

"judgment, sentence or order, not being interlocutory order" be substituted;

(ii) in line 5, for the words "judgment or order" the words "judgment, sentence or order" be substituted; and

(iii) after sub-clause (2), the following sub-clause be inserted, namely:—

(3) Every appeal under this section shall be preferred within a period of thirty days from the date of any judgment, sentence or order of a Special Court:

Provided that the Supreme Court may entertain an appeal after the expiry of the said period of thirty days if it is satisfied that the appellant had sufficient cause for not preferring the appeal within the period of thirty day."

The motion was adopted.

SHRI H. M. PATEL: Sir, I move:

"That the amendments made by Rajya Sabha in the Bill be agreed

MR. SPEAKER: The question is:

"That the amendments made by Rajya Sabha in the Bill be agreed to."

The motion was adopted.

12.21 hrs.

MATTERS UNDER RULE 377

(i) Reported shortage of diesel and kerosene in Punjab

MR. SPEAKER: Now we go to 'Matters under Rule 377'. I will come to the Constitution (Forty-Seventh Amendment) Bill immediately thereafter.

Mr. Bhagat Ram.

SHRI BHAGAT RAM (Phillaur): The Punjab State is facing acute shortage of diesel and kerosene oil since the middle of November. The supply of diesel was regulated against ration cards with effect from 21-12-1978

at prescribed scales. The shortage of diesel is still continuing. One can see everywhere long queues of people at the petrol pumps for hours waiting for diesel.

The threshing operations of wheat have started. It is estimated that, during the months of April, May and June, 1979, the requirement of diesel would be about 3,000 kilolitres per day or 90,000 kilolitres per month. The Government of India have indicated that the supplies of diesel would be maintained at last year's level. Increase in demand for diesel is on account of the following factors:—

(i) Wheat output at 70 lakh tonnes will be higher than the previous year by four lakh tonnes. This will increase the consumption of diesel for threshing/marketing.

(ii) Tractor population of the State has risen by 8,000 units since last year and now stands at about 32,000. Immediately after sowing, tilling etc., for the next crop is taken up.

(iii) Threshers powered by diesel engines have increased from 210,000 last year to about 230,000 this year.

(iv) Due to opening of 765 purchase centres for purchase of surplus wheat, nearly 80 more than last year, demand for truck movement has risen.

(v) Shortfalls in railway movement of cement, coal and petroleum products has resulted in heavier movement of these items by trucks, resulting in higher demand for diesel.

The Government of India should hurry up to increase supply of diesel to Punjab State which is today contributing close to 65 per cent of wheat and rice purchased for the Central Pool each year.

In order to improve the supply position of H.S.D. in Punjab and as a remedial measure, the Ministry of Pet-

roleum, Chemicals and Fertilisers, Government of India, should approve the following proposals:—

(1) At present the storage capacity at all the five oil depots of the Oil Companies in Punjab is up to 15 days of the State's requirement and this storage capacity (inventory) may be raised up to 30 days requirement.

(2) The completion of project of laying pipe-line from the refinery at Mathura to the storage depot at Jullundur may be expedited.

(3) During the months of May and June, 1979, supply of 90,000 kilolitres of HSD per month may be arranged.

Regarding kerosene oil, it is estimated that the State's demand for kerosene oil is around 18,000 kilolitres per month. The Government of India have repeatedly been approached for an increase in the allocation, but without success. On the contrary, the allocation has been reduced month after month considerably and so also in the case of diesel the demand of kerosene oil has also increased. I urge the Government of India to make a higher allocation of diesel and kerosene oil to Punjab State as per the demand already projected to the Government of India by the State Government.

(ii) REPORTED DEMONSTRATION BY BHARTIYA RAILWAY MAZDOOR SANGH

SHRI R. K. MHALGI (Thana): Under Rule 377 I would like to mention the following matter of urgent public importance.

A massive demonstration is being staged to-day, the 8th of May, 1979 at Rail Bhawan by the Bhartiya Railway Mazdoor Sangh to focus the attention of all concerned towards its legitimate demand for recognition. More than twenty thousand railwaymen are to participate in this demonstration.

The Bhartiya Railway Mazdoor Sangh was established 13 years ago

on 27th May, 1966. Nine Zonal Unions, three workshop Unions and one RDSO Workers' Union are affiliated to BRMS and its total membership is three lacs forty nine thousand five hundred and sixty (3,49,560). After fulfilling all the six conditions prescribed in the Indian Railway Establishment Manual for recognition of Railway Workers' trade unions, BRMS had requested the then Railway Minister to recognise it and its affiliates on Zonal Railways and Workshops. But this just demand was not conceded by the Congress Government on political discrimination and partiality. After change of Government, the demand for recognition of BRMS and its affiliates was put up before hon Railway Minister on 28th October 1977 and after a prolonged discussion the Railway Minister had promised to pass orders for verification of membership of all unions and Federations working on Railways and to review the question of recognition.

The B.R.M.S. had welcomed this assurance of the Railway Minister and is keeping silent in spite of several reminders. Hence the BRMS and its affiliates observed a nationwide ~~der~~ ~~work~~ strike from 19th November 1978 to 1st November, 1978.

The Working Committee of BRMS met the Railway Minister again on 13th February, 1979 and reiterated their demand for recognition. The Railway Minister replied that he would decide the question of recognition by secret ballot.

The BRMS welcomed this proposition put forth by the Railway Minister and requested him to proceed with secret ballot so that the BRMS and its affiliates are granted recognition. In the meantime he could grant the BRMS and its affiliates recognition as per the Indian Railway Establishment Manual.

Lack of response from the Railway Minister leads the Railway Mazdoor Sangh to the inescapable conclu-