

लेकिन यहां तो जो एक काम हो रहा था जिस से लोगों को रोजगार मिलने वाला था उस को बन्द करना चाहते हैं। इस योजना के लिए योजना आयोग ने साठे तीन करोड़ रुपये की स्वीकृति प्रदान की थी। अब उत्तर प्रदेश शासन ने वित्तीय सहायता की मांग की है। आप के माध्यम से सरकार और प्रधान मंत्री जी शायद यहां नहीं हैं, उन से निवेदन करना चाहता हूँ कि जो वित्तीय सहायता पहले मंजूर की गई थी वह उत्तर प्रदेश सरकार को दे दी जाये कि जिस से वह ट्रैक्टर का कारखाना वहां खोला जा सके। उस कारखाने को वहां से दूसरी जगह हटाएंगे या बन्द करेंगे तो उस से वहां बड़ा असंतोष होगा। अभी वहां इसी बात को लेकर प्रतापगढ़ बन्द का आवाहन किया गया था और अब सत्याग्रह आन्दोलन की भी धमकी दी जा रही है। इसलिए इस कारखाने को वहां से हटाने का निर्णय लेंगे तो उससे भारी असंतोष फैलगा। पन्द्रह बीस जिले जो पूर्वी उत्तर प्रदेश के हैं वे इस कारखाने से लाभान्वित होंगे। किसानों की समस्या इस से हल होगी क्यों कि यह छोटे छोटे, पन्द्रह बीस हास पावर के ट्रैक्टर बनाने का कारखाना होगा जिस के लिए कि किसानों की बड़ी मांग है। इसलिए मैं निवेदन करूंगा कि इस कारखाने को ड्राप न किया जाय और न इसे प्रतापगढ़ से हटा कर कहीं और ले जाया जाय। वल्कि तत्काल तीन महीने के अन्दर इस के कार्य को पूरा करने का आदेश दिया जाये।

(iv) REPORTED SHIFTING OF HEAD OFFICE OF HINDUSTAN FERTILISER CORPORATION FROM CALCUTTA

SHRI DINEN BHATTACHARYA (Serampore): Under Rule 377 of the Rules of Procedure and Conduct of Business, Lok Sabha, I want to raise the following urgent public issue and request the Minister concerned to make a statement on that.

As per recommendation of the Working Group set up by the Gov-
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ernment of India, the Fertilizer Corporation of India is being divided into five separate companies. One such company is meant for the Eastern Region. This is named as Hindustan Fertilizer Corporation Limited. Its Head Office was to be located in Calcutta. As per the newspaper reports, under political pressure this office is being shifted outside Calcutta. This Company consists of Namruk, Barauni, Durgapore and Haldia fertilizer plants. This shifting will create marketing, administrative and other communication problems. So, through you, I appeal to the Government of India to reconsider their decision and to see that the headquarters of this company remains in Calcutta and not outside Calcutta.

(v) PROPOSED STRIKE BY LIC DEVELOPMENT OFFICERS

SHRI SAUGATA ROY (Barrairk-pore): Sir, under Rule 377 of the Rules of Procedure I raise a matter on the strike by the Development Officers of the Life Insurance Corporation since yesterday.

14 hrs.

Sir, since yesterday, 7,656 officers of the LIC of India led by the National Federation of Indian Insurance field workers have gone on a month's strike and they have also started squatting outside the houses of the Finance Minister, Industries Minister, Commerce Minister, Foreign Minister and the President of the Janata Party. This strike is a very serious matter because it will cost the LIC in terms of revenue an amount of Rs. 20 crores and in the nature of business, a total of Rs. 300 crores. It is a sad commentary. Since February, the insurance field workers had been writing to the Ministry so that some of their grievances are redressed. But, none of their grievances is redressed till to-day. Their protest is mainly against the scrapping of all bilateral agreements with the National Federation of Field Workers

[Shri Saugata Roy]

by the previous Government in April 1976.

This Government which talks so much about doing away with the bad things during emergency have not had the time or even patience or inclination to restore the old service conditions to the field workers and make them normal wage-earners. To day an insurance field worker whether he is in the LIC or in the GIC is a contractual worker and his services can be terminated at the sweet-will of the management. This was not the situation existing. Only during the emergency this was imposed. Despite repeated representations made to the Government, it has not been done and, as a result of which all the 7656 officers of the LIC are on strike. Sir, I may also mention that due to this change in the service conditions, the office business of the LIC is going down.

In 1976-77 it went down by Rs. 4 crores; in 1977-78 uptill now, it has already gone down by Rs. 150 crores. But it seems that the Government is absolutely impervious to the problems of the field workers in LIC and GIC. Therefore Sir, through the House and through you, I want to draw Government's attention to a serious matter. Everybody we are giving notices on matters of urgent importance under Rule 377. Formerly, when the Sixth Lok Sabha started the ministers sometimes gave a little time to reply to the points raised by the Members under Rule 377 because these are of urgent importance. Of course all matters cannot be accommodated in Calling Attention Notices. But, Sir, I have been noticing that for the last many days, not one Minister has ordered to reply to any of the points raised under Rule 377. I think that though it is not required under the rules, it is a courtesy to the House, to the Members and it is a democratic practice and tradition the Minister cares to reply to the points raised by us.

Sir, I gave notice under Rule 377 yesterday. The Finance Minister was there in the House then. When 7,000 officers of the LIC are on strike, the Government should come out with a statement of its intention in spite of the fact that 7,000 field officers are on strike protesting against the Finance Ministry's decision.

I wish to draw the attention of the Government to this strike.

श्री भगत राम (फिल्लोर) : उपाध्यक्ष महोदय, मैंने भी नोटिस दी थी लेकिन मुझे इन्फार्म नहीं किया गया।

उपाध्यक्ष महोदय : आपको पर्मीशन दी गई होती तो इन्फार्मेशन भी मिल गई होती। इसका मतलब यही है कि आपको पर्मीशन नहीं मिली।

Nobody else has been given permission.

14.04 hrs.

RAILWAY BUDGET, 1978-79—
GENERAL DISCUSSION—Contd.

MR. DEPUTY-SPEAKER: We shall now continue the general discussion on the Budget (Railways) for 1978-79. Shri Tej Pratap Singh.

श्री तेज प्रताप सिंह (हमीरपुर)
उपाध्यक्ष महोदय, कल मैं इस बात को बताने का प्रयत्न कर रहा था कि 97 प्रतिशत जनता रेलों में मुख्यतः सेकेण्ड क्लास में यात्रा करती है और वही उसका मुख्य साधन है। रेलों से जो हमारी आय है वह भी मुख्यतः सेकेण्ड क्लास के यात्रियों द्वारा प्राप्त होती है: बड़े दुख की बात है कि हमारे उन पट्टण के लिए, जिन की वजह से इतना बड़ा कारोबार चल रहा है, इतनी बड़ी आमदनी हो रही है, पर्याप्त सुविधायें नहीं हैं। यदि सुविधायें मिलती भी है, तो बहुत थोड़े प्रतिशत लोगोंको मिलती है