप को लेना पड़ेगा, साथ ही जो फिजूलखर्ची है उसको रोकना पड़ेगा, जो फालतू स्टाफ वहां पर उन लोगों ने भर रखा है ऐसे लोगों की छंटनी भी करनी पड़ेगी । यदि आप ने सारी बातों को ध्यान में रखा तो निश्चित रूप से काम वहां होगा । लेकिन मुझे ऐसा लगता है मंत्री महोदय कोई बात सुनने के लिए तैयार नहीं हैं और न वह कुछ करने के लिए तैयार हैं क्योंकि अभी जो उन्होंने वक्तव्य दिया उस को मैं बड़े ध्यान से सुन रहा था । मेरा यह कहना है

कि इस प्रकार का राष्ट्रीयकरण करना कोई इस बात का इलाज नहीं है । उन को अच्छी तरह मालूम होगा कि एन० टी० सी० ने देश की कितनी मिल्नों को अपने हाथ में लिया लेकिन उन की स्थिति आज क्या है ? सरकार को 100 करोड़ का घाटा हो रहा है । यह जो बर्ड एण्ड कम्पनी आपने हाथ में ली है इसके पीछे आप की यही भावना है कि आप अपने चहेतों को, अपनी पार्टी के लोगों को और ऐसे भ्रष्ट लोगों को फायदा पहुंचाना चाहते हैं जिन्होंने इस कम्पनी के और कर्मचारियों के पैसे को लूटा है मेरा निवेदन है कि ऐसे बेईमान और भ्रष्ट लोगों के खिलाफ कार्यवाही करनी चाहिए और इस बात को मंत्री जी को यहां कहना चाहिए ।

इन्हीं शब्दों के साथ मैं इस बिल का घोर विरोध करता हूँ ।

THE MINISTER OF STATE IN
 THE MINISTRY OF INDUSTRY
 (SHRI CHARANJIT CHANANA): I
 beg to move:

“That the Bill to provide for the acquisition and transfer of the undertakings of the Bird and Company Limited for the purpose of ensuring the continuity of production of goods which are vital to the needs of the country and for the acquisition of shares held by the Bird and Company Limited in the specified companies for the purpose of securing to those undertakings the facilities and advantages derived by reason of such shareholding with respect to the operation and functioning of those undertakings and also to enable the Central Government to exercise such control over the affairs of the specified compa-

[Shri Charanjit Chanana]

nies as is necessary to ensure that the affairs of those companies are not mismanaged and for matters connected therewith or incidental thereto, be taken into consideration."

PROF. RUP CHAND PAL (Hooghly): Sir, I rise to support the nationalisation of Bird and Company Limited ... (Interruptions) We always support any principled nationalisation in public interest, in the interests of the country. We oppose any unprincipled nationalisation for petty or private interests ... (Interruptions) It is a matter of pleasure that ultimately, although very very belated, Bird & Company is being nationalised.

It should have been nationalised long ago; it should have been nationalised in 1973-74. Even though the employees of this concern repeatedly made so many appeals to the Government to take it over, to nationalise, that was not done. What was done? Government appointed five directors and, later on, one Managing Director, to rehabilitate this concern, to invigorate the company to run it, because it is a concern engaged in the production of goods vital to various industries, such as fertilizers, petroleum products, steel, petro-chemicals and power generation. Ultimately, the Government adopted the process of nationalisation, for which we congratulate them. At the same time, we have something to say regarding this.

If we look at the working of the industries, the sickening process has become a regular feature, rather a part of the industry. In the fifties, the Bird & Company was a very remarkable company, a very big company, in fact, perhaps the only company in India which declared the highest dividend of 25 per cent. Then how did this process of sickening

start? It is a story of loot. It is a story of daylight dacoity, and this was allowed by the Government in spite of repeated requests, appeals and memoranda submitted by the employees. After the appointment of Government directors, crores of rupees were provided to this concern. At that time the employees had given the warning that if you allow them to continue in that manner, there will be further loot, because it is the experience that the Government officials submit themselves to the vested interests when you appoint them in these posts. So, there will be further loot on the company, and this is exactly what has happened in the case of Bird & Company.

Even though crores of rupees were provided for the rehabilitation of this Company, that money has gone into the pockets of some individuals. We know the story of the foreign investors shifting their capital by various underhand methods and continuing their loot. Yet, the Government remained a passive spectator and allowed them to continue their loot, and acted only belatedly.

Since there are provisions for compensation in this Bill, we would say that not a single farthing should be paid to these dacoits, who have robbed our people, who have ruined our economy by looting the whole country. There are 1,500 or more employees in this company; they have not received their salary, their wages for a long time. They have been deprived of their just dues in different ways. If any payment is to be made the claims of the employees should be settled first. That should be taken as a priority after nationalisation of the Company. The employees, the poor but loyal employees, who have rendered their service to this Company, should not be deprived of their dues.

In this connection, I want to mention that in 1978 the Government appointed a Study Group to study the process of sickening in several industries in our country to study how this deliberate loot was being perpetrated by different concerns. They have made certain recommendations. When this Bill was prepared, the Govt. should have taken into account the recommendations of that Committee of 1978 where different national trade unions had been represented. They had made the recommendation that this process of loot will not be allowed, but I find that the Government is only an onlooker. In spite of the recommendations, they have not just given even a casual look to the recommendations when they have prepared this Bill.

Bird and Company, as I have said, is in a very vital sector. A few units of this concern were taken over earlier—two or three of them. There are 23 groups under this company, some of which are very important in our national economy and when this nationalisation is taking place, it is the request of my party that those looters should not be given even a farthing, and some inquiry should be instituted to see how this loot has been done, how the nation's money has been looted by them. The workers have also been deprived of their dues. When this Bill comes into effect, we request the Government to see that the employees get their dues as early as possible and let us hope for the best that after nationalisation—this did not take place for the last 7-8 years—it will be a very very vital sector which will be helpful to our economy, which will survive, which will flourish and which will serve the interests of the employees, the interests of the country and the interests of the economy as a whole.

DR. KRUPASINDHU BHOI (Sam-
balpur): Mr. Chairman, Sir, at the

outset I must congratulate the dynamic Minister, Mr. Chanana for having brought this Bill to replace the Ordinance.

My hon. friend from the Opposition has supported the cause of nationalisation. (*Interruptions*). At the same time, my friend has delivered his speech on the floor of Parliament in political language. But I am not going to the political side of this nationalisation. I am going to express my view about the nationalisation of Bird and Company which is a primary concern for mining, trading and investment activities. This Bird and Company has got so many mining concerns in the country for the development of mineral resources, mineral exploration and exploitation. At the same time, research and development is badly required for our country and our industrial policy generally should be to direct that this raw material should be provided for the requirement of this industry whether it is in the private sector or in the public sector. So, this Bird and Company was enjoying the facilities for using the raw material, for exploiting the raw materials and mineral resources of the country because our internal resource reserve can be increased, our non-tax revenue can be achieved only if we know the position of mineral resources of our country. So, out of that, Bird and Company holds a maximum part of the mineral resources. They hold the maximum mineral resources that they have acquired. So, I must congratulate the hon. Minister for nationalising this company.

My hon. friends from the CPM were criticising the Government for taking over this company at a late hour. Since this company is Calcutta-based and it has acquired vast property in No. 2 Accounts, may I know from them if the West Bengal

[Shri Krupasindhu Bhoi]

Government, which is led by their party, ever approached the Government of India to nationalise this company before 1975? Never. So, they should not adopt double standards. Some of the top brass in Bird & Co., are their card-holders. So, we should tell the truth in this august House and support nationalisation, because after assuming power, Mrs. Gandhi has taken so many steps to nationalise raw materials, industry, essential commodities etc. We should welcome her proposals and not criticise the Government merely for the sake of opposition as they did at the time of passing the Maruti Bill.

Several safety values have been provided in the Bill for workers. The margin of profit from the Bisra Lime Stone quarry to the company has been great, but they have shown very little profit in their accounts. So, the black money which they have accumulated out of the exploitation of these mineral resources as also out of Titagur Paper Mills and other jute mills should be probed into in detail, and the profit they have accumulated should be made known to the public.

There is sufficient possibility of locating a cement plant near the Bisra Lime Stone quarry using its production. This has not been done by the company due to lack of research and development. The hon. Minister has also not come forward with such a proposal. In view of cement scarcity in the country, I would urge upon him to explore this. We must have a research and development wing in the Department of Industry so that we can achieve self-sufficiency in cement, steel and power.

I support the Bill with the utmost vigour which I can command.

SHRI INDRAJIT GUPTA (Basirhat): I fully support this Bill. My main criticism of it is that it is long

over-due. If one recalls the past history and record of this company, I think the Minister will agree that it is a long record of mismanagement and malpractices of various kinds.

This is one of the old managing agency groups which used to be there in the British days, well established in West Bengal. At one time its predominant interest was perhaps in the jute industry.

Only a few days ago, two of the mills which the hon. Members of this House have been pleased to nationalise were former mills belonging to the Bird group. There was a time when these two gentlemen who were well-known Directors of this Company, not nationals of India, of course—I do not know whether I am permitted to name them because they are now somewhere in their own country, I suppose—Mr. Pilkington and Mr. Michelmores, these two gentlemen were on the point of being caught red-handed for having indulged in very heavy under-invoicing of jute products which were exported from India and several other things also and ultimately, I believe, that in order to evade the arm of the law, these two gentlemen suddenly disappeared from this country ostensibly on leave and never returned again.

After that, the control of the Company passed into the hands of Indian Directors and the Chairman became Mr. Pran Prasad who also has been the subject or object of quite a large number of inquiries and so on. But no action has ever since been taken against him. A few years ago, I remember, we had raised it in Parliament. The Income-tax authorities and the Enforcement Branch also had carried out raids on the office premises of Bird & Co. in Calcutta and those raids created quite a sensation in the city because they went on for several days. The whole office was sealed off and all the papers, the files, the

records and everything was being searched. The private residences of these gentlemen were also subjected to searches and it was admitted in reply to questions in this House and in the other House that quite a large amount of unaccounted money, of wealth and various kinds of properties which were unaccounted for were found. A list of all these things was also supplied in this House and we were assured that proper measures would be taken, including penalties, prosecutions and all that for violation of the law. Nobody knows what happened subsequently to those proceedings.

We know that there are ways and ways of getting these things hushed up. It cannot be done, of course, without the collusion of those Government departments concerned. But, in any case, Mr. Pran Prasad and Mr. S. K. Ghosh who were the objects of these raids and searches and so on and who admittedly had been found to be keeping quite a lot of unaccounted wealth with them managed to escape scot-free. So far as I know, nothing has ever been done to them. This in brief is a kind of thing in which this Company has been indulging in the past.

I do not want to take much time of the House. There is only one aspect on which I really want to say a few words. Of course, Bird and Heilgers later on was separated into two companies and Mr. Pran Prasad made all sorts of efforts to gain complete control over both these companies at one time. But I wish to say one thing here, again, that an amount of Rs. 310 lakhs in clause 8(1) and 8(2) has been provided for as payable to Bird. The specific point that I want to raise here is that there does not seem to be any specific provision for any payment to the savings trust. The savings trust was a peculiar institution of this Company. The

savings trust of Bird was constituted by a section of the staff of Bird and its group of companies. About 1100 people are concerned who were employees and staff of Bird. One of the conditions of employment stipulated by the company was that every member of the staff will have to be a member of the savings trust, and would have to contribute the monthly membership subscription at rates which were made applicable under the rules of the Trust. And these subscriptions were really enforced in the sense that they were deducted at source from the salary and deposited with the Savings Trust for credit to the Membership Account. At one time, this Savings Trust itself was holding near about 50 per cent of the equity shares of Birds. The Board of Directors of Birds was controlling only eleven per cent of the equity shares at that time. The Savings Trust was holding 49.8 per cent of the equity shares. Then, later on, attempts were made to wind up this Trust. Two of the then Directors of Birds were very anxious to buy up the shareholdings of the Trust; and the shareholdings, I would remind, were nearly 50 per cent, valued then at about Rs. 51 lakhs—the book value was about Rs. 51 lakhs. These two Directors were trying to purchase these shares for a sum of Rs. 39 lakhs. But there were trustees appointed by the Government, and one of these trustees approached the High Court and later on the Company Law Board and tried to prevent this transaction from going through. Ultimately, in May, 1976, the management was taken over by the Central Government. Subsequently it was found that, under the management of the government-nominated Directors also, the losses of Birds had run to several crores of rupees. These losses it is submitted, have seriously prejudiced the interests of the Members of that Savings Trust.

[Shri Indrajeet Gupta]

In July, 1977, that is, after the Government takeover, the Company Law Board, under section 237(b) of the Companies Act, ordered an investigation into the affairs of 22 companies which belonged to the erstwhile Bird & Heilgers Group. Why was this order of investigation passed? The grounds were that the persons concerned in the then management were guilty of fraud and various sorts of misconduct, mal practices, misteasance and other misconduct towards the Savings Trust and its members. All these had been going on, and ultimately in 1978 it was decided to wind up the Trust and to allow Birds to have the right of pre-emption. Sale notice was issued. There was no response, and the time limit expired; and the Savings Trust has been deprived of the opportunity to sell its investments to the highest bidder.

The point I am making is that it will be evident from this brief history that, both prior to the management take-over and after the management take-over, the way in which the Central Government acting through the Company Law Board has moved—I am, here, charging the Company Law Board—the way they have managed the affairs, they have really been responsible for non-recovery of the balances which are lying outstanding in the books of the Savings Trust to the credit of those members and retired members of the staff, numbering about 1100. Actually these balances constitute a sort of arrears of salaries because they were deducted every month from their salaries and put in the Savings Trust. I am told that such arrears amount to about Rs. 45 lakhs whereas the cost of Bird's equity shares and preference shares held by the Savings Trust is about Rs. 44.38 lakhs. So, I would appeal to the Minister that some special consideration should be given in respect of the Savings Trust. But there is nothing provided for in this Bill

at all. Schedule II of the Bill which gives the order of priorities for the discharge of liabilities of the company makes no provision whatsoever. Therefore, I am advocating here that this Schedule should be modified and an insertion should be added here in category I at the suitable place—'including under the liabilities which are to be discharged, the balances which are outstanding in the books of the Savings Trust to the credit of the members, the retired members and other loans and advances upto a maximum limit of Rs. 45 lakhs' Sir, if this is not done, these 1100 members of the staff and employees of the Bird & Co. who, for no fault of their own, have been landed in such a severe crisis now, where all arrears of their salaries have disappeared or have been taken away from them. This should at least be provided for and this should be counted as one of the liabilities of the company and it should be given priority in Category I of the Bill.

This is what I have to say. Otherwise, we welcome the nationalisation measure and, of course, we hope that the affairs of these companies will be better managed now, which, of course, remains to be seen. I am not willing to say that automatically everything will run well now. That is the responsibility of the government. We shall watch its performance.

With these words, I conclude.

श्री मन्स चन्द डग्गा (पाली) :
सभापति जी, एक बात मैं आप से कहना चाहता हूँ, अभी जो हमारे पहले बोलने वाले वक्ता महोदय ने बात कही कि एक आपका सेविंग ट्रस्ट बना था और कंपनी सा के अन्तर्गत बनाया गया था, उस में 1100 मेम्बर करीबन थे, जो एम्प्लाइज थे वहाँ के और बराबर उन से संतुष्टिमान लिया जाता था, वह आपको कंपनी सा बोर्ड मॉनिटर है

और उन्होंने अपना इन्कम टैक्स देते हुए अपनी सैलरी से पैसा दिया था। आज उन 1100 मजदूरों का रूपया जो कम से कम 50 लाख हो गया होगा। आज आप कंपनी लेने जा रहे हैं, राष्ट्रीयकरण करने जा रहे हैं, जिसका इधर और उधर बैठने वाले सभी ने समर्थन किया है, लेकिन जो बड़ा सवाल है, कि जो सेविंग-ट्रस्ट एक कायम किया गया और जिस के इम्प्लाइज मैम्बर बने और जिन्होंने अपना सक्स्क्रिप्शन दिया और कितने साल तक बराबर दिया और देने के बाद उनका इक्विटी शेयर करीबन 50 परसेंट हो गया, उसका क्या होगा और जब आपने अपने शेड्यूल 2 के अंदर दिया है :—

“Wages, salaries and other dues payable to the employees of the company.”

मैंने आज तीन बजे से पहले अमेंडमेंट दिया दिया था, मैंने सोचा कि यह कल चलेगा, आप शायद लेंगे नहीं मेरा अमेंडमेंट, इंसॉफ आपके हाथ में है, आप चाहें तो ले सकते हैं।

I have already given my amendment before 3 p.m. but I do not think the Chairman is in a mood to accept it now. Generally, on the basis of equity and justice, the Chair accepts such amendments.

लेकिन अब मैं चाहता हूँ कि आपका अंश इरादा हो तो जो मैंने अमेंडमेंट दिया है...

सभापति महोदय : आपने बोल तो दिया है।

श्री मूल अर्थदाता : बोल तो किया है, ठीक है, लेकिन मैं अंश रिकॉर्ड चाहता हूँ। मेरा यह अमेंडमेंट था कि —

“Balance long outstanding in the books of the Savings Trust to the credit of the members the retired members and other advances upto a maximum limit of Rs. 45 lakhs.”

मैंने बोल तो दिया है, लेकिन मंत्री जी जब उत्तर दें तो आप उन से उत्तर दिलवाएं कि वह जो 45 लाख रूपया एम्प्लाइज का है, उसका क्या होगा? क्या आपका नेशनलाइजेशन करने का जो परपज है, वह परपज आपका फुल-फिल होगा या नहीं होगा, क्योंकि आपने अपनी गलती के कारण एक कंपनी के पूरा बरगद हो जाने के बाद इसका राष्ट्रीयकरण किया है। राष्ट्रीयकरण क्यों किया तो आपने और लिखा है :—

“...Production of the company had been going down in the recent years and the Company started incurring losses since 1973-74. The Company Law Board, who had received complaints regarding mismanagement of the Company, came to the conclusion in 1976 that the affairs of the Company were being conducted in a manner oppressive to the members and prejudicial to the interests of the Company its employees and the public interest, and appointed under section 408 of the Companies Act, 1956, five Government Directors on the Board of the Company and subsequently also a Managing Director....”

“Appointment of Government Directors however, did not improve the functioning of Bird and Company Limited...”

पांच डायरेक्टर होने के बाद

Then, it had a turnover which rose from Rs. 15.38 crores to Rs. 16.58 crores.

[श्री मूलचन्द झा]

यह तो सरकारीकरण हुआ, राष्ट्रीयकरण नहीं। मैं चाहता हूँ कि मैं ने जो एम्बेडमेंट दिया है उस को आप देख लें और शेयरहोल्डर्स जिन्होंने शेयर में पैसे बगाए हैं और जिनका इक्विटी शेयर था उन को वेमेंट करने की भी आप व्यवस्था करें। जो उनका क्लेम है मैं चाहता हूँ कि उस को भी आप एक्सीट करें।

19.55 hrs.

[MR. DEPUTY SPEAKER in the Chair]

SHRI CHARANJIT CHANANA: Mr. Deputy-Speaker, Sir, in spite of the fact that we see contradictory stand being taken by the members on the other side, I appreciate the points raised by the Members of both sides.

Shri Indrajit Gupta's point had, in fact, been replied to yesterday in reply to a question. The government does not appreciate the sickening of the running institution at all. We are working on the process; we are on the exercise of amendment of the I appreciate your comments on Bird and Co. as one of the unfortunate exercises that has taken place.

allowing such things from happening. earlier Act to see how we can give the proper treatment and can avoid the hon. member has raised

Nobody is going to allow that at all other point. I can only say that we have all the sympathies for the savings of the people which have created a separate entity of the Savings Trust. Since Bird and Company is a separate entity, the question at this time is one of nationalising the Bird and Company and we are giving due importance to the priority schedule as such where the wages and the dues of the workers are given 1st priority; the second priority is to the institutional finances.

SHRI INDRAJIT GUPTA: The arrears of the salary kept in the sav-

ings Trust can be claimed by the employees which they are entitled to.

SHRI CHARANJIT CHANANA: He understand this better. The arrears of salaries here are equal to the arrears deposited in a bank but the savings trust is a separate entity altogether. We will not question that at all. I agree with the hon. Member's sympathy but my sympathies might be much more than theirs. The most unfortunate thing is that legally this is a separate entity. I cannot help it. I thank the Members very well in supporting the Bill.

SHRI INDRAJIT GUPTA: He is not in a position to do anything. It may be a separate entity. The Government has all the sympathy for it. That is all right.

श्री चरणजीत चानना : आप इलाज बताएं।

श्री इन्द्रजीत गुप्त : आप बताएं। मंत्री बन जाता तो मैं बताता। आपको नौकरी मिल गई है मैं इलाज बतलाऊँ ?

SHRI CHARANJIT CHANANA: I would like the hon. Member's coming over here.

MR. DEPUTY-SPEAKER: Shri Phoolchand Verma.

श्री फूलचन्द वर्मा : मैंने दोनों पक्षों के माननीय सदस्यों के भाषणों को बहुत ध्यानपूर्वक सुना है। सारी चर्चा का निचोड़ अगर निकाला जाय तो यह निकलता है कि सभी पक्षों के माननीय सदस्यों ने इस बात पर जोर दिया है कि कर्मचारियों का जो सर्विग्स ट्रस्ट में पैसा है और जो लगभग पचास लाख है उस को देने की जवाबदेही सरकार को लेनी चाहिये। इस के साथ ही मैंने इस आर्डिनेन्स के निरनुमोदन के समय बोलते हुए कहा था कि कर्मचारियों का प्राविडेंट फंड का भी पैसा है, पिछली सेलरीज भी हैं, ग्रेजुइटी का पैसा भी है, बोनस तथा दूसरे फंड के भी पैसे हैं।

29.00 hrs.

सारे पैसों की जवाबदारी शासन को लेनी चाहिये मगर मंत्री जी ने अपने बिल में कहा है, मैं याद दिलाना चाहता हूँ कि 25 अक्टूबर, 1980 से इस बात की जवाबदारी मंत्री महोदय ले रहे हैं, सरकार ले रही है।

मेरा कहना यह है कि कर्मचारियों के हित में आप कहते हैं कि 1500 कर्मचारी बेकार हो जायेंगे, इसलिये इस कंपनी का राष्ट्रीयकरण कर रहे हैं मैं मंत्री जी की भावना का आदर करता हूँ और निवेदन करता हूँ कि उन की पिछली बकाया को देने की जवाबदारी भी वह लें और यहां उस की घोषणा करें अगर वह यहां घोषणा कर देते हैं तो मैं अपना निरनुमोदन का प्रस्ताव वापस लें लेता हूँ।

MR. DEPUTY-SPEAKER: I shall now put the Statutory Resolution to the vote of the House....

श्री कूलचन्द वर्मा : उपाध्यक्ष महोदय, मंत्री महोदय को मेरी बात का जवाब देने दीजिये।

MR. DEPUTY-SPEAKER: The Minister need not reply. It is statutory resolution. It cannot be withdrawn. I have to put it to the House....

The question is:

"This House disapproves of the Bird and Company Limited (Acquisition and Transfer of Undertakings and other Properties) Ordinance, 1980 (Ordinance No. 18 of 1980) promulgated by the President on the 25th October, 1980."

The motion was negatived.

MR. DEPUTY-SPEAKER: Now I will put the consideration motion to the vote of the House.

The question is:

3043 LS-15.

"That the Bill to provide for the acquisition and transfer of the undertakings of the Bird and Company Limited for the purpose of ensuring the continuity of production of goods which are vital to the needs of the country and for the acquisition of shares held by the Bird and Company Limited in the specified companies for the purpose of securing to those undertakings the facilities and advantages derived by reason of such shareholding with respect to the operation and functioning of those undertakings and also to enable the Central Government to exercise such control over the affairs of the specified companies as is necessary to ensure that the affairs of those companies are not mismanaged and for matters connected therewith or incidental thereto, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER: We take up clause-by-clause. There are no amendments to Clauses 2 to 7. I will put them to vote. The question is:

"That Clauses 2 to 7 stand part of the Bill."

The motion was adopted.

Clauses 2 to 7 were added to the Bill.

Clause 8—(Payment of amounts to the company and specified companies)

SHRI RAMAVATAR SHASTRI: I beg to move:

Page 6, lines 26 and 27—

for "two hundred and eighty-three lakhs" substitute "twenty-five lakhs". (1)

Page 6, line 32,—

for "twenty-seven lakhs substitute "ten lakhs". (2)

[Shri Ramavatar Shastri]

These amendments are innocent amendments. I am not speaking.

MR. DEPUTY-SPEAKER: All your amendments are innocent.

SHRI RAMAVATAR SHASTRI: Because I am innocent.

MR. DEPUTY-SPEAKER: I will now put the amendments moved by Shri Ramavatar Shastri to Clause 8 to the vote of the House.

Amendments 1 and 2 were put and negatived.

MR. DEPUTY-SPEAKER: Now the question is:

"That Clause 8 stands part of the Bill."

The motion was adopted.

Clause 8 was added to the Bill.

Clause 9—(Management etc. of the Undertakings of the Company).

श्री रामावतार शास्त्री : उपाध्यक्ष जी, क्लॉज 9 पर मैं अपने तीनों संशोधन पेश करूंगा और इन पर बोलूंगा श्री ।

I beg to move:

Page 7, line 20,—

after "individual" insert

"who believes in the philosophy of Public Sector undertakings". (3)

Page 7, lines 25 and 26,—

for "such remuneration as the Central Government may fix".

substitute "not more than two thousand rupees per mensem". (4)

Page 7, line 26,—

for "during the pleasure of the Central Government" substitute "for not more than three years". (5)

मेरा बड़ा इन्फोर्सेट अमेंडमेंट है, अगर मंत्री जी मान लें तो मैं बोलना बन्द कर दूंगा ।

बिल के पृष्ठ संख्या 7 की पंक्ति 8 को देखिये, जो मैं पूरी की पूरी पढ़ देता हूँ—

"(2) केन्द्रीय सरकार, कंपनी के उन उपक्रमों के लिए, जिन के सम्बन्ध में धारा 7 की उप-धारा (1) के अधीन उस ने कोई निदेश नहीं किया है, किसी व्यष्टि या किसी सरकारी कंपनी को अभिरक्षक या अभिरक्षकों के रूप में नियुक्त कर सकेगी।"

मैं चाहता हूँ कि "व्यष्टि" के बाद यह जोड़ दें—

"जो पब्लिक सेक्टर उपक्रमों के सिद्धान्त में विश्वास रखता है।"

यह बहुत साधारण सा संशोधन है ।

इस कंपनी को चलाने के लिये सरकार ने उपाय किये और निदेशक मंडल बहाल किया । इस बिल के उद्देश्यों में बताया गया है कि निदेशक मंडल के सदस्यों की संख्या को पांच से बढ़ा कर छः कर दिया गया, लेकिन वे लोग उस कंपनी को ठीक तरह से नहीं चला सके । घाटे पर घाटा होता रहा, उत्पादन में कमी होती रही और लूटने वाले लूटते रहे । ऐसा क्यों हुआ ? इसलिए कि उन लोगों का विश्वास पब्लिक सेक्टर की फिलासफी में नहीं था ।

पब्लिक सेक्टर के बहुत से उपक्रम घाटे में चलते हैं । सरकार सारा बोझ मजदूरों पर मढ़ देती है । लेकिन वास्तव में व्यवस्था

इस के लिए सब से ज्यादा जवाबदेह होती है। अगर व्यवस्था ठीक रहे, तो मजदूरों का कोआपरेशन और सहयोग भी प्राप्त किया जा सकता है। लेकिन व्यवस्था में पूंजीपतियों और इजारेदारों के प्रतिनिधि घुसे रहते हैं और आप घुसाते हैं। केन्द्र और राज्यों के नेता अपने चहेतों और समर्थकों को निदेशक-मंडल में डाल देते हैं, जो तरह तरह से गड़बड़ी कर के घाटा करवाते हैं और पब्लिक सैक्टर को बदनाम करते हैं। इसलिए मेरा संशोधन है कि यह क्लीयर कर दिया जाये कि ऐसे लोगों को लिया जाये जिन का सचमुच पब्लिक सैक्टर की फिलासफी में विश्वास हो। तभी सरकार पब्लिक सैक्टर के कारखानों को ठीक तरह से चला सकेगी, उन्हें मुनाफा हो सकेगा, देश की तरक्की हो सकेगी और तभी हम समझेंगे कि सरकार राष्ट्रीयकरण की नीति को सचमुच मानती है।

अभी मंत्री महोदय ने हम लोगों पर बड़े जोर से हमला किया। चूंकि सरकार गलत तरीके से काम कर रही है, इस लिए हम ने विरोध किया। अगर सरकार सही तरीके से काम करेगी, तो हम बराबर उसका समर्थन करेंगे। हम इस का भी समर्थन कर रहे हैं।

श्री चरणजीत चानना : डिपुटी स्पीकर साहब, माननीय सदस्य ने एक बहुत बहुमूल्य आदर्श की बात कही है। परन्तु सब से ज्यादा दुख की बात यह है कि आध घंटा पहले यह कुछ और बात कर रहे थे। तब [मुझे लगता था कि (ध्वबधान) जहां तक पब्लिक सैक्टर की फिलासफी में विश्वास की बात है, हम ने तो अपने पालिसी स्टेटमेंट में कहा है कि वह एक बहुत आवश्यक बात है। परन्तु जैसे आज एक घंटे के अन्दर यह बात हुई है तो इसे देखने के लिये हमें कोई

ऐसा बैरोमीटर या थर्मामीटर बनाना पड़ेगा जिस से पता चल सके कि यह विश्वास कितने घंटे रहता है और कितने घंटे में चला जाता है।
 (ध्वबधान)

With due regards, the first thing that we have to do is that we may have to introduce some Bills to nationalise some political thoughts. Once that is done, then their confidence and faith in the public sector will be a genuine one. . . . (Interruptions).

वह हम नहीं चाहते। हम चाहते हैं कि गवर्नमेंट की तरफ से वह बिल न आए। किसी फ्राइडे को प्राइवेट मेम्बर बिल में लाइये और अपनी फिलासफी को नेशनलाइज कीजिये। उस के बाद इस की आवश्यकता नहीं रहेगी।

MR. DEPUTY-SPEAKER: Mr. Ramavatar Shastri belongs to a no-change group.

SHRI INDRAJIT GUPTA: It is not proper for him to oppose the philosophy of Mr. Sanjay Gandhi. . . . (Interruptions).

MR. DEPUTY-SPEAKER: I shall now put amendments No. 3, 4 and 5 to Clause 9, moved by Shri Ramavatar Shastri to the vote of the House

Amendments Nos. 3, 4 and 5 were put and negatived.

MR. DEPUTY-SPEAKER: The question is:

“That clause 9 stands part of the Bill.”

The motion was adopted.

Clause 9 was added to the Bill.
 Clauses 10 to 31 were added to the Bill.
 The First Schedule and the Second Schedule were added to the Bill.

Clause 1, the Enacting Formula, the Preamble and the Title were added to the Bill.

SHRI CHARANJIT CHANANA: I beg to move:

"That the Bill be passed".

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

20.13 hrs.

STATUTORY RESOLUTION RE:
DISAPPROVAL OF FOREST (CON-
SERVATION) ORDINANCE, 1980

AND

FOREST (CONSERVATION) BILL

MR. DEPUTY-SPEAKER: The House will now take up statutory resolution and Forest (Conservation) Bill together for which two hours have been allotted.

SHRI SATYANARAYAN JATIYA (Ujjain): I beg to move:

"That this House disapproves of the Forest (Conservation) Ordinance, 1980 (Ordinance No. 17 of 1980) promulgated by the President on the 25th October, 1980."

उपाध्यक्ष महोदय, जहां तक मामला यह है कि डिफारेस्टेशन हो रहा है, इस बात से कोई इनकार नहीं कर सकता है। हिन्दुस्तान की आबादी दिनों दिन बढ़ रही है, जंगल कम हो रहे हैं और जंगल कम होंगे। होते रहेंगे, इसको कोई रोक नहीं पाएगा जब तक कि जंगलों को ठीक तरह से प्लाण्टेशन कर के उनकी प्रोथ को बढ़ाने की कोई योजना नहीं बनाई जाती। जंगल के कम होने के और भी कारण हैं। जंगल के नीचे छिने हुए घातुओं के भण्डार हैं, अयस्क हैं। वहां नदियां बहती हैं, बांध बांधने के लिए जंगल कटते हैं। अनेक प्रकार के कारण

हैं जिन से जंगल का कम होना अवश्यम्भावी और निश्चितप्राय है।

ऐसी स्थिति में सरकार की यह मंशा कि जंगलों का कम होना रोका जाना चाहिए इस बात से इन्कार नहीं किया जा सकता। देश को सारी प्राकृतिक स्थिति को बनाए रखने के लिए, देश की जलवायु को स्थिर रखने के लिए, वर्षा समय पर हो और वर्षा होने पर जो बाढ़ की स्थिति पैदा हो जाती है या सूखे की स्थिति पैदा हो जाती है, उस को नियंत्रित करने के लिए जरूरी है कि प्राकृतिक जलवायु को ठीक से बनाए रखा जाय। किन्तु मेरी समझ में नहीं आता है, यह सरकार कहती है कि प्रदेश सरकारें इस बात के लिए अक्षम हैं कि वह डिफारेस्टेशन को रोक सकें। क्या ये सरकारें नाकाबिल हैं, अक्षम हैं? क्या ये सरकारें जो अब तक करती रही हैं, वह गलत करती रही हैं? 33 साल में जो कुछ किया गया है उसके बाद आज उसे इन्कार करना और यह समझना कि केन्द्रीय सरकार ही सक्षम है, केन्द्रीय सरकार ही काबिल है, वही डिफारेस्टेशन को रोक सकेगी, मैं समझता हूं कि यह उचित नहीं है। प्रदेश सरकारें भी संविधान के अनुसार चुनी हुई प्रजातन्त्रीय सरकारें हैं। केन्द्रीय सरकार द्वारा सारे अधिकारों का केन्द्रीयकरण अपने हाथ में करना और अन्य प्रदेशीय सरकारों पर अविश्वास करना, उचित नहीं है। मैं समझता हूं कि सारे अधिकारों को केन्द्रीभूत करने से केन्द्रीय सरकार की मंशा पूरी नहीं होगी। मैं श्री बीरेन्द्र सिंह राव की योग्यता पर या उनके मंत्रालय की योग्यता पर कोई आक्षेप नहीं करता हूं, लेकिन मैं निवेदन करना चाहता हूं कि जिस बात का भी केन्द्रीयकरण अथवा सरकारीकरण हुआ है, वह असफल हुआ है। उसमें सरकार की मंशा पूरी नहीं हुई है। अगर सरकार चाहती है कि डि-फारेस्टेशन को रोका जाए, तो उसे देखना होगा कि जो जंगलों में वनवासी हैं, आदिवासी लोग हैं, वे कितनी परेशानी में हैं। उनको वन उपज

का फायदा नहीं मिलता है और हाट बाजारों में जंगलों की उपज कौड़ियों के मोल खरीद ली जाती है। अगर सरकार ने जंगलों में रहने वाले वनवासियों के लिए सोचा होता, उनकी समृद्धि के लिए योजनाएँ बनाई होती, तो वह स्वागतयोग्य होता। कृषि के लिए एक निश्चित नीति बना कर कृषियोग्य भूमि का विकास किया गया होता, तो मैं समझता हूँ कि वह सरकार का बहुत अच्छा काम होता, लेकिन यहां पर हम देखते हैं कि सरकार सारे अधिकारों का केन्द्रीयकरण करना चाहती है। केन्द्रीय सरकार समझती है कि वही काबिल सरकार है और प्रदेश सरकारें नाकाबिल और निकम्मी हैं। इस प्रकार की मंशा ठीक नहीं है। केन्द्रीय सरकार को डिसेंट्रलाइजेशन-आफ-पावर पर अधिक महत्व देना चाहिए था। अगर कोई योजना बनानी है, अगर डी-फारेस्टेशन से भूखण्ड उजड़ रहे हैं उस को रोकने के लिए कोई योजना बनानी है या साएल-कन्जर्वेशन के लिए कोई अच्छी योजनाएँ बनानी हैं तब उनके लिए आप ऐसी योजनाएँ बनायें जिन का प्राकृतिक आधार रहे। इस बिल में एग्रीकल्चर मिनिस्ट्री ने यह मंशा व्यक्त की है—

"It, therefore, because necessary to invest the Central Government with the necessary powers to arrest de-forestation and to ensure better integrity of the nature reserves."

मैं सोचता हूँ—ये जो कारण बताये हैं इन के पीछे बहाना कुछ दूसरा है। जंगलों को बेतरतीब काटा गया है और उस वक्त आप की कांग्रेस सरकारें ही थीं। जंगलों के ठेकेदार जिस तरह का व्यवहार जंगलों के साथ करते हैं—वह सब जानते हैं। लेकिन इस बात को सरकार इस बिल के द्वारा रोक सकेगी? यह सम्भव नहीं होगा। सरकार की मंशा कुछ और है, वह करना कुछ और चाहती है। सारे अधिकारों का केन्द्रीयकरण कर देने से एफारेस्टेशन का जो काम है वह भी प्रभावित

होना। मैं समझता हूँ कि बहुत सी प्रदेशीय सरकारों ने एफारेस्टेशन का काम अपने हाथ में ठीक से लिया हुआ था। जंगलों को अधिक बढ़ाने के लिए योजनाएँ बनाई जा सकती थीं। कृषि के लिए भी भूमि को ठीक करना होगा क्योंकि खाद्यान्न की समस्या बढ़ती जा रही है। मिनरल्स और कोयला जो दबा हुआ पड़ा है, उस को भी ठीक से निकालना होगा। इस के लिए भी योजनाएँ बनाई जा सकती थीं। लेकिन यह जो बिल लाया गया है जिस के लिए पहले आर्डिनेन्स लाया गया, उस की क्या जरूरत थी। कोई हिमालय पहाड़ नहीं टूट गया था। अगर सरकार तरीके से बिल लाती बजाय आर्डिनेन्स लाने के लिए तो तो कोई अनुचित बात नहीं होती। ऐसी जो छोटी-छोटी बातें हैं, वे पार्लियामेंट में विधेयक के रूप में लाई जा सकती थीं। आर्डिनेन्स के रूप में ला कर सरकार ने अपनी योग्यता का परिचय दिया हो, ऐसा मैं नहीं मानता।

मैं इस आधार पर कह सकता हूँ कि यह जो विधेयक लाया गया है, वह ठीक नहीं है। सरकार की यह मंशा कि सारे अधिकारों का केन्द्रीयकरण करना, मैं कहता हूँ कि उससे अव्यवस्था फैलेगी और आपने जो लक्ष्य बनाया है, वह प्रभावित होगा। इसलिए मैं इस बिल का, अध्यादेश का निरनुमोदन करता हूँ, विरोध करता हूँ।

उपाध्यक्ष महोदय, मैं पुनः इस बिल का विरोध करते हुए आपको धन्यवाद देता हूँ कि आपने मुझे बोलने के लिए वक्त दिया।

MR. DEPUTY-SPEAKER: Resolution moved:

"That this House disapproves of the Forest (Conservation) Ordinance, 1980 (Ordinance No. 17 of 1980) promulgated by the President on the 25th October, 1980."

THE MINISTER OF AGRICULTURE AND RURAL RECONSTRUCTION AND IRRIGATION (SHRI BIRENDRA SINGH RAO): I beg to move:

"That the Bill to provide for the conservation of forests and for matters connected therewith or ancillary or incidental thereto, be taken into consideration."

I have heard my friend Mr. Jatiya. He has seen more than what is actually in the mind of the Central Government while presenting this Bill before this House. He seems to have misread the intentions of the Government. This is a very simple, short, very essential, beneficial and laudable Bill.

The Central Government wants to fulfil its responsibility towards the country. Because our forest areas were depleting very first, forests were brought under Concurrent List some years back. If the State Governments had fulfilled their responsibility, there would be no need for this. But the Central Government realizes that immediately something has to be done if the situation is to improve. The intention is not to centralize powers at the Central level. The State Government will still be in charge of forests in their respective States. They will also be able to utilize forest lands for development purposes, for any other essential purposes, for the welfare of weaker sections, tribals and others, and for construction of roads and canals. But there has been a tendency, in the past, to utilize forest lands wherever there was pressure upon land, for some non-essential purposes also. We are only providing a check over the State Governments. They will only have to get the approval of the Central Governments, and we shall satisfy ourselves as to the purpose. Before forest land is utilized for any non-forestry purpose, the approval of the Central Government will be sought.

I don't think this measure will result in any undue hardship for people living in forest areas. We have various schemes for their welfare. We know the important part forests play in the economy of tribals. We want to increase forest lands also. I would like to mention that already we have reached a dangerous level as regards our forest areas. Our national forest policy has been that 60 per cent of the hill areas will be under forests, and the plains also would have about 20 per cent of the total area under forests. Unfortunately, forest areas have been decreasing from year to year. At present, out of a total land area in India of 329 million hectares, we have only 75 million hectares under forests. That constitutes a little over 22 per cent which is forest area. This is a very small area. We want to go up to 33 per cent. And for that purpose, some measures have to be adopted. This Bill was absolutely urgently required. If we do not resort to promulgation of Ordinance, there was a danger... that States would have de-reserved any areas overnight and then, it would have been absolutely useless to come to Parliament with this measure. The States know that the Central Government was thinking of bringing a comprehensive Bill before Parliament. Parliament has the powers to enact laws for forests now, as it is a Concurrent subject. We called a meeting of Forest Ministers. The matter was discussed with them but the States wanted that the Bill, the draft Bill, should be circulated. We circulated it. We sought their opinion. Some States have already written to us. Some have agreed. Some have objected. Only one State, that is, Tripura, has objected. There are much larger areas in other States. Madhya Pradesh, Assam, even Arunachal if you take up the North East, then Gujarat, even Rajasthan, Himachal Pradesh. U.P. all had large areas Kerala, Tamil Nadu, Karnataka, also Orissa, all these States have very large forests.

AN HON. MEMBER: Kerala.

SHRI BIRENDRA SINGH RAO: I do not think they have written to me. They have so far not written. If you like I can give the names of the States. But I might go into that later on.

MR. DEPUTY-SPEAKER: Please give final reply.

SHRI BIRENDRA SINGH RAO: Sir, this should be the final reply. I hope the House will unanimously agree to it.

MR. DEPUTY-SPEAKER: That cannot happen till Shri Ram Avatar Shastri is there.

SHRI BIRENDRA SINGH RAO: For a measure like this which is so essential in national interest, I even expect Sastriji to cooperate.

Sir, as I said, during the past few years, there has been great pressure upon forests. We do not blame the States for not looking after their forest areas. But, all the hon. Members would realise that there are certain local pressures upon State Governments and, therefore, it is only to help the State Governments, to withstand those pressures by taking shelter behind the provisions that we are making that the Central Government's approval is necessary. That is the only purpose. (Interruptions) During the years from 1951-52 to 1975-76, Sir, as much as 41 lakh hectares of forest area was de-forested. It is not a small figure and after that, it was faster unfortunately. After that, it was faster. (Interruptions) In the year, 1976-77, the total area that was de-forested was 1,20,000 hectares. In 1977-78, it came down to about 23000 hectares. But, in the year, 1978-79, it jumped up to 41,000 hectares. Double. Double within one year. That is the rate at which forests are being degraded.

SHRI SUDHIR GIRI (Contai): Before the promulgation of the Ordinance how much land had been deforested? You said that there was imminent danger of reforestation. I want to know.

SHRI BIRENDRA SINGH RAO: That is what I was explaining. 41 lakh hectares from 1951-52 to 1975-76. In 1977-78 it was only 21,000 hectares. In 1978-79 it jumped to 41,000 hectares. Every year this has been the degradation.

This measure applies to dereservation of forests. There are certain classes of forests, protected forests in which tribals and others have certain rights; we are not touching their rights. There are also unclassified forests; we are not interfering with the rights therein. I hope this Bill be passed without any controversy.

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill to provide for the conservation of forests and for matters connected therewith or ancillary or incidental thereto, be taken into consideration."

The consideration motion has been moved. Are any amendments moved.

SHRI MOOL CHAND DAGA (Pali): I beg to move:

"That the Bill to provide for the conservation of forests and for matters connected therewith or ancillary or incidental thereto, be referred to a Select Committee consisting of ten members, namely: Shri Gulam Nabi Azad, Shri Chitta Basu, Shri V. N. Gadgil, Shri Vir-dhi Chander Jain, Birendra Singh Rao, Shri Chiranji Lal Sharma, Shri K. P. Unnikrishnan, Shri Atal Bihari Vajpayee, Shri Chand-rajit Yadav and Shri Mool Chand Daga, with instructions to report by the 31st January, 1981." (6)

MR. DEPUTY-SPEAKER: Shri Zainal Abedin.

*SHRI ZAINAL ABEDIN (Jangipur): Mr. Deputy Speaker, Sir, we are today discussing the Forest (Conservation) Bill. The conservation of forests is an extremely important subject from various angles. But after 33 years of independence we find it in a very bad state. Forest wealth can play a vital role in the economic development and prosperity of a nation. Forests have an important effect on rainfall and soil conservation, on floods and drought and they help in maintaining an ecological balance in nature. They help in the development of agriculture, they help in the development of industry and they help the people living in forests and the adjoining areas by providing them with extensive means of livelihood. In these ways forests play a very vital role in the life of a nation. Therefore we cannot deny the importance of conservation of forests.

But, Sir, the question that deserves to be considered very deeply is: we have a national forest policy before us, we observe 'Vanamahotsava' every year with great gusto. We are going ahead with various schemes of afforestation. In 1973 the National Commission on Agriculture had made very valuable suggestions for the conservation of forests in their report. But in spite of all that, we just now heard from the statement of the hon. Minister that there has been large scale denudation of forests. Why is it so? If we cannot locate the root cause for this, then we will not be able to preserve and protect the forests merely through this legislation. If we can find the cause of a particular disease only then we can administer the correct treatment. But if we try to treat a disease without correctly finding the root cause, then the disease will not be cured rather the patient will die. Therefore unless we find the cause of this extensive deforestation, we will not be able to stop it through legislation alone. The forest policy pursued by the Government in the cause of such deforesta-

tion. No legislation and no programme can be successful unless the people whose interests are affected by such legislation or programme are associated with it. Sir, the tribal people whose lives are intimately entangled with forests shall have to be convinced first that this legislation is for protecting their interests. Unless their active participation and cooperation is ensured in a legislation, no legislation can be successful and effective in this regard. For the past 30 years and more the Government has not made any efforts to bring these tribal people in the orbit of civilization. They have been totally neglected and left in an uncivilised condition. These people are in love with the forests. Their lives have mingled intimately with forests. Therefore we should not take any such step today whereby these people may be removed away from the forests. If you only make some legislation and impose it on them then you cannot conserve the forests. Government has now got the National Security Act in their armoury. Though that act they may be able to enforce this legislation also. The tribals will not accept this legislation. But they will be detained and kept in jails under the National Security Act. They may be driven away from the forests they may be taken in jails you may force them to abide by this law but you can never drive away forests from their hearts.

Therefore before we make any law for the conservation of forests, it is necessary to make a law for the protection and conservation of these tribal people. This has to be remembered. Till a law is made for the protection of these tribal people, no law for the conservation of forests can be effective and successful. They should be persuaded and efforts should be made to convince them that the law for conservation of forests is for protecting their interests and for their benefit only. Then only they

*The original speech was delivered in Bengali.

will willingly accept it. Otherwise it will give rise to new problems. Already we have heard that in the Karchar district of Assam the tribal people who lived in the forests for generations have been uprooted and driven away on a mass scale from their hearth and home and from the land they used to cultivate. Therefore, the primary question today is how to protect these people. We will be in a position to advise these people to have peaceful co-existence with nature only when we will be in a position to provide them with food, shelter and means of earning their livelihood. The hon. Minister should apply his mind to the solution of fresh problems that will arise when this law is enforced. You know Sir, these people collect their firewood and fruits from the forests. They also collect the seeds of 'Saal and Mahua trees and the leaves of Kendu tree and thus make their livelihood. Will they be able to collect these things from the forests after this law is enacted? If you do not provide for at least one log each family every year for making their ploughs and at least three logs each for making their homes, then they will never accept this legislation.

Lastly I want to conclude by saying that, today the people all over the country are clamouring for more autonomy and power for the States. But on the other hand this Government I do not know whether I should call it a Government or a factory for producing ordinances, is issuing one ordinance after another and is trying to take away the powers from the States and trying to centralise all powers in their own hands! This effort of the Government to impose these legislations on the States and on the people has generated from their attitude of dictatorship. With this attitude of dictatorship they cannot conserve the forests simply by imposing this legislation on the States. In the name of abolition of Zamindari the Government made a law for the preservation of Zamindari, in the name of protection of democracy,

the Government has enacted an undemocratic law. Similarly in the name of conservation of forests, the Government should not make a law for the destruction of forests. If the Government is sincere about conserving forests, then they should first make a law for the protection of the tribals and others who are totally dependent on the forests for their livelihood. Law for conservation of forests can come afterwards. With that Sir, I oppose this Bill and conclude my speech.

SHRI K. P. SINGH DEO (Dhenkanal): I rise to support this Bill. The Minister while moving the Bill has made it abundantly clear about the objects and reasons for bringing this ordinance and the Bill.

The Bill itself has enough safeguards. So much so that it provides an advisory committee to apprise regarding the implementation of this Bill. The Minister also very rightly pointed out the urgent need for bringing this legislation. And the two impassioned speeches which I heard from the opposition benches did not question the importance of forests or the role of forests. They only questioned the mode of bringing this legislation. I would have been happier if a more comprehensive bill had been brought which would have updated the Indian Forest Act of 1994, the Act of 1927 as well as the Wild Life Protection Act of 1972. I suppose, the Minister will bring such a comprehensive Bill some time later and will also include the State of Jammu and Kashmir which has been left out.

From time immemorial, right from the time of evolution, man has intimate relationship with forests because of his food and shelter. We in India always have a tradition and it has been our way of life of planting not only forests but protecting forests also right from our scriptures. In the Ashoka rock edicts, of which we have the emblem, it is mentioned.

[Shri K. R. Singh Deo]

Therefore, the protection or conservation of forests is nothing new to us. But the fact is, in spite of the legislation, in spite of the National Forest Policy of 1952, in spite of the various recommendations of the Indian Board for Wild Life and the Central Board of Forestry, in spite of the fact that we have umpteen number of discussions here and in international forums, the Minister stated that in 30 years more than four and a half million hectares of forests have been destroyed, or have been utilized for other purposes. According to Government record only 74.8 million hectares of forests remain, about 22 per cent. But if you go on ground, it will be far less, about 15 per cent. Therefore, there is enough cause for concern and rightly the hon. Minister has brought this legislation at this very crucial moment.

The hon. Member on the other side was saying that this has taken on a political angle. They are waxing eloquent all right, but the fact remains that in the last 33 years the State Governments have done precious little to protect, conserve or preserve the forests, because of which the Central Government had to bring this legislation. Not only that, the Prime Minister launched the World Conservation Strategy on the 6th March 1980 at Vigyan Bhavan, the only head of the Government in the world to give impetus to the world conservation strategy. After that, she wrote to the Chief Minister of the various States some time in June. Then the Central Board of Forestry met some time in August and gave their recommendations. On the basis of that, the Prime Minister called a meeting on the 2nd April, 1980 and a Committee on Environmental Protection, directly under the Prime Minister, has been formed on the 1st of November. These are the positive steps which the Central Government had taken under the leadership of Shrimati Gandhi, because it was seen that in the last 33 years the State

Governments have done precious little to protect the existing forests. Rather, the forests had been sacrificed at the altar of political expediencies, of which my hon. friends may be well aware, because they had been in the State Governments for so many years and as members of the State Legislature they have been taking part in these agitations and in the move to deforest these areas.

I come from a State which has a lot of forests which are giving sustenance to the tribal population, of which my hon. friend on the other side was waxing so eloquent. In Orissa itself, in the district of Mayurbhanj, in the Simlipal forests, where one of the two tiger preserves is located, only a few days back about 400 people were arrested, because they destroyed the forests. As my hon. friend Shri Zainal Abedin mentioned, they are not aware that they were not supposed to cut down the forests; they were not aware that denudation or destruction of the forests would ultimately result in their own survival being threatened. Then, in Dandakaranya and Koraput the shifting cultivation, or jhum cultivation, has resulted in the top soil being denuded. Therefore, this is a subject which cannot be left to the whims of the State Governments. There has to be a Central directive because the forests affect the economy of the country as a whole. Being an agricultural economy, depending upon the vagaries of the monsoon, we have seen the devastation which the monsoon has played, the havoc it has caused to our economy in the industrial and agricultural output and in the price rise, of which the hon. Member waxed eloquent, because it is directly as a result of the failure of the monsoon, which has affected agriculture and industry.

Therefore, forests play an important role in the general economic development in the form of forest produce, major and minor. It affects industry, defence, communication, public utilities; it has its domestic use,

apart from export. It generates employment in the primary, secondary and tertiary sector, it provides fire-wood, it provides timber and grazing fields, about which our friends have waxed eloquent. It also results in soil and water conservation, helps recreation and finally, wild life, the flora and fauna. So, the main reason why there is lack of awareness is because the common man is not benefited, it is only a number of contractors, a few industrialists and others who have derived the benefit in the past from forest resources. Therefore, to right this wrong, the Central Government must have a uniform policy throughout the country. After all forests are a complex ecosystem consisting of vertical stratification of varying degree into canopy layer, middle layer, ground layer vegetation and special substratum combining soil and moisture, flora and fauna, micro-organisms and an energy transfer system that moderates the climate, maintains the soil mental, regulates water supplies, purifies the air and helps the noise abatement. To restore, protect and regulate exploitation, the National Forest policy has been announced in 1894, but so far precious little has been done as far as the implementation of that policy is concerned. The Central Government has only recommended it by playing an advisory role. Therefore, to make it more effective, this Bill is necessary and to make it a success there should be an awareness among the people and it should start right from the school stage. The nature conservation should not only form part of the curricula of studies, but the Government and other agencies must have interaction with the tribal people, the weaker sections of society who derive their livelihood from the forest products and also they should create an awareness among the people on the importance of forests.

With these words, I support the Bill.

SHRI G. NARSIMHA REDDY (Adilabad): Mr. Deputy-Speaker, Sir, I

rise to support the Bill. I would not like to make an elaborate speech. As this is a very important subject, I wanted to bring certain important points to the notice of our hon. Minister. Just now my colleague has given a very elaborate speech and my hon. friend from that side also has made a very good speech, but he has forgotten one thing. I would like to remind him that this is a Bill which is going to be advantageous to the tribals and not disadvantageous to them. I am going to tell how it is advantageous to the tribals. (Interruptions). Sir it is going to be advantageous to the tribals because in our entire country we know very well that our tribal population resides in forests. There are so many places like Bastar district in Madhya Pradesh where tribals even today are in a primitive stage. Their main livelihood is in forests. They go and collect all the things which my friend has mentioned, from the forests. From the way the forests are destroyed, I apprehend that after the forests are destroyed, the tribals will have nothing to live upon. Forests must be preserved if we want the tribals to live in forests.

(Interruptions)

This Bill should have come much earlier, but if you see its Statement of Objects and Reasons it says firstly that deforestation causes ecological imbalance etc., and secondly that the ordinance makes the prior approval of the Central Government necessary for de-reservation of reserved forests. There is no link between the two. Today, the ecological balance of the country is being lost not because of de-reservation, but only because of deforestation. Deforestation does not mean de-reservation.

As the hon. Minister knows, there are so many varieties of forests, including protected forests in this country. Let us confine ourselves to reserved forests. This Bill in one sentence means that no State Government will be allowed to de-reserve

[Shri G. Narsimha]

forests, that the land reserved for forests in this country will not be allowed to be used for any other purpose. If the States want to use it for any other purpose, they will have to take the approval of the Central Government.

As per statistics, the land allotted for reserved forests is 22 per cent, as the hon. Minister has stated, But the actual land comprising forests is only 17 or 18 per cent. So, we are not interested whether the forest is de-reserved or not.

Without knowing who is responsible for deforestation, the officers and the bureaucrats and even so many of the politicians blame only the tribals, and also say that we are using this land for agricultural and industrial purposes etc. Actually we are losing only a certain percentage out of these uses. Our population has almost doubled, and naturally we want more land for these purposes. But that is not the only nor even the main reason for the deforestation of the country.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): I request you to kindly seek the leave of the House for extending the time some more. (*Interruptions*)

MR. DEPUTY-SPEAKER: You come to some understanding.

SHRI RAMAVTAR SHASTRI (Patna): The Business Advisory Commit-

tee recommended that we should sit upto 9 P.M. We agreed to that. We cannot sit beyond that.

SHRI MOOL CHAND DAGA: The Business Advisory Committee had taken a decision to sit upto 9 P.M. We are sitting upto 9 P.M. We cannot sit beyond 9 P.M. We have got other engagements also. We have no lunch hour also. Why not continue it tomorrow? What is the hurry about it?

21.00 hrs.

श्री रामावतार शास्त्री : ऐसा मत कीजिए । इसका मतलब होगा कि आप स्टीम रोलिंग करना चाहते हैं । इस पर बहुत बहस होगी ।

You cannot force us to sit beyond 9 P.M. (*Interruptions*)

SHRI SAMAR MUKHERJEE (Howrah): Let the leaders of the various parties sit together tomorrow and decide.

SHRI BIRENDRA SINGH RAO: Let it continue tomorrow. We might adjourn now. We may take it up tomorrow.

MR. DEPUTY-SPEAKER: Mr. Narsimha Reddy, you continue your speech tomorrow.

The House stands adjourned to re-assemble tomorrow at 11 A.M.

21.03 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, December 19, 1980/Agrahayana 28, 1902 (*Saka*)