

This course was also approved by the Prime Minister and the President.

It will thus be seen that approval to the proposal to appoint Shri O. N. Vohra was accorded in the usual course and had no link whatever with the decision in that case. Indeed, it was accorded well before the conclusion of that case so that no suspicion should arise that the outcome of the Kissa Case determined or could determine the decision of the appointment of Shri O. N. Vohra as Judge. It is only the notification of his appointment that, for the reasons mentioned above, was held up for some time. This notification is now proposed to be issued.

I am sure Members of this House including those on the Benches of the Opposition will agree after this recital of facts that the imputation of any motives is most unfair to Government as well as the Judiciary.

12.48 hrs.

MATTERS UNDER RULE 377

MR. SPEAKER: Now matters under Rule 377.

(Interruptions)**

MR. SPEAKER: Nothing will be recorded. Now Mr. Dhondge.

(i) DAMAGE CAUSED TO THE STATUS OF NETAJI SUBHAS CHANDRA BOSE AND MAHATMA GANDHI IN ANDHRA PRADES

श्री केशवराव धोंडगे (मद्रिड़) : सहर साहब नियम 377 के द्वारा में एक सांघेजयिक और राष्ट्रीय मद्दत के सवाल की तरफ ध्यान का ध्यान आकाशित करता हूँ। आंध्र प्रदेश के अन्धर परिसर बोदावरी जिले में जलम की जगह पर 23 जनवरी 1979 को नेताजी सुभाष चन्द्र बोस का पुतला उनकी जयन्ती के दिन फोड़ दिया गया है। इसके साथ ही दिनांक 30 जनवरी 1979 को आबिलाबाद जिले में मधेरिल में महात्मा गांधी जी का दूत उनकी पुष्प तिथि के दिन तोड़ा गया है। ये

समाज विरोधी और देश विरोधी कार्यवाही एक चुनौती और बाहूबान है। समाज देश प्रेमी जनता में इन घटनाओं की वजह से तीव्र असन्तोष फैला हुआ है। इस प्रकार की कुप्रवृत्तियों के खिलाफ कौरन कार्रवाई करने की मांग में सम्माननीय गृह मंत्री महोदय से करता हूँ और इन राष्ट्र पुरुषों की विटम्बना बदनामी, और बेइज्जती के घड़यलों को खत्म करने की मांग करता हूँ। जय कान्ति।

(ii) MAHARASHTRA STATE ROAD TRANSPORT CORPORATION

SHRI R. K. MHALGI (Thana): Sir, under rule 377, I wish to raise the following matter:

According to the provisions of Section 23 of the Road Transport Corporation Act, 1950, the Government of Maharashtra and the Central Government provide capital contribution to the M.S.R.T.C.: in the ratio of 2:1. This capital contribution is provided to the Corporation in order to enable it to meet the expenditure of capital nature, such as purchase of chassis, lands and machinery, construction of depots, bus stations etc. The M.S.R. T.C. started incurring losses from the year 1970-71, and by 1974-75, the total accumulated losses were of the order of Rs. 1941 lakhs. The State Government took several measures to supplement the steps taken by the Corporation to put its finances on sound footing. One of the measures was to provide capital contribution of Rs. 500 lakhs in addition to the contribution of Rs. 100 lakhs already paid to the Corporation during 1974-75. The State Government also paid to the Corporation additional capital contribution of Rs. 100 lakhs in the year 1976-77.

The additional capital contribution paid by the state government in the years 1974-75 and 1976-77 thus comes to Rs. 600 lakhs and the share of the central government comes to Rs. 300 lakhs. The central government disowned their responsibility to pay the matching contribution of Rs. 300 lakhs on the ground that the ad hoc contributions amounting to Rs. 600 lakhs

**Not recorded.

[Shri R. K. Malgi]

made by the state government were over and above the ceiling filed by the planning commission and were in fact made for restoration of funds to the depreciation reserve fund. The state government has already pointed out to the Government of India how this view is directly in conflict with the view held by the Planning Commission in this regard. This issue was also taken up with the Minister of Railways and as desired by him certain information required by the Planning Commission to take a decision has already been forwarded to the Commission.

The central government, Ministry of Railways should therefore, immediately see that the arrears of capital contribution of the order of Rs. 350 lakhs be cleared to the Maharashtra State Road Transport Corporation before the close of the current financial year, that is 31st March, 1979. Since the hon. Minister is in the House, I should like him to make a statement on my 377.

(iii) SHORTAGE OF WAGONS FOR TRANSPORTING SALT

SHRI VASANT SATHE (Akola): It is reported in the Sunday Standard, Bombay dated 4-3-1979 that salt merchants along the western railway are facing a crippling shortage of railway wagons for transporting their products to consuming centres in various parts of the country and as a result the piles of salt packed in gunny bags are lying along the wharves. In February for example less than half the demands for wagons made by the traders and manufacturers was met by the western railway authorities. In fact the backlog of unmet demands has increased to one month. This is happening despite the fact that the zonal quota on a monthly basis has been fixed by the government salt department. The situation is getting critical and there is every possibility of shortage of salt at the consuming centres. Shri Dandavate is here and he can make a note.

THE MINISTER OF RAILWAYS PROF. MADHU DANDAVATE: I am listening to what you say very carefully.

SHRI VASANT SATHE: In view of the above I urge upon the government to take immediate action in the matter and ensure that adequate numbers of wagons are provided to meet the situation. I hope the Minister will not become namak haram.

(iv) SETTING UP OF A PETRO-CHEMICAL COMPLEX IN KERALA

SHRI K. A. RAJAN (Trichur): The Cochin refinery had submitted to the central government a proposal to instal a secondary procuring facility in the refinery for the conversion of the furnace oil into LPG and diesel oil. After the implementation of this facility the refinery can process hundred per cent Bombay High crude or imported crude or a mixture of Bombay High and imported crude. This project is estimated to cost Rs. 30 crores. It is highly remunerative also.

Once the proposed secondary processing facility is installed high octane value petroleum could be available with the coming up of the above mentioned catalytic cracking unit the entire straight run naphtha will be available for fertiliser and petrochemical production and the catalytic reformer and the naphtha desulphurication units will be available for more productive use for making valuable aromatics. In view of the above it is proposed a new aromatic complex should be set up, based on the naphtha available from the Cochin refinery and using the catalytic reformer and naphtha desulphurication mentioned above.

The Kerala Chief Minister had written to the Union Petroleum Minister forwarding a copy of the scheme and requesting for starting an aromatic complex in Kerala. The State government has also offered to invest Rs. 25 crores for down-stream project. Now pre-