

(iv) NEED FOR FINANCIAL ASSISTANCE TO STATE GOVERNMENT OF WEST BENGAL FOR THE PURCHASE OF PADDY.

SHRIMATI GEETA MUKHERJEE (Panskura): Mr. Chairman, in West Bengal distress sale of paddy has begun. In some surplus pockets, medium paddy is being sold at Rs. 80 to Rs. 100 a quintal. The State Government has planned to buy the paddy and has just started buying. But, there is great unrest among the producer peasants about the totally unremunerative price of paddy fixed by the Central Government at which the State Government is buying. They are naturally demanding remunerative price of Rs. 125 to Rs. 139 per quintal. In view of the fact that the Central Government is also considering raising the minimum price of paddy, I urge the Central Government to help the State Government financially so that the State Government and the FCI can purchase the paddy at Rs. 125 to Rs. 130 per quintal.

(v) NON-IMPLEMENTATION OF ASSURANCES GIVEN TO JAWANS OF THE CENTRAL INDUSTRIAL SECURITY FORCE, IN 1979

SHRI INDRAJIT GUPTA (Basirhat): Mr. Chairman, Sir, as a result of widespread agitation in 1979 by the Jawans of the Central Industrial Security Force (CISF) for improvement in their service conditions and for the right to form their own staff association for representation of grievances, the then Central Government had taken action in the form of large scale dismissals, transfers and arrests pending prosecution. Later on, the then Minister of Home Affairs and the Inspector General, CISF, had given assurances that all these cases of disciplinary action would be sympathetically reviewed and staff disciplinary action would be symeo provided they are only at unit level and were duly elected by the jawans.

It is a matter of deep regret that despite the lapse of over one year, during which a new Central Government has taken office, nothing has

been done to fulfil the assurances given to the men. About 350 jawans are still out of service, one hundred are under suspension, and hundreds more have been arbitrarily transferred. They include a number of members and office-bearers of the local unit-level staff associations which were permitted to be formed by the I.G. Recently, the CISF battalion posted at Ranchi has been singled out for deliberate provocation by the officers who are still maintaining the obnoxious private 'orderly' system which was one of the main grievances of the 1979 agitation, and which was supposed to have been abolished. Any protest, however peaceful, by the men has sought to be savagely suppressed at Ranchi where the battalion was even made to surrender its arms on the demand of the Bihar Government which has no such authority, this being a centrally administered security force.

The entire situation may move towards another conflagration if this repressive policy is persisted with. The only complaint of the Jawans is non-implementation of assurances given. They must be treated as human beings if they are expected to discharge onerous security duties. The sooner the Ministry of Home Affairs looks into their legitimate grievances, the better it will be.

(vi) WORKING OF COMMERCIAL SERVICES OF ALL INDIA RADIO, DELHI STATION

SHRI RASHEED MASOOD (Saharnpur): The working of the Commercial Services of All India Radio, Delhi Station have worsened. The new advertisers find it very difficult to get air time for their products. Whenever, an advertiser approaches the service for booking time, he is told that allotment is done strictly according to the first-come-first-served basis and his name is put on the waiting list. But time is not allotted.

Products of certain producers are given air time repeatedly and continuously. The advertisements booked by certain agencies are given priority.

[Shri Rasheed Masood]

Since 20 per cent of the total air time is allotted by the Delhi Station, it is imperative that the service should be run on sound commercial principles.

Small and medium producers should be given preference in booking the advertisements. The air time for a producer should be booked for a limited period and there should be a break, before time is again allotted to him.

The staff should be rotated to obviate the possibility of their collusion with big and influential producers.

A certain percentage of the total time available should be earmarked for new advertisers or for casual insertions.

(vii) CLOSURE OF KAILASH MILLS OF KANPUR

SHRI A. K. ROY (Dhanbad): M/s. J. K. Manufacturers Ltd. Kanpur, commonly known as Kailash Mill is lying closed for more than three years throwing out of employment its 2500 workers now starving. This mill is a cotton textile manufacturing unit of the J K Organisation with an installed capacity of 25,000 spindles and 180 looms, besides a full-fledged waste plant and a Dyeing Department. The main products of the mill were canvas manufactured to meet the requirements of the Defence Department, and yarn supplied to self-employed weavers of the country. The mill was closed on 1-10-76 even without declaring an official closure as the State Labour Department of U.P. refused to grant permission to the management to close the mill. The management maintained the fiction that there was no closure but only suspension of production to circumvent legal provisions.

This Organisation owns dozens of enterprises all over the country like J K Rayon, Kanpur; a Cement and plastic factory in Rajasthan and has been following a deliberate and planned policy of de-investment of its tra-

ditional industries, dismantling its machines and diverting its resources elsewhere. It may be pointed out that this organisation comes within top ten monopolists of the country now leading the Indian Chambers of Commerce and advocating dismantling of public sector in the country and handing over its units to the private capitalists.

The workers demand immediate taking over of the Kailash Mill along with other profiting units of the Organisation under I.D.R.A. and deterrent penal action against the employer for not treating the workers properly and flouting the law of the land.

(viii) NEED TO MAINTAIN THE STATE HIGHWAY FROM HALDIA BY REPAIRING ITS DAMAGED BRIDGES

SHRI SATYAGOPAL MISRA (Tammuk): Sir, under rule 377, I wish to raise the following matter.

With the rapid extension of the Haldia industrial complex, the traffic on the existing Macheda-Haldia State Highway has also increased to a large extent and this is causing serious impairment on the said road.

The Haldia industrial complex is expanding at a considerable speed. Large number of industrial establishments both in public and private sector are coming up. All these industrial establishments are naturally inviting more and more traffic to the Haldia industrial complex, and at present about 1500 vehicles ply over the State Highway daily. It is too much for the old State highway to sustain, and as a result, serious damages have been caused; and three bridges at Mahisadal, Radhaballavpur and Narayanpur have already been seriously damaged. These bridges, along with a large part of the road itself, need immediate repair.

The Government of India, after a careful consideration, has kindly sanctioned a new road, namely the National Highway 41, between NH 6