

सेवा बंद न की जाय क्यों कि इससे लोगों को सामान लाने ले जाने में बहुत सुविधा होती है। यही नहीं, बिहार के मुख्य मंत्री ने भी 9 जनवरी को यहां की शिपिंग और ट्रांसपोर्ट मिनिस्ट्री को लिखा है कि यह जल परिवहन बंद नहीं होना चाहिए। लेकिन फिर भी वह हो रहा है। इससे तत्काल 150 मजदूर बेकार हो जाएंगे और जनता को बहुत तकलीफ होंगी।

इस सेवा को बन्द करने के पीछे एक गहरी साजिश है जिस का उल्लेख भगवती कमेटी ने भी किया है और वह यह है कि प्राइवेट स्टीमर सेवा प्राइवेट रूप से चालू है और वह चाहती है कि सरकारी जल सेवा बन्द हो जाय ताकि वे जनता को अच्छी तरह से लूट सकें। इसीलिए एक सवांग कल्याणकारी दृष्टिकोण से और समाजवादी दृष्टिकोण से यह आवश्यक है कि इस इनलैंड वाटर ट्रांसपोर्ट की जारी रखा जाय। इस संबंध में मैं इतना ही कहूंगा कि वहां के इनलैंड वाटर ट्रांसपोर्ट एम्पलायीज यूनियन की तरफ से भी सरकार को ज्ञापन दिया गया है। बिहार के मुख्य मंत्री ने भी लिख कर दिया है, बिहार के चैम्बर आफ कामर्स ने दिया और 14 मांगों की ओर ध्यान आकर्षित किया गया है जिसमें यह है कि इसको जारी रखा जाय, स्टाफ की छंटनी न की जाय और यही नहीं, जिस तरह से भगवती कमेटी ने अपनी रिपोर्ट में दिया है, यह जो रेगुलराइजेशन आफ पटना चुनार वामभियल सर्विस है इसको किसी भी स्थिति में बंद न करे। प्राइवेट स्टीमर और प्राइवेट एल सी टी सर्विस जो है उसको भी बंद किया जाय ताकि सरकारी जल सेवाओं को ज्यादा से ज्यादा लाभ हो सके। और भी बहुत सारी बातें हैं जैसे गंगा को नेशनल 'वाटरवेज' घोषित करने की भी उसमें सिफारिश को गई है। यही नहीं आइ डब्लू टी कमेटी की जो

रिपोर्ट 1970 की है उसमें यह भी बताया गया है कि सेंट्रल टेकनिकल आर्गेनाइजेशन इस प्रकार से बने ताकि जल के द्वारा परिवहन का काम चलता रहे। उसकी मितव्ययता को देखते हुए, उसके द्वारा जनता को जो लाभ होता है, उस लाभ को देखते हुए, उसको जारी रखा जाय।

उपाध्यक्ष महोदय, इसी लिये मैं इसके द्वारा सरकार का ध्यान आकर्षित करना चाहता हूँ कि पटना-चुनार व्यापारिक स्टीमर सेवा हरगिज बंद नहीं होनी चाहिये।

(ii) REPORTED ACCIDENT WITHIN THE COMPLEX OF BHARAT HEAVY ELECTRICALS LTD. TIRUCHIRAPALLI.

SHRI M. KALYANASUNDARAM (Tiruchirapalli): Sir, I want to draw the attention of the House to a very serious accident that had taken place within the complex of the Bharat Heavy Electricals Ltd., Tiruchirapalli on the night of 18th February. Sir, on the spot 2 workers died and 84 workers are still in the hospital. The third worker died two days ago in the hospital. Thus the total number of deaths has come to 3 and 81 workers are very seriously injured. Some of them, I fear, will be permanently disabled; they are still in hospital. The accident is due to a bus carrying the BHEL workers dashing against the BHEL loco—it is not a railway loco—running within the complex of the BHEL complex. It is a road meant for road traffic. There is a level crossing. There are gates on both sides. The gates were open, the loco was on the road, that is, on the railway line on the level-crossing. That is how the bus dashed. The bus had simply collapsed, even the loco was derailed. It shows the speed with which the bus was also running. It is a very serious accident. The workers in that factory are very much perturbed as a result of this accident. They tried to persuade the management to run their own bus between the factory and the city for safe travel from

[Shri M. Kalyanasundaram]

the workspot to their residences. Only a small percentage of the workers are provided with quarters there. A large number of workers have to come from neighbouring areas. It is very unfortunate that such an accident had taken place and the management refused to consider their demands in spite of this accident. Because of that, the workers had gone on strike from 21st and the strike is still going on. The State Government intervened and tried to bring about a settlement. Talks were going on till late in the night and afterwards I left Madras and I do not know what has happened subsequently. I had talked to the hon. Minister of Industries. The demand is very simple. They want the BHEL themselves to run their own bus. Already there are a few buses which are plying for a very short distance. They want the buses to ply up to Tirachi City so that they can travel in their own bus safely. Another demand is that an enquiry must be conducted into the causes of the accident so that proper lesson may be drawn for the future safety of the people. This is the second of its kind in the recent past. An year or so ago, at the same place, similar accident took place in which two had died and about a few dozens of workers got injured. Because of very frequent accidents and all that the workers are very much agitated and they are on strike. The management is too unwilling to grant the simple demand to run the buses themselves. The management tried to explain that there was a ban from the Government that the public sector undertaking should not have their own transport. This is a very serious situation. I want to draw the attention of the Government also through this House to examine the demands of the workers very sympathetically and consider their demand so that the strike can be called off.

The second point is this. Enquiry is very important. The loco belongs to BHEL. The track was laid by the

Railways. That track connects the main railway system also and so all have to pass through that track. Because of the accident which has taken place a few yards further, the railways are not coming into the picture. There is a safety inspector and he can conduct an enquiry according to the Indian Railways Act. Because it has happened within the compound of the BHEL the railways do not come into the picture. I therefore urge on the government to order an enquiry with the railway safety officer and the road transport officer of the state government and a judicial officer in that locality so that a proper enquiry can be conducted into the cause of the accident, not with a view to punish anybody. There are several level crossings within that complex and to ensure safety it is necessary to examine the causes. Workers are keen on this enquiry. They want transport to be provided for journey between workshop and place of residence. The argument of the government is: public sector undertaking cannot become a transport service; that argument is not tenable. They are not asking for transport to go to cinemas; they want transport to come to the workshop from their residence. I had a talk with the hon. Minister. He promised to make a statement on this because it is a serious accident; I request you to ask him to make the statement tomorrow on the latest position with regard to the strike situation.

SHRI A. K. ROY (Dhanbad): On a point of order.

MR. DEPUTY-SPEAKER: There can be no point of order now

SHRI A. K. ROY: Please listen. Under rule 377 very important issues are being raised. It is true that we cannot demand replies from Ministers but we expect that the Treasury Benches should not remain empty. Senior Ministers may be asked to be present and take note of points made.