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Thursday, December 11, 1980
Agrahayana 20, 1902 (Saka)

LOK SABHA DEBATES

Fourth Session
(Seventh Lok Sabha)



सत्यमेव जयते

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LOK SABHA DEBATES

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LOK SABHA

Thursday, December 11, 1980/
Agrahayana 20, 1902 (Saka).

The Lok Sabha met at Eleven of
the Clock.

[MR. SPEAKER in the Chair.]

ORAL ANSWERS TO QUESTIONS

Prescription of Medicines

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*357. SHRI B. V. DESAI:

SHRI ARJUN SETHI:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a good deal of damage has already been done by the wrong prescribing habits of the doctors and the vested interest propoganda of drug producers;

(b) if so, whether this is the view expressed by the study group report on alternative strategy for health;

(c) whether ICMR and Indian Council of Social Science Research expert teams who submitted their recommendations to the Government have stated that even illiterate villagers have been brainwashed to demand an injection when a simple tablet will be more effective; and

(d) if so, the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (d). The

study Group set up jointly by the Indian Council of Social Science Research and the Indian Council of Medical Research has submitted a report in August, 1980., under the title "Health for all: An alternative strategy". This report *inter-alia* seeks to redefine the position of the doctor and the drugs in this new model of an integrated, promotive, preventive and curative approach to health care. This report needs thorough in depth study before any detailed opinion is formed by the Government.

It may be correct to some extent that some doctors do prescribe drugs with limited medical potential, but to implicate the entire medical profession would not be correct. Government has no information regarding the prescribing habits of doctors engaged in private practice. Moreover qualified doctors are expected and do prescribe what they consider to be in the best interest of the patients.

SHRI B.V. DESAI: The integrated report of the Study Group which had been appointed under the title "Health for all: An alternative stragety" is a very valuable document. It has been submitted by a study group of technical experts. It is an integrated preventive and curative approach to the health care. It is already about six months now that the report is lying with the Government. May I know from the hon. Minister how many more months it will take for them to study the report and come out with a practical and useful plan of action by the Government?

SHRI NIHAR RANJAN LASKAR: We also attach a great importance to this very report. The report is a voluminous one. It

has just come to us. It will take some more time to come to certain decisions in this respect.

SHRI B. V. DESAI: It is in August that they have submitted the report. The Minister says that it has just come. It is about six months now.

Secondly, it is a valuable document and it concerns the valuable lives of the villagers in the villages. Actually, they are devoid of any medical facilities. Under the scheme, they have proposed so many valuable suggestions, opening of hospitals in every village, at least one doctor for one village, subsidised medical facilities to weaker sections and so many other things. May I know whether the Government is thinking positively in this direction or they are simply sleeping over the report?

SHRI NIHAR RANJAN LASKAR: We are definitely moving in that direction. We have changed our emphasis now from curing to preventive aspect of health care.

SHRI ARJUN SETHI: In the Answer the hon. Minister has agreed that it is correct that so far as some cases are concerned, the doctors prescribe drugs with limited Medical potential. So, in some cases, it is time and these cases are generally found in rural areas, in villages, where health care for the common man is very much limited. In view of the importance of this subject will the hon'ble Minister try to find out and punish the doctors who are found to be guilty so that at least in the rural areas where health care is very much needed they can be provided with cheap medicines as well as with expertise for their benefit?

SHRI NIHAR RANJAN LASKAR: Sir, I have also said in my main answer that on the face of it or in certain cases it may be correct but

to implicate the entire medical profession will not be a very wise proposition. However, I feel, if the medical profession could be made to be more careful in its prescribing habits then the things can improve further.

SHRI G. B. GOHIL: Mr. Speaker, Sir, this is a very vital question and needs to be discussed at length. Sir, the scientists and doctors have recommended as to how curative and preventive measures could be established in the country. The detailed recommendations are yet to be known but I would like to know who will take the decision on the research and development which has been done, by the scientists and doctors? Whether the report will be examined by technocrats or bureaucrats? Secondly, Sir, in their recommendation they have clearly stated about the difficulties being faced by MBBS and MD qualified doctors. I would like to know whether sufficient research facilities are available in the public health centres and other centres. Sir, there are lot of quacks in the villages who are unnecessary poking their nose. Whether government will take a decision on the Floor of the House so that unqualified doctors are eradicated from the society?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): I do not think he has asked any question based on the main question.

Wagons for Movement of Industrial Goods

*362. **SHRI K. A. RAJAN:** Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) whether the supply position of the wagons for the movement of industrial goods and inputs has improved during the last three months;

(b) if so, the details of the demand and availability of wagons in various zones of the Railways; and

(c) what measures are being taken to improve the availability of wagons?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). A statement is laid on the Table of the Sabha.

Statement

(a) Yes.

(b) Details of the originating loading and pending demands at the end of each month, Railway-wise, are given in the Annexure.

(c) In order to improve the overall availability of wagons, their movement is being specially monitored both at the Zonal railway level and also at Board's level. Every effort is being made to reduce detention to wagons in yards and in sick lines. For haulage of bulk commodities such as foodgrains, cement, fertilizers, coal etc., 'jumbo' rakes consisting of special type covered wagons have been formed to be loaded from single point originating stations to single point destinations in order to improve the turn-round of wagons. In addition, the wagon fleet is also being increased.

ANNEXURE

PENDING DEMANDS FOR WAGONS
(In FOUR WHEELER WAGONS)

TOTAL ORIGINATING LOADING
(IN FOUR WHEELER WAGONS)

Railways	Sept., 80			Oct., 80			Nov., 80*			Sept., 80			Oct., 80			Nov., 80**		
	BG	MG		BG	MG		BG	MG		BG	MG		BG	MG		BG	MG	
Central . . .	2186	15		2246	15		2275	11		21811	..		39665	306		44855	222	
Eastern . . .	5318	..		5560	..		5590	..		65803	..		48813	..		49110	..	
Nothern . . .	2156	518		2061	556		2189	564		22576	30539		12144	15888		13482	16192	
North Eastern . . .	6	639		6	932		5	1204		..	12381	..	14974	..		..	16285	
Notheast Frontier . . .	147	500		127	508		118	443		9281	36744		4002	15286		N.A.	N.A.	
Southern . . .	918	673		871	739		843	721		4204	10140		2652	4015		3778	3574	
South Central . . .	1649	554		1554	568		1757	590		24056	6586		18631	8710		19345	8425	
South Eastern . . .	7862	..		8071	..		8482	..		74006	..		25206	..		35923	..	
Western . . .	1908	1596		1837	1659		1932	1613		6839	5000		12047	13573		15128	16987	
TOTAL (DAILY AVERAGE) . . .	22150	4495		22333	4977		23191	5146		228576	101390		163160	72752		181621	61695	

*Provisional **Provisional and except N. F. Railway figures.

SHRI K. A. RAJAN: Mr. Speaker, Sir, I have gone through the statement laid on the Table of the House. It does not show any marked improvement in the turn-out of wagons. The turn-round of wagons is going on in a slow pace because some of the consignees do not unload them in proper time. There are various such instances. Even the FCI could not unload the wagons in time, thereby creating bottlenecks in the turn-round of wagons. I would like to know from the Minister as to what corrective steps are being taken to see that the availability of wagons and the turn-round of wagons are put in proper order.

SHRI MALLIKARJUN: It is a fact as far as the wagons movement is concerned. As the hon. Member has mentioned unloading is also a fact. But at the same time we have now taken concrete steps to see that there is an augmentation in the turn-round of wagons and empties reach destinations for loading in a speedy way. In November we have loaded about 28,337 wagons in terms of 4 wheelers both on BG and MG lines. It is an improvement when compared to the previous 2 months. Now we have started on the jumbo rate, from the originating station to the destination station directly and the loading will be taken up without much disturbance in between. We are trying to improve the turn-round to see that empties reach the loading point again in a speedy way.

SHRI K. A. RAJAN: Second supplementary: I would like to know from the Minister whether what I say now is a fact or not. There is a report that about 2500 units are held up for wheels, tyres and axles due to slippage from Durgapur steel plant. Another 160 CRT wagons are waiting for light-weight couplers and 600 are waiting for laminated bearing springs. SGI bearings and vacuum-brake cylinders are also

not available from the trade. Apart from that large-scales thefts are going on. Is it true or not? I would like to have a specific reply from the hon. Minister about all these points which I have raised.

SHRI MALLIKARJUN: The wagon industry which is supposed to produce a certain target is also suffering on one or two aspects. The hon. Member mentioned that Railway has got an obligation to supply wheel-sets and laminated bearings wagon builders. These are at the moment, not adequately available. We wanted to supply 17,000 such wheel-sets and others to the wagon industry which we could not do. Only in the month of June it has come to our notice that we are unable to provide this to them and we have also been thinking in terms of importing these things so that we will be able to supply these things to them and production of wagons will be stepped up.

SHRI XAVIER ARAKAL: Some shipyards are equipped with modern equipments to manufacture these wagons; for example, I know, Cochin Shipyard has very modern equipment to manufacture railway wagons. We do not utilise such equipments and existing facilities for wagon manufacture. Will the Government consider my suggestion to diversify the existing production facilities of firms to manufacture these wagons to improve the position in regard to short-supply of wagons?

SHRI MALLIKARJUN: Such shipyards producing sophisticated things etc. are not in our list at the moment but if any shipyard is prepared to produce and supply wagons, the Railways will be very happy to take them.

Port Facilities for U.S.A. in Sri Lanka

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*363. SHRI R. L. BHATIA:

SHRI CHINTAMANI JENA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the United States of America is urgently looking for rest and recreation facilities for its Western Indian Ocean forces in the littoral States, which U.S. has decided to maintain as a form of its permanent presence in the Indian Ocean;

(b) if so, whether it is a fact that Sri Lanka and possibly Maldives, which have been given offers of substantial industrial investment by the United States, have expressed their willingness to grant recreation-rest facilities for the United States troops in Diago Garcia and elsewhere; and

(c) if so, Government of India's reaction to this move?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) There are indications that the United States is seeking to obtain such facilities for its naval units in the Indian ocean.

(b) There have been speculative news reports on the subject. However, in a statement made in the Sri Lanka Parliament on November 26, the Sri-Lankan Foreign Minister stated that there has been no change in Sri Lanka's foreign policy on this question. He added that in the past they had allowed port facilities to the naval vessels of the USA and USSR and they would continue to do so provided the countries using the facilities were not engaged in war and the vessels do not carry nuclear weapons. The Sri Lanka Government have categorically denied press reports that they have offered a naval base to the USA. In respect of Maldives also, we have no information to the effect that they have

(c) The question of Government any exclusive facilities to the US.

(c) The question of Government of India's reaction specifically on this issue does not arise at present. As regards the general question of the expansion of US naval activities India has consistently opposed Great Power military presence in the Indian Ocean as it introduces new tensions and conflicts in our neighbourhood and constitutes a threat to peace and stability. Our strong opposition to the increasing Great Power naval presence has been conveyed both in bilateral talks as well as the UN and other international fora. India is working with other non-aligned littoral and hinterland States to preserve the concept contained in the UN Resolution of 1971 which envisages the elimination of Great Power military presence from the Indian Ocean.

SHRI R. L. BHATIA: Sir, my question is different. The hon. Minister is telling us that Sri-Lanka has categorically denied the press report that they have offered a naval base to USA. My question is not with regard to the naval base being offered by Sri Lanka or Maldivian Islands. My question is that in the Indian ocean, the U.S.A. has deployed 12000 people in Diago Garcia. As a task force, there are 37 warships of the U.S.A. moving about in Indian Ocean. Now, for the troops which are stationed in Diago Garcia, for their recreation when they go home, they will have some facilities in these areas and they will enjoy the benefits. I would like the hon. Minister to clarify this point first and then I will put my second question.

SHRI P. V. NARASIMHA RAO: The information which we got from Sri Lanka has been placed before the House. In regard to the rest and recreation facilities, the statement made by the Sri-Lankan Foreign

Minister appears to deny any such thing. But denial does not appear to be categorical. If the hon. Member wants, we can make further enquiries and that is why I said that our reaction specifically on this question does not arise at the moment.

SHRI R. L. BHATIA: My question is that the U.S.A. has a very big arsenal of nuclear weapons and other things in Diago Garcia and we in India are feeling very much concerned about it. Now they are asking for further facilities from other littoral countries in this regard. May I know from the hon. Minister if he has made any protest to the U.S.A. with regard to their ever-increasing naval presence and ever-increasing troops in Indian Ocean?

SHRN P. V. NARASIMHA RAO: This question I have already replied.

SHRI CHINTAMANI JENA: May I know from the hon. Minister that in the face of ex-Prime Minister, Shri Morarji Desai's statement for encouraging the U.S.A. and China to give more armoury heads to Pakistan, whether our Government is giving priority to scrutinise the existence of naval base in Indian Ocean?

MR. SPEAKER: This question does not arise out of this.

DR. SUBRAMANIAM SWAMY: The Minister said in his reply that the question of taking up the matter or reacting does not arise at present. The Government is taking the matter very casually. When the rest and recreation facilities are being extended to American troops, we should draw a lesson on what the American troops have done to Thailand. It would be a cultural invasion of Sri Lanka which will have an impact on India. I would like to know, whether the Government

would take up this issue, the demoralisation or the lowering of moral that would take place in Sri Lanka and its impact in India.

SHRN P. V. NARASIMHA RAO: Before anything happens to India, we would have to see what happens to Sri Lanka and in that respect since I am not very clear about these particular facilities referred to in the question, I said, there is no point in making any specific reference or any reaction at the moment. The statement of the Foreign Minister of Sri Lanka appears, as I said, to deny this, but we will have to go further into this.

आचार्य भगवान देव : मैं यह पूछना चाहता हूँ कि हिंद-महासागर के अंदर अमरीका के बढ़ते हुए कदमों को देखते हुए, अभी जब मैं संसदीय राजभाषा के दौरे पर मारीसस गया तो वहां देखा कि वहां पर अमरीका, चीन और ब्रिटिश की तरफ से कुछ गतिविधियां, भारत के विरुद्ध और वहां पर कब्जा करने सम्बन्धी चल रही हैं।

अध्यक्ष महोदय : किसके ऊपर कब्जा ?

आचार्य भगवान देव : मारीसस के ऊपर प्रभाव डालकर वहां पर अपना कब्जा जमाना चाहते हैं।

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप-मंत्री (श्री मल्लिकार्जुन) : मारीसस तो अभी दिएगो-गार्शिया को वापिस मांग रहा है।

SHRI NIREN GHOSH: President Brezhnev addressed to us yesterday and he agreed with India that Indian Ocean should be made a zone of peace. What exactly does it mean? Does it mean that all the bases would be demolished?

MR. SPEAKER: It is self-explanatory, zone of peace means zone of peace.

Next question.

New Lines in Bihar and West Bengal

*364. **SHRI KAMLA MISHRA MADHUKAR:** Will the Minister of RAILWAYS be pleased to state:

(a) the new areas where survey for setting new railway lines in the States of Bihar and West Bengal have been undertaken during the last one year;

(b) whether these Governments have sent in their respective demands and proposals for opening new railway lines in certain areas where lack of proper communication is preventing developmental activities; and

(c) if so, the facts thereof and the steps being taken to bring such areas under the railway net-work?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). A statement is laid on the table of the House.

Statement

(a) Lines recently surveyed.

(i) Ranchi Road-Hazaribagh Town-Koderma-Giridih (194 kms.) (Bihar) Estimated cost Rs. 55.26 crores.

(ii) Budge Budge-Namkhana (104.1 kms.) (West Bengal) Estimated cost Rs. 15.76 crores.

Surveys in Progress.

(i) Mandarhill-Baidyanathdham (55 kms.) (Bihar)

(ii) Arrah-Sasaram (105 kms.) (Bihar).

(iii) Final location cum traffic survey between Dehri-on-Sone and Pipradih via Amjhore and Banjara (66 kms.) (Bihar).

(iv) Reconnaissance Engineering-cum-Traffic Survey for BG line between Gaya and Rajgir (43 kms.) (Bihar).

(v) Preliminary Engineering-cum-Traffic survey for rail link between Barwadih-Karonji (154 kms.) (Partly in Bihar and partly in Madhya Pradesh).

(vi) Kharagpur-Digha (West Bengal).

(b) Proposals received from State Governments of Bihar and West Bengal.

(i) New line from Ranchi Road to Giridih via Koderma.

(ii) New GB link from Budge Budge to Namkhana and between Lakshmikantapur and Kulpi.

(c) Survey reports of Ranchi Road-Giridih and Budge Budge-Namkhana including Lakshmikantapur-Kulpi new rail links have been received recently and are under active consideration. A decision will be taken after evaluation of the survey reports.

श्री कमला मिश्र मधुकर : अध्यक्ष जी, मंत्री महोदय का जो बयान है वह बहुत ही गोल-मटोल है। जैसा कि उत्तर में बताया गया है कि—“रांची-गिरीडोह और दजबज-नीमखाना जिसमें लक्ष्मीकांतपुर-कुलपी नई रेलवे लाइन शामिल हैं, की सर्वेक्षण रिपोर्ट हाल ही में प्राप्त हुई है और इन पर सक्रीय रूप से विचार किया जा रहा है। सर्वेक्षण रिपोर्टों का मूल्यांकन हो जाने के बाद ही इस सम्बन्ध में कोई विनिश्चय किया जा सकेगा।” मैं पूछना चाहता हूँ कि यह विचार कब तक होगा और कब तक इसको कार्यरूप दिया जाएगा। इसके लिए क्या आपने कोई टाइम लिमिट बनाई है कि कब तक कार्यवाही करेंगे और इस ओर आप क्या कदम बढ़ा रहे हैं ?

श्री मल्लिकार्जुन : यहां गोल-मटोल तो कोई चीज है नहीं। सरकार जो कुछ भी करती है सत्य की दृष्टि में रखते हुए करती है और सत्य को ही सदन के सामने लाती है। माननीय सदस्य ने पूछा है कि बजबजखाना नीमखाना लाइन का जो सर्वेक्षण कार्य चल रहा है है इसका कब तक अंत होगा। रांची-हजारीबाग-कोडर्मा और बजबज नीमखाना का सर्वे हो चुका है और सर्वे रिपोर्ट सरकार के विचाराधीन है। जब इन पर विचार कर लिया जायेगा तब प्लानिंग कमीशन के पास क्लियरेंस के लिए भेजा जायेगा और क्लियरेंस मिल जाने के बाद इन लाइनों को टेक अप किया जायेगा।

श्री कमला मिश्र मधुकर : बिहार और पश्चिम बंगाल रेलों के मामले में बहुत पिछड़े हुए हैं। क्या सरकार बता सकती है कि मुजफ्फरपुर से नहरकटिया-गंज लाइन को बड़ी लाइन में बदलने का सरकार का विचार है और है तो उस सिलसिले में सरकार ने कौन सी कार्रवाही की है ?

रेल मंत्री (श्री केदार पांडे) : मुजफ्फरपुर से बगहा लाइन के कनवर्शन की बात मैंने मान ली है और इसी सदन में आश्वासन दिया है कि उसका सर्वे हम कराने जा रहे हैं। सर्वे के बाद ही कोई कार्रवाही उस पर होगी।

श्री शिव प्रसाद साहू : रांची से लोहरदगा और लोहरदगा से टोरी तक की लाइनों का जहां तक मुझे जानकारी है कुछ महीने पहले सर्वे हो चुका है और उस पर तेरह करोड़ और कुछ लाख रुपये लागत आने का अनुमान है। हिन्दुस्तान में आदिवासियों का सब से ज्यादा बड़े और पिछड़े हुए रांची और पलामऊ जिले हैं। हजारों नहीं लाखों

लोग बेकारी और बेरोजगारी की वजह से वहां से भाग भाग कर अन्यत्र जा रहे हैं। इन पिछड़े हुए जिलों का खयाल रखते हुए और आदिवासियों, हरिजनों और पिछड़े वर्गों की तरक्की को ध्यान में रखते हुए क्या आप इसी बजट में इन लाइनों के लिए कुछ प्रावधान कर रहे हैं अथवा नहीं ?

श्री मल्लिकार्जुन : माननीय सदस्य रांची से लोहरदगा तक की बात कर रहे हैं। फिलहाल इस प्रश्न में रांची रोड़ से हजारीबाग वाया कोडर्मा की चर्चा है जिसका सर्वे किया जा चुका है।

श्री राम दिव्यास पासवान : रेलवे लाइनों का विकास इसको देखकर किया जाता है कि कोई कितना पिछड़ा हुआ इलाका है और साथ ही साथ ऐतिहासिक स्थानों का भी ध्यान रखा जाता है। इसको देखते हुए हाजीपुर-सुगौली बैतिया-लाइन इस कैटेगरी में पड़ती है और मंत्री जी का भी उस में निर्वाचन क्षत्र पड़ता है -

अध्यक्ष महोदय : फेवरिटिज्म कराना चाहते हैं।

श्री राम दिव्यास पासवान : जी नहीं। वैसाली एक ऐतिहासिक स्थल है और परम्परा से चला आ रहा है। आप सब उससे परिचित हैं। वह भी अभी तक अछूता पड़ा है। मंत्री जी के पास पहले भी जो मंत्री जी थे, उन के पास वहां के लोगों ने बार बार आग्रह किया है कि और हम लोगों ने मौखिक कर दिया है लेकिन कुछ कार्रवाही नहीं हुई है। मैं जानना चाहता हूँ कि इस रेलवे लाइन को निकालने का आप विचार कर रहे हैं ?

दरभंगा से लेकर वशेश्वरस्थान होते हुए सहरसा तक का इलाका

बि कुल प्रखूला इलाका है जहां किसी तरह की न तो सड़कें हैं और न ही रेलवे लाइनें । क्या उस तरफ भी रेलवे लाइन बिछाने का प्रयास किया जायेगा ?

श्री मल्लिकार्जुन : पिछड़े हुए स्थानों के विकास की जहां तक बात है —

श्री राम बिलास पासवान : मुर्गोली का इनको मालूम ही नहीं है तो ये जवाब क्या देंगे ? बैशाली कहां है इनको पता नहीं है —

श्री मल्लिकार्जुन : माननीय सदस्य प्रश्न को समझे नहीं हैं । वह तो जनरल बात करना चाहते हैं । प्रश्न यह है कि बिहार और वैंस्ट बंगाल में रेलवे लाइनों के सर्वे की क्या पोजीशन है । उसके बारे में मैं आपको बताना चाहता हूँ । बिहार और बंगाल में दो लाइनों का सर्वे हो चुका है और वह विषय हमारे एकजामिनेशन में है और 6 लाइनों का सर्वे बिहार और बंगाल में प्रोग्रेस में है । आप किस स्थान की बात कर रहे हैं कि पिछड़ा हुआ स्थान है उन एरियाज में रेलवे लाइनों के विकास के बारे में नेशनल ट्रांसपोर्ट पोलिसी कमेटी की रिपोर्ट प्लानिंग कमीशन को दी गई है और पिछड़े हुए इलाकों को आगे बढ़ाने के लिए जो पोलिसी है उसको दृष्टि में रख कर भविष्य में सरकार काम करेगी और सरकार चाहती है कि पिछड़े हुए क्षेत्रों में रेलवे लाइन स्थापित करें । लेकिन आर्थिक कठिनाइयों की वजह से सारा काम एक साथ नहीं हो पाता । जो कमेटी बनाई गई है और जिसकी सिफारिशें प्लानिंग कमीशन में हैं उनसे क्लीयरेंस आने के बाद कार्यवाही की जायेगी ।

डा० बो० एन० सिंह : अध्यक्ष जी, मैं जानना चाहता हूँ कि रांची रूड से हजारी बाग और हजारीबाग से कीडरमा रेल लाइन

का सर्वे कम्पलीट हो चुका है इस के बारे में आप कब तक देखभाल करेंगे ? मैं जानना चाहता हूँ कि छठी पंचवर्षीय योजना में उसको शामिल करके काम होमे जा रहा है कि नहीं ? छोटा नागपुर का इलाका बहुत पिछड़ा हुआ क्षेत्र है यहां के लोगों ने अभी तक रेल नहीं देखी है । क्या आप छठी योजना में उसको शुरू कर रहे हैं कि नहीं ?

श्री केदार पांडेय : माननीय सदस्य ने जो सवाल रखा है कि वह पिछड़ा हुआ इलाका है यह बात सही है । वह ट्राइबल एरिया है और उस पर विशेष ध्यान है । सर्वे कम्पलीट हो चुका है और छठी पंचवर्षीय योजना में इनक्लूड करने का विचार हो रहा है प्लानिंग कमीशन की सहमति की आवश्यकता होगी ।

श्री धनिफ लाल मंडल : मान्यवर, एक रेल लाइन है जो छितोनी, बगहा से चम्पारन और देवरिया को जाती है । छितोनी ब्रिज अभी नहीं है, और वह रेलवे लाइन चली आती है दरभंगा और दरभंगा से यह लाइन जाती है ...

अध्यक्ष महोदय : : आप लोगों ने कभी यह सोचा है कि एक प्रश्न पर अगर 20 सदस्य सवाल करेंगे तो और सवाल कैसे लिये जायेंगे ।

श्री धनिफ लाल मंडल : मान्यवर, हमारे यहां न सड़क है और न रेल है । बरेली से अमीनगोवा के लिए जो संवर्धन हुई थी वह दरभंगा में जा कर रुक गई है और ...

अध्यक्ष महोदय : यह सवाल आप लिख कर पूछ लीजिएगा, मैं जवाब दिलावा दूंगा ।

श्री धनिक लाल मंडल : यह रेलवे लाइन उत्तर प्रदेश होते हुए बिहार में जो मंत्री जी का जिला है, दरभंगा, मिर्जाली, सहरसा होते हुए बार्जलिंग जाएगी, यानी उत्तर प्रदेश को बिहार से जोड़ने और बिहार को बंगाल से जोड़ने का काम करेगी

MR. SPEAKER: You give this in writing. This is not a question which can be orally answered. You give it. I will get it done as an Unstarred Question.

Now question 365. Mr Gamit. Members should cooperate here. If you want to lengthen a question and supplementaries for 5 or 7 minutes, what can we do about it? I cannot allow 10 questions in one supplementary.

Yes, Mr. A. K. Roy. Question 366.

Dhanbad-Sindri Line

*366. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are railway lines existing between Dhanbad and Sindri and Dhanbad and Bhojudih for goods traffic while from Dhanbad to Patherdih tracks are used both for the goods and the passenger trains;

(b) whether there were repeated demands for extending passenger service also to Sindri and Bhojudih from Patherdih at a distance of four miles from it;

(c) whether with the closure of coal based fertilizer factory at Sindri movement of coal in that area would be decreased making the line available for passenger traffic; and

(d) if so, the steps taken in regard thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMEN-

TARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Yes, Sir.

(c) No Sir.

(d) At present the platform line at Patherdih passenger station terminates at a dead end. Extension of the existing trains between Dhanbad and Patherdih to and from Bhojudih or Sindri is not possible as this would involve extension of the present passenger line upto Bhojudih which is not possible because of human habitation, Damodar River, Collieries and the rocky topography. In case the present goods line is utilised for passenger services, it would seriously affect coal loading and goods operation and is therefore not desirable.

SHRI A. K. ROY: It has been the practice in the House to depute Deputy Ministers whenever there is a negative answer to be given. But here, my purpose was not to get an answer—and definitely not a negative answer—but to get a few trains on the lines which are already existing. The Railway Minister knows that there are 2 lines connecting Dhanbad with Sindri: One line *via* Pradhankanda and another *via* Patherdih. Trains do run through these lines. We only want that in one of these lines, passenger trains should move. Sir, you know that the coal-based Sindri fertilizer plant has been closed. Because of this, coal movement would definitely decrease. So, it definitely gives scope for a few passenger trains to be run from Dhanbad to Sindri; and from Dhanbad to Bhojudih also, there are 2 lines. A passenger train is already running through Dhanbad district. On the Damodar river, there is already a railway bridge. Because of this, I am surprised to get this answer. I would like to know what is meant by the capacity of a line regarding wagon movement.

MR. SPEAKER: Is it a question or speech ?

SHRI A. K. ROY: Sir, please read the answer given. It is a fantastic answer which they have given. And the Railway Minister knows it.

MR. SPEAKER: You ask a pointed question, if you like.

SHRI A. K. ROY: My pointed question is this: there are 2 existing lines connecting Dhanbad and Sindri, and Dhanbad and Bhojudih. In view of the fact that there are already passenger trains running within Dhanbad district, will the Minister review the answer and have a fresh look in place of the usual negative answer which they have given?

SHRI MALLIKARJUN: As the hon. Member says, from Dhanbad to Patherdih 2 passenger trains are running. Beyond that it is not possible to run trains for the simple reason that beyond that, there are coal fields and coal piloting is taking place. We have to augment coal movement. There are two washeries, Patherdih and Bhojudih. The washeries are very vital in the production of coal, because after these washeries, the coking coal will be taken for the Steel Plants. In the light of this, I hope the hon. Members will not think that we are here only to give negative answers, but he should appreciate that we do give positive answers, wherever it is feasible. Since it is not feasible, it is not possible to extend any train service beyond Patherdih.

SHRI A. K. ROY: Is the Minister aware that there is another line between Dhanbad and Sindri, via Pradhankanda, avoiding Patherdih; and in that line also, trains move? And in view of the closure of the coal-based industries in Sindri, there will be ample room to run passenger trains via Pradhankanda to Sindri. Will the Minister consider that suggestion also?

SHRI MALLIKARJUN: We have examined it. There is no ample scope left at all. In the light of that, this is the present position—which I have revealed to the august House; and it is not possible. For the passengers to go to Dhanbad, the road service is better. It is hardly a few miles. There will be a bottleneck in the coal movement if we think about running passenger trains on this line.

मोटर गाड़ी अधिनियम में संशोधन करने का प्रस्ताव

* 367. श्री राम प्यारे पनिका : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार का विचार मोटर गाड़ी अधिनियम में संशोधन करने का है ; और

(ख) यदि हाँ, तो उसका ब्योरा क्या है ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir.

(b) Amendment proposals are being processed and a final view on each of the proposals is yet to be taken by the Government.

SHRI RAM PYARE PANIKA: Due to misplacement of the information I was not informed about the answer. So, I have not come prepared. I request you to postpone this question to the next day.

SHRI R. K. MHALGI: May I know from the hon. Minister what are the proposals under consideration for the amendment of that particular Act?

SHRI BUTA SINGH: There are a large number of proposals received from various States and also discussed in the last meeting of the Transport Development Council. It will not be appropriate at this moment to spell out all the proposals, but as soon as they are processed and examined, these will come before the House and then these will be discussed.

SHRI R. K. MHALGI: The hon. Minister has stated that some proposals are under consideration of the government. The House is desirous to know what are those proposals which are under consideration of the government. What is wrong in replying?

MR. SPEAKER: Before discussion, how is it possible?

PROF. MADHU DANDAVATE: I do not know whether during your consideration of the proposals this would fall within the purview of this Motor Vehicle Act. But I would like to know about the existing constraints on the Indian Railways, because a lot of private motor transport men are demanding national permits on a larger scale. As a result of that, already the railways which are carrying a low rated traffic have handed over the high rated traffic to the motor vehicles. If they demand more national permits, in that case, the revenue of the railways will suffer. In view of that, will you see that the interest of the railways is guarded and motor transport lobby is not allowed to have an aggression on the railways?

SHRI BUTA SINGH: Firstly, it is a suggestion. Secondly, in the last meeting of the Transport Development Council, a Member (Transportation) from the Railway Board was present when this decision was taken. But, anyway, we are seized of the matter. The interest of the railways and the larger national interests are always kept in view while deciding the question of national permits. It has already been decided by the Transport Development Council where one representative of the railways at the highest level was present. So, this suggestion of the hon. member will also be taken into consideration.

रेल गाड़ी लूटे जाने की घटनाएं

*368. श्री झरशोक गहलोत : क्या रेल मंत्री निम्नलिखित जानकारी दशनि वाला विवरण सभा-पटल पर रखने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि पिछले चार महीनों में चलती रेल गाड़ियों में लूटमार तथा डकैतियों की घटनायें हुई हैं ;

(ख) यदि हां, तो ये घटनायें किन गाड़ियों में हुई तथा कहां हुई और कितने यात्रियों को लूटा गया ;

(ग) क्या सरकार ने यात्रियों को उसके लिए कोई क्षतिपूर्ति दी है,

(घ) यदि हां, तो कितनी ; और

(ङ) यदि नहीं, तो उसके क्या कारण हैं ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (e). A statement is laid on the Table of the House.

Statement

(a) Yes, Sir.

(b) Railway-wise statement showing the names of the trains, places where looting (robbery) and dacoity occurred and the nos. of passengers involved during the period from August to November, 1980 is as under:—

Railway	S. No.	No. & Name of the train	Place of occurrence (in Railway section)	No. of pasengers involved
1	2	3	4	5
Central		<i>Robbery :</i>		
	1.	1 Dn. Bombay-Calcutta Mail.	Wagholi-Kajgaon stations	
	2.	548 Up. Konch-Ait Shuttle	Konch-Ait Jn. stations	

1	2	3	4	5
<i>Robbery—contd.</i>				
<i>Central—contd.</i>				
3.	Local train		Parcel-Currey Road stations	1
4.	101 Dn. Minar Express		Kurduwady-Wadsinge stations	11
5.	111 Dn. Banda-Kanpur Passenger.		Jamuna South Bank station	1
6.	663 Dn. Gwalior-Sheopur-kalan Passenger		Kailaras-Sumauli stations	1
7.	389 Dn. Itarsi-Allahabad Passenger.		Lagargawan-Satna stations	1
8.	336 Up Hyderabad-Nagpur passenger.		Near Wagholi station	11
9.	Local train		Vidhyavihar -Ghatkopar stations	1
				<u>28</u>
<i>Dacoity :</i>				
1.	4 Dn. Bombay-Howrah Mail		Dadar and Mulund stations	19
2.	165 Dn. Sabarmati Express		Sukhiswania station	2
				<u>21</u>
<i>South Eastern</i>				
<i>Robbery :</i>				
1.	A-119 Dn. Howrah-Kharagpur local.		Panskura-Howrah stations	6
2.	P. 64 Dn. Panskura Howrah local.		Dasnagar-Tikiapara stations	1
3.	30 Up Howrah-Bombay Express.		Ganharria-Sini stations	1
4.	217 Up Khurda Road Palasa mixed train.		Gangadharpur-Kuhuri stations	2
5.	303 Up Kharagpur-Gomoh Passenger		Karkend-Layabad stations	1
6.	398 Up Asansol-Puri Passenger.		Nergundi-Kendrapara stations	1
				<u>12</u>
<i>Dacoity :</i>				
1.	PH-2 Panskura-Haldia local		Mahisadal-Barda stations	5
2.	133 Dn. Ahmedabad-Howrah Express.		Andul-Santragachi stations	8
3.	89 Up Bokaro-Madras Express.		Kandra-Birarajpur stations	4
4.	321 Up Tata-Nagpur Passenger		Rajgangpur-Sonakhan stations	7
5.	331 Up Raurkela-Titlagarh Passenger.		Near Sambalpur station	1
6.	10 Dn. Shri Jagannath Express.		Retang-Barang stations	3
				<u>28</u>
<i>South Central</i>				
<i>Robbery :</i>				
1.	318 Miraj Passenger		Rahimatpur-Koregaon stations	1

1	2	3	4	5
	2. 442 Express	.	Hubli-Navalgunda stations	1
	3. 95 Ellora Express	.	Purna-Partur stations	1
	4. 224 Hubli Bangalore passenger	.	Gadag-Kanginhal stations	1
				<u>4</u>
	<i>Dacoity :</i>			
	<i>Nil.</i>			
<i>North-east Frontier</i>	<i>Robbery :</i>			
	1. 4 Dn. Assam Mail	.	Changsari-Rongiya stations	1
	<i>Dacoity :</i>			
	1. 101 Up Passenger	.	Katihar-Mansi stations	3
	2. 35 Dn. Passenger	.	Kasba-Purnea Jn. stations	3
	3. 1 Dn. A.T. Mail	.	Kamakhya-Changsari stations	1
				<u>7</u>
<i>Southern</i>	<i>Robbery :</i>			
	1. 844 Thenjavur-Thiruvapur passenger	.	Niadmangalam-Koradacheri stations	7
	2. 747 Madras Kanjivaram express	.	Tambaram-Chingleput stations	1
	3. 41 Madras Cochin Express	.	Tiruppur-Podanur stations	2
	<i>Dacoity :</i>			
	<i>Nil.</i>			
<i>Northern</i>	<i>Robbery :</i>			
	1. 1 IF Passenger train	.	Moga-Ajitwal stations	2
	2. 6 LJH Passenger train	.	Near Ahmedgarh station	2
	3. 3 C.M Passenger train.	.	Kundarkhi-Macharya stations	10
	4. 2 SH Passenger train	.	Ikkarhalt -Jawalapur stations	2
	5. 5 LS Passenger train	.	Jaitipur-Kusumbhi stations	3
	6. 29 Up Passenger train	.	Near Kaurha Station	4
	7. 2 BS Passenger train	.	Near Atwamuthia station	1
	8. 12 Dn. Express train	.	Shikohabad-Etawah stations	1
	9. 11 Up Express train	.	Shikohabad-Etawah stations.	1
	10. Shunting Goods train	.	Near Mainpuri station	1
				<u>27</u>
	<i>Dacoity :</i>			
	1. 104 Dn. Delux Express	.	Near Karchana station	12

1	2	3	4	5
	2. HM Passenger train.	.	Gajraula-Kafurpur stations	1
	3. 4BC Passenger train.	.	Ganj Moradabad-Mallawan stations	8
				<u>21</u>
<i>Western</i>	<i>Robbery :</i>			
	1. Local train.	.	Borivali Kandivlee stations (in Bombay suburban section)	1
	2. Local train	.	Do.	1
	3. 17 UP Express	.	Dundlod Mukundgarh-Nua Stations	2
	4. Guglar Dn. Special	.	At Kalisindh station	1
	<i>Dacoity :</i>			<u>5</u>
	1. 56 Up Passenger train.	.	Kharasaliya-Baheriya Road stations.	1
	2. Local train.	.	Santacruz-Villeparle stations (in Bombay suburban section)	1
	3. 55 Dn Passenger train	.	Bordi-Anas stations	8
	4. 551 Up Passenger	.	Gautampura-Fatchbad Chandrawatiganj	7
				<u>17</u>
<i>Eastern</i>	<i>Robbery :</i>			
	1. R 203 Up Ranaghat Local	.	Palta-Lohalpur stations	2
	2. K 150 Dn. Kalyani Local	.	Ultadanga-Sealdah stations	2
	3. S 240 Dn. Shantipur Sealdah Local	.	Kanchrapara-Shyamnagar stations	1
	4. B 140 Dn. Bandel Local	.	Hooghly-Chinsura stations	4
	5. 14 Dn. Upper India Express	.	Hajigarh-Gobra stations	2
	6. P 390 Dn. Gede Local	.	Barrackpore-Sealdah stations	5
	7. SL 261 Up Laxmikantpur Local	.	Jainagar-Baharu stations	4
	8. 312 Dn Muzaffarpur Sealdah fast passenger	.	Burdwan-Bandel Junctions sta- tions	3
	9. R. 205 Up Ranaghat Local	.	Palta-Ichapur stations	3
	10. M 232 Dn. Burdwan Local	.	Liluah-Bamangachi yard	2
	11. 7 PG Patna Gaya Passenger	.	Taregna-Nadaul stations	10
	12. 14 Dn. Upper India Express	.	Janai-Road-Dakshineswar sta- tions	4
	13. 68 Dn. Bombay Howrah Janta Express	.	Burdwan-Debipur stations	3
	14. M 230 Dn. Burdwan Howrah Passenger	.	Liluah-Howrah Car shed	2

1	2	3	4	5
15.	328 Dn. Danapur Fast Passenger	Ghóggha-Kahalgaon stations		1
16.	129 Up Asansol Varanasi Passenger	At Chanduali Majhwar stations		3
				<u>51</u>
	<i>Dacoity :</i>			
1.	151 Up Kalyani Local	Kalyani-Ghoshpara stations		5
2.	BB 538 Dn. Bongaon Local	Birati-Durganagar stations		3
3.	SOL 129 Up Diamond Harbour Local	Magra Hat-Dimond Harbour stations		2
4.	P.390 Dn. Geda-Sealdah Local	Barrackpore-Sealdah stations		5
5.	C 32 Dn. Burdwan-Howrah Passenger	Liluah-Howrah stations		3
6.	2 SJ Up Workmen Train Local	At Kalyani station		2
7.	176 Dn. Neelachal Express	Telo station		6
8.	50 Dn. Jammu Tawi Express	Mokama-Barhiya stations		3
9.	40 Dn. Janta Howrah Express	Khusropur-Bakhtiyarpur stations		1
10.	327 Up Danapur-Howrah Passenger	Mankatha-Barhiya station		7
11.	328 Dn. Danapur-Howrah Fast Passenger	Barharwa-Pakur stations		8
				<u>45</u>
<i>North Eastern</i>	<i>Robbery :</i>			
1.	406 Dn. Saharsa-Forbesganj Passenger	Narainpur-Raghopur stations		1
2.	71 Up Sonpur-Allahabad Fast Passenger	Tajpur Dehma-Chitbargaon stations		2
3.	411 Up Samstipur-Saharsa Passenger	Outer Signal of Samastipur		1
4.	257 Up Allahabad-Varanasi Fast Passenger	Kirihrapur-Indara stations		9
5.	311 Up Sealdah-Samastipur Passenger	Dubaha-Dholi stations		4
6.	72 Dn. Allahabad-Sonepur Parcel Passenger	Varanasi City-Sarnath stations		2
7.	238 Dn. Chhapra-Siwan Passenger	Khairah-Paterhi stations		1
8.	GL 9 Up Gauhati-Lucknow Goods train	Near West Cabin of Varanasi		1
9.	104 Dn. Kathgodam-Kasganj Passenger	Soron-Kasganj stations		3

1	2	3	4	5
10.	31 Up Kanpur-Barauni Passenger	Dn Home Singal of Khorabar		1
11.	601 Up Parcel Passenger	Near West Cabin of Jagat Bela		1
12.	5 Up Triveni Express	Belthara Road-Indara stations		3
13.	178 Dn Passenger Parcel	At Bisheshwarganj station		3
14.	126 Dn Kasganj Achnera Passenger	Agsauli-Marahra stations		4
15.	262 Dn. Allahabad-Varanasi Passenger	Kachhwa Road-Manduadih stations		4
16.	GL 20 Dn. Lucknow-Gauhati Goods Express train	Rabhnan-Gaur stations		1
17.	102 Dn. Kathgodam-Kasganj Passenger	Ramganga-Bamiana stations		4
18.	311 Up Sealdah-Samastipur Fast Passenger	Dalsinghsarai-Nazirganj stations		3
19.	258 Dn. Gorakhpur-Allahabad City Passenger	Mahpur-Sadat stations		7
20.	105 Up Tanakpur-Kasganj Passenger	At Shahi station		6
21.	170 Dn. Mailani-Gonda Passenger	Rehta-Belrayan		1
22.	122 Dn. Kasganj Farrukhabad stations	Kaimganj-Bhatasa halt		6
23.	12 Dn. Goods Train	Near Outer Signal of Barauni		1
24.	107 Dn. Kanpur-Kasganj Passenger	Narthar-Patiali stations		7
				<u>76</u>
<i>Dacoity :</i>				
1.	311 Up Sealdah-Samstipur Passenger	Nazirganj-Ujiarpur stations		2
2.	237 Up Siwan-Chupra Passengers	Khairah-Paterhi stations		3
3.	72 Dn. Sonpur-Allahabad Passenger	Taraun-Nandganj stations		4
4.	256 Dn. Allahabad-Bhatni Passenger	At Indara Jn. station		1
5.	430 Dn. Bagaha-Darbhanga Passenger	Bairagnia-Dhang stations		2
6.	228 Dn. Gorakhpur-Chhitauni Passenger	Pipraich-Bodarwar stations		3
				<u>15</u>
			TOTAL	<u>362</u>

(c) No.

(d) Does not arise.

(e) As per the extant law, there is no provision for payment of compensation in such cases.

श्री अशोक गहलोत : मैं यह जानना चाहता हूँ कि आज कल जो ट्रेनों में लूटमार और डकैतियाँ हो रही हैं उस में कितनी संख्या में एफ आई आर दर्ज हुई, कितनी गिरफ्तारियाँ हुई और इस प्रकार की घटनायें भविष्य में न हों इस के बारे में क्या कार्यवाही की जा रही है ?

श्री मल्लिकार्जुन : यह जो डकैतियाँ ट्रेनों में बढ़ गई हैं उसमें कितनों को अरेस्ट किया गया है जो कि माननीय सदस्य पूछ रहे हैं, उसकी सूचना मेरे पास इस समय नहीं है। कितने लोग अरेस्ट हुई और कितनों की एफ आई आर दर्ज हुई यह जानकारी मैं बाद में उन को दे दूंगा।

श्री अशोक गहलोत : क्या कदम उठाने जा रहे हैं जिस से भविष्य में इस प्रकार की घटनायें न हों।

श्री मल्लिकार्जुन : कदम तो हम यह उठाना चाहते हैं कि जो गवर्नमेंट रेलवे पुलिस है उस को और अधिक किया जाये और सारी सटेटस के मुख्यमंत्रियों को मंत्री महोदय ने पत्र लिखा है कि लाइसेंस जो हैं और लाइसेंस आर्डर की जो समस्या है उस को दृष्टि में रखते हुए फोर्स को और अधिक बढ़ायें। इस तरीके से इस चीज को कम करने का यत्न हम कर रहे हैं और मुख्यमंत्रियों से भी इस के बारे में बात कर रहे हैं।

श्री अशोक गहलोत : मेरा दूसरा प्रश्न है। क्या मंत्री महोदय को इस

बात की जानकारी है कि जो ट्रेनों में इस प्रकार की डकैतियाँ और चोरियाँ हो रही हैं उस के लिए देश में कुछ ऐसे गिरोह बन गए हैं और इन गिरोहों ने इसमें ऐसी दक्षता हासिल कर ली है कि वह एक से एक तरीके अपना कर अलग अलग ट्रेनों में डकैतियाँ करवा रहे हैं, तो क्या सरकार के पास इस प्रकार की कोई प्रोपोजल है कि ट्रेनों में जो हमारी कोचेज चलती हैं उसमें कोई ऐसा यंत्र लगायें जिस से कि मालूम पड़ सके कि कोई डकैती या इस तरह की कोई घटना हो रही है ? अब कभी इस प्रकार की घटना हो तो इम्मीडिएटली गार्ड को या रेलवे की जो फोर्स ट्रेनों में चलती है उस में उस को उस के जरिए इन्फार्म कर सकें, उस के लिए कोई योजना है ?

श्री मल्लिकार्जुन : अभी तो कोई ऐसा यंत्र नहीं है जिस से कि यह पता लगे लेकिन जो सुझाव दिया गया है इस की हम समीक्षा करेंगे कि यह संभव है या नहीं। फिर उस पर कार्यवाही करेंगे।

SHRI RATANSINH RAJDA: Is the hon. Minister aware that in many of the incidents of looting and dacoities in trains, Railway staff themselves are involved, including the Police? How many such cases where the Railway staff were themselves involved, where they were hand in glove have come to his notice and how many such cases have been investigated and what steps are taken against Railway staff?

SHRI MALLIKARJUN: So far as the involvement of Railway staff in robbery and dacoity is concerned, it is really painful and in cases which have come to the knowledge of the Railway authorities, stern action has been taken against them. But I do not know in how many cases we have taken action.

But there are reports that the Railway staff also is in collusion with robbers and in such cases which come to our notice we will take action.

श्री दिलीप सिंह भूरिया : मैं यह पूछना चाहता हूँ कि रतलाम से बडौदा, कानपुर से झांसी और मथुरा से कोटा जो मालगाड़ियां चलती हैं छोटे छोटे स्टेशनों पर वह मालगाड़ियां रोकी जाती हैं और लूटमार की जाती है। कई बार गाड़ों की घड़ी या जो भी सामान उन के पास था वह छीन लिया जाता है, तो मैं जानना चाहता हूँ कि ऐसी कितनी घटनाओं की सूचना मंत्री जी के पास है और मंत्री जी ने उन की सुरक्षा के लिए क्या कदम उठाया है ?

श्री मल्लिकार्जुन : यह बात तो सत्य है कि गुड्स ट्रेन्स चाहे वह रतलाम से बाम्बे के रूट पर हों या और किसी जगह की हों उन में इस तरीके से कुछ घटनाएं हो रही हैं। इस के अन्दर हम रेलवे की तरफ से जितना भद्रता हो सकती है उस को दृष्टि में रखते हुए आगे इस तरह की घटनाएं पुनः न हों उस को देखने का यत्न कर रहे हैं।

श्री आर० पी० यादव : मैं मंत्री महोदय से जानना चाहूंगा कि क्या उनको इस बात की जानकारी है कि पैसेंजर्स ट्रेन के अलावा गुड्स ट्रेन में भी इस प्रकार की लूट-मार बहुत जोरों से हुआ करती है और आए दिन इसकी रिपोर्ट आती है। गाड़ और ड्राइवर भी पिटते रहते हैं। मैं मंत्री महोदय से यह जानना चाहूंगा कि क्या वे यह विचार कर रहे हैं कि गुड्स ट्रेन और पैसेंजर ट्रेन जो कि रात को खतरनाक जोन्स से चलती हैं वहां कम से कम उन गाड़ियों को सेक्योर्ट किया जाए ?

रेल मंत्री (श्री केदार बांडे) : यह बात सही है कि रोबरी और डकैती होती है तथा ला एण्ड आर्डर अभी पर्याप्त नहीं हो सका है। इसके लिए स्टेट्स के चीफ मिनिस्टर्स को पूरी सुरक्षा के लिए पत्र भेजे गए हैं। जहां तक गुड्स ट्रेन में रोबरी, डकैती शुरू हुई है उसके लिए भी इस मंत्रालय से कोशिश की जा रही है, वहां पर विशेष इंतजाम किया जा रहा है, फोर्स साथ में चले ताकि राबरी, डकैती को समाप्त किया जा सके, लेकिन एक बात है कि आर. पी. एफ. के पास कोई पावर नहीं है, पुलिस ही एक्शन ले सकती है, आर. पी. एफ. केवल पकड़कर दाखिल कर सकती है। इसलिए मैंने कहा कि इंडियन रेलवे एक्ट में अमेंडमेंट करना होगा और आर. पी. एफ. को कुछ पावर देने की भी जरूरत है और उसकी स्ट्रेंथ बढ़ाने की भी जरूरत है। इस तरह का एटमास्फियर बन गया है जिससे ला एण्ड आर्डर अफेक्टेड है। जो गिरोह काम करते हैं उनके ऊपर विशेष ध्यान देने की जरूरत है और हमने इस ओर एक्शन लिया है।

Causes of Encephalitis

*369. SHRI RAMAVATAR SHASTRI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have ascertained the causes for the spread of encephalitis in the country; and

(b) if so, the conclusions drawn by Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes, Sir.

(b) Encephalitis can be caused both by viral and non-viral agents. In India, it is commonly caused by mosquito-borne viruses. The special feature of

the current outbreaks of encephalitis is the scattered pattern of its incidence, which normally is confined to one or at the most two cases per village in the affected area.

श्री रामावतार शास्त्री : : अध्यक्ष जी, इन्होंने जो जवाब में कहा कि :—

“Normally is confined to one on at the most two cases per village in the affected area”.

मैं पहले ही बता दू कि यह सरासर गलत जवाब है । एक-एक विलेज में कितने लोग मरे हैं मैं यह जानना चाहता हूँ । मेरे यहां यह बीमारी हुई है इसलिए पूछ रहा हूँ । इस तरह का बयान मैं नहीं आना चाहिए “एट मोस्ट टू” इसका क्या अर्थ है ? मैं यह जानना चाहता हूँ कि यह जो मस्तिष्क ज्वर की बीमारी है इसमें अब तक आपने क्या कार्यवाही की है और उसका क्या परिणाम निकला है ?

SHRI NIHAR RANJAN LASKAR: What I have said is based on our investigation and information. This is the correct thing. If he has any other thing in his mind, he may kindly pass it on to us and we will look into it. This encephalitis is different from Malaria.

We have taken many steps to contain this disease in the rural areas. I would like to mention some of the steps taken. For instance, measures have been taken for speedy detection, treatment and reporting of cases.

Constant contact is maintained by the Government of India with the affected States for obtaining information about the occurrence of the cases. Teams of experts from institutions like the Tropical School of Medicine, the Institute of Hygiene and Public Health, Calcutta, National Institute of Communicable Diseases, Delhi, the Ayurvedic Institute etc. are constantly looking into this. For the information of the hon. Member I may say that a lot of cases were reported from

Bihar. On the basis of the report about the outbreak of encephalitis, the Ministry of Health wrote to the Govt. of Bihar, asking for communication of assistance required by the State. There has been no response. 5,000 doses of JE vaccines were also offered. For that also no request has come. Kindly ask your State to act.

SHRI RAMAVATAR SHASTRI: Why are you not pulling them up for inaction? ब्लाईडिंग कर सकते हैं, इनफॉर्मेशन नहीं दे सकते ।

दूसरे सवाल से इनकी बात का खंडन हो जायगा । विभिन्न राज्यों में कितने लोग इससे मरे हैं ? इसका कुछ हिसाब किताब हो तो वह आप हमें बता दीजिये ।

SHRI NIHAR RANJAN LASKAR: I have all the details with me. But it is a very long list. If you like, I can place it on the Table of the House. For Bihar, upto October, 1980 the reported cases is 737 and death 336. So far as Bihar is concerned, all the details are with me.

SHRI HARIKESH BAHADUR: Many people have died on account of encephalitis in many States. The hon. Minister has given data for Bihar, but he did not divulge how many people have died on account of this disease in UP. What is the total number of death due to this disease during the last three years? What steps are you going to take to prevent this disease? Our information is that it has originated from Japan or somewhere. Government must take some sincere steps to contain this and check this disease.

SHRI NIHAR RANJAN LASKAR: So far as UP is concerned in 1979, the cases reported is 150 and death 72, in 1980 the number of cases reported is 1515 and death 494, upto 3-11-80.

WRITTEN ANSWERS TO QUESTIONS

Expansion Project of Cochin Port

*358. PROF. P. J. KURIEN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether any expansion project of the Cochin Port has been approved; and

(b) if so, the details thereof and when Government expect to complete the project?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes, Sir.

(b) An integrated scheme for the development of Cochin Port for handling of (i) POL, and (ii) fertilizers at an estimated cost of Rs. 31.16 crores was sanctioned on 3 July, 1980.

It is proposed to provide a new oil berth in Ernakulam Channel. This oil berth will be designed to receive vessels with 10.7 metres (35 ft.) draught, which could be improved in future, with further deepening of the Channel, to 12.2 metres (40 ft.) draught. This will enable transportation of crude in bigger tankers, suitably lightered upto the draught of 10.70 metres (35 ft.).

The proposed fertilizer berth Q-10 will be capable of handling vessels of 35 ft. draught and will be equipped with mechanical unloading facilities to be provided by the Fertilizers and Chemicals Travancore Limited at a cost of Rs. 4.07 crores.

The project is expected to be completed in three years.

Pregnancy Tests on Junior lady Doctors

*361. SHRI NAWAL KISHORE

SHARMA:

SHRI SUBHASH YADAV:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that in Delhi, the Lady Hardinge Medical College

other associated hospitals are conducting pregnancy tests on their junior doctors every six months and are asking the pregnant doctors to quit or go in for an abortion if they want to retain their jobs;

(b) if so, the full facts thereof;

(c) whether Government have received any representation against this practice; and

(d) if so, the decision taken by Government in the matter?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (d). A statement is laid on the Table of the Sabha.

Statement

In 1977 a proposal was received from the Principal, Lady Hardinge Medical Collage Hospital, New Delhi, observing that female Junior Residents who are pregnant cannot do justice to their rigorous clinical training and consequently the patient care and the hospital work also suffer, besides the candidate not being able to acquire the requisite training. It was observed that it would be unfair to subject the pregnant mother to the strenuous training prescribed under the Residency Scheme. In view of these considerations put forward by the Principal, the Government agreed that, if a female candidate for junior residency is found to be pregnant before appointment she may not be offered an appointment and, if pregnancy occurs after the appointment, then the next term of residency, if any, may not be sanctioned.

The Government has received a representation in this regard.

The first year Junior Residents are not Government employees but are contractual trainees who undergo training which is a pre-requisite to their becoming eligible for admission to post-graduate courses of study. However, it has been decided to reconsider the entire matter afresh to determine how best the current position can be improved, without detriment to the training needs of the Junior Residents.

**भारतीयों को वापस लेने के लिए
यूगांडा सरकार की पेशकश**

* 365. श्री छीतूभाई गामित : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि यूगांडा सरकार ने उन भारतीयों को वापस लेने का निर्णय किया है जिन्हें इदी अमीन के शासन काल में यूगांडा से निकाल दिया गया था ;

(ख) यदि हां, तो किन-किन शर्तों पर उन्हें वापस लेने का निर्णय किया है ; और

(ग) ऐसे भारतीयों की संख्या कितनी है ?

विदेश मंत्री (श्री पी० व्० नरसिंह राव) : (क) जी हां, उगांडा सरकार ने कहा है कि भारतीय मूल के उगांडा राष्ट्रिक खुशी से उगांडा लौट सकते हैं । वहां उन्हें अन्य उगांडा राष्ट्रिकों के बराबर माना जाएगा ।

(ख) और (ग) . इदी अमीन के पतन के बाद उगांडा नेशनल फ्रंट सरकार ने गैर-अफ्रीकियों को व्यापार और उद्यमों का आबंटन करने के संबंध में 19 मई, 1979 को एक नीति विषयक वक्तव्य जारी किया था । इस वक्तव्य में यह कहा गया है कि उगांडा सरकार "उन प्रतिष्ठानों और व्यवसायों का गैर-अफ्रीकीकरण न तो कर सकती है और न करेगी जिन्हें स्वदेशी उगांडा वासियों ने अपने अधिकार में ले लिया था ।"

जहां तक गैर-अफ्रीकी उगांडावासियों के व्यवसायों और उद्यमों का प्रश्न है, इस वक्तव्य में यह कहा गया है कि

इनके मालिकों को इनमें सरकार के साथ भागीदार होने का स्वाभाविक अधिकार है ।

गैर-उगांडाइयों के व्यवसायों और उद्यमों का जहां तक सवाल है, इनके मूल मालिकों को इनमें भागीदारी का स्वाभाविक अधिकार नहीं । उगांडा की सरकार प्रत्येक मामले में सरकार के साथ उनकी साझेदारी के सवाल पर उसके गुण-दोषों के आधार पर विचार करेगी ।

बताया जाता है कि भारतीय मूल के कुछ ब्रिटिश पासपोर्टधारी लोग उगांडा सरकार के साथ प्रबन्ध संविदाओं पर पहले ही हस्ताक्षर कर चुके हैं लेकिन इस बात की जानकारी नहीं है कि ऐसे कितने लोगों को उगांडा सरकार ने आमंत्रित किया है ।

Derailments

*370. SHRI MOHAMMAD ASRAR AHMAD: Will the Minister of RAILWAYS be pleased to statement showing:

(a) the number of derailments separately for passenger trains and goods trains of Railways during the period from 1st January, 1980 to 30th November, 1980 as against 1st January, 1979 to 30th November, 1979 and the total loss sustained; and

(b) what steps have been taken by Government to reduce the number of railway derailments?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The number of derailments involving passenger trains and goods trains which occurred during the period January to November, 1980, and January to November, 1979,

alongwith the cost of damage to Railway property involved therein is shown below:—

	January to November, 79	January to November, 80
Train derailments involving passenger trains	176	220
Train derailments involving goods trains	471	490
Cost of damage Rs. 3,20,83,000	3,49,63,000	

(b) Since failure of Railway staff is the largest single factor responsible for accidents, safety Organisations on the Railways have been engaged in a relentless campaign to create greater safety consciousness amongst the staff connected with running of trains and to ensure that staff do not violate rules or indulge in short-cut methods that may lead to accidents.

Examination of trains and spot checks in carriage and wagon depots have been intensified and greater care is being paid to the proper maintenance of track. In order to reduce dependence on the human element, sophisticated aids like ultrasonic flaw detectors for wheels, axles and rails, axle counters, track circuiting, etc. are being introduced progressively.

High level task teams have also been set up on the Railways to review the position of accidents and take immediate remedial measures.

सुरत-गढ़ जैसलमेर बड़ी रेल लाइन

*371. श्री बट्टि चन्द्र जत : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सुरतगढ़ से जैसलमेर तक राजस्थान नहर के समानान्तर एक बड़ी रेल लाइन बिछाये जाने का एक प्रस्ताव काफी समय से रेलवे बोर्ड के विचाराधीन पड़ा है ;

(ख) क्या यह सच है कि राजस्थान सरकार ने इस रेल लाइन को बिछाये जाने के लिए केन्द्रीय सरकार से कई बार अनुरोध किया है ; और

(ग) यदि हां, तो इस रेल लाइन के निर्माण के प्रस्ताव को स्वीकृति कब तक मिल जायेगी और सर्वेक्षण के पश्चात उस पर कार्य कब तक प्रारंभ कर दिया जायेगा ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) :

(क) से (ग) जी नहीं । लेकिन, राजस्थान नहरी क्षेत्र के पहले चरण के लिए परिवहन संबंधी अवसंरचना की व्यवस्था करने के उद्देश्य से, बीकानेर से छतरगढ़ तक एक नयी रेलवे लाइन के सर्वेक्षण का काम पूरा हो चुका है । सर्वेक्षण रिपोर्ट की जांच करने के बाद तथा धन उपलब्ध होने पर और योजना आयोग द्वारा स्वीकृति दिये जाने पर, इस लाइन के निर्माण के प्रश्न पर विचार किया जायेगा ।

रेल-गाड़ियों में भोजन की किस्म

*372. श्री विजय कुमार यादव : क्या रेल मंत्री यह बताने कि कृपा करेंगे कि :

(क) क्या यह सच है कि रेल-गाड़ियों में दिये जाने वाले भोजन की किस्म बटिया हो गई है, लेकिन इसके मूल्य में वृद्धि कर दी गई है ; और

(ख) यदि हां, तो सरकार रेल-गाड़ियों में दिये जाने वाले खाद्यपदार्थों की किस्म में सुधार लाने के लिए क्या उपाय कर रही है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) :
(क) और (ख). गाड़ियों में परसे जानेवाले भोजन की किस्म काफी

संतोषप्रद है, यद्यपि इसमें आगे सुधार करने की गुंजाइश है।

रेलों में भोजन की तथा सेवा के मानदंडों में और सुधार लाने के लिए आधुनिक पाक तकनीक अपनाना, आधुनिक किचिन मजेट तथा उपस्करों, बिजली उपकरणों का उपयोग, आधार रसोईघर स्थापित करना, मानक स्रोतों से कच्चा माल तथा अन्य खाद्यान्य खरीदना, खानपान संस्थानों में खानपान कर्मचारियों को प्रशिक्षित करना, जैसे रेलों ने अनेक उपाय किये हैं।

विभागीय तथा ठेकेदारों द्वारा संचालित दोनों खानपान स्थापनाओं के कार्य निष्पादन पर निकटता से निगरानी रखी जाती है और जांच की जाती है और अधिकारियों को और निरीक्षकों द्वारा नियमित अचानक निरीक्षण किये जाते हैं ताकि यह सुनिश्चित हो सके कि यात्रियों को मुहैया की गई सेवा संतोषप्रद है तथा ठेकेदार के विरुद्ध दंडात्मक कार्रवाई सहित शोधक उपाय किये जा सकें और त्रुटि की स्थिति में विभागीय कर्मचारियों के विरुद्ध तत्परता के साथ अनुशासनात्मक कार्रवाई की जा सके।

सभी भारतीय रेलों में मीनू तथा थाली भोजन पाश्चात्य ढंग के भोजन चाय तथा काफी की सूची दरों में एक रूपता लाने के उद्देश्य से, कच्ची सामग्री, खाद्यान्न की लागत तथा कर्मचारियों पर अधिक लागत और ऊपरी खर्च को पूरा करने के लिए 15-6-80 से दर-सूची और मीनू में संशोधन किया गया है। इसके फलस्वरूप दर-सूची में मामूली वृद्धि हुई है लेकिन यह सुनिश्चित करने का ध्यान रखा

जाता है कि परोसा गया भोजन पोष्टिक और उसकी किस्म संतोषप्रद हो।

Rapid Transit System for Madras

*373. DR. A. KALANIDHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Report for Rapid Transit System for Madras between Madras Beach and Luz has been forwarded to the Planning Commission for inclusion in the 6th Plan; and

(b) if not, what is holding up the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The Project Report for a Rapid Transit System from Madras Beach to Luz at a cost of Rs. 53.46 crores prepared by the Metropolitan Transport Project (Railways Organisation, Madras, is under active consideration in this Ministry.

Manufacture of Anti-Cancer Drug

*374. SHRI K. MALLIANNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that Indian scientists and technologists have successfully carried out research on the manufacture of a very expensive and rare anti-cancer drug; and

(b) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b). Government is aware of the press reports about the claims made by certain groups of Indian scientists from different laboratories in India on the production of the alkaloid vinblastine isolated from the commonly grown (ornamental) plant *Vinca rosea* (Sa-daabahaar). *Vinca rosea* is known to yield a number of alkaloids of which

vinblastine and vincristine are well-known for their anti-cancer activity. In fact, these two drugs are already being manufactured abroad. They have also been subjected to extensive clinical trials in western countries and have been incorporated in standard text-books on Pharmacology as anti-cancer drugs.

Villages without Maternity and Child Health Services

*375. SHRIMATI GEETA MUKHERJEE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to lay a statement showing:

(a) in how many villages Maternity and Child Health Services are non-existent at present, State-wise;

(b) the percentage of women and children below poverty line who are not covered by the existing MCH Services, State-wise; and

(c) what percentage of the same is contemplated to be covered by the end of the Sixth Plan?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) to (c). Even though regular institutions do not exist in every village, Maternal and Child Health Services, in one form or another, are available to areas, women and children all over the country, irrespective of economic status, through Government and non-Government agencies as well as traditional practitioners. In the Sixth Plan, 1980-85, efforts are proposed to be made for increasing and further improving such services.

चीन-पाकिस्तान द्वारा संयुक्त वायुसेना अभ्यास

*376. श्री जगपाल सिंह : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि इस वर्ष नवम्बर में, अमरीका और चीन

के एक उच्चस्तरीय प्रतिनिधिमंडल ने पाकिस्तान की भारत और अफगानिस्तान से लगी सीमाओं का निरीक्षण किया था;

(ख) यदि हां तो, तत्संबंधी ब्यौरा क्या है; और

(ग) क्या सरकार को यह भी मालूम है कि चीन और पाकिस्तान ने भारतीय सीमाओं के निकट संयुक्त वायु सेना अभ्यास किए थे और यदि हां, तो उन स्थानों के क्या नाम हैं?

विदेश मंत्री (श्री पी० बी० नरसिंह राव): (क) और (ख). सरकार को इस बात की जानकारी है कि नवम्बर, 1980 में अमरीका और चीन के उच्चस्तरीय सैनिक प्रतिनिधिमंडलों ने पाकिस्तान की यात्रा की है। पाकिस्तान में अपने प्रवास के दौरान इन प्रतिनिधिमंडलों ने पेशावर, रिसालपुर और सरगौधा में कुछ सैनिक हवाई अड्डों का भी दौरा किया है जो कि पाकिस्तान-अफगानिस्तान और भारत-पाकिस्तान सीमाओं के करीब है। अमरीकी प्रतिनिधिमंडल के नेता प्रशांत में अमरीकी सेना के कमांडर एडमिरल राबर्ट लांग थे और चीनी दल के नेता वायु सेना अध्यक्ष वांगदिंग लाई थे।

(ग) भारतीय सीमा के करीब चीन और पाकिस्तान द्वारा संयुक्त हवाई अभ्यास किए जाने के बारे में सरकार को कोई जानकारी नहीं है।

जोधपुर के 'जलते दीप' में प्रकाशित समाचार

3360. आचार्य भगवान दत्त : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 7 अगस्त 1980 को जोधपुर के "जलते दीप" में

रेल द्वारा भेजी गई आठ लाख गांठें अपने गंतव्य तक नहीं पहुंची शीर्षक समाचार और इस बात की ओर दिलाया गया है कि रेल पार्सल सेवा के जरिए भेजी गई लगभग तीन सौ गांठें अपने गंतव्य तक नहीं पहुंची

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और सरकार को इस संबंध में कितनी वित्तीय हानि हुई है, और

(ग) सरकार द्वारा यह सुनिश्चित करने के लिए क्या कदम उठाए जा रहे हैं कि ऐसी घटनाएं दुबारा न हों।

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) :

- (क) और (ख). 7 अगस्त 1980 को जोधपुर के 'जलते दीप' में छपी इस खबर का संबंध 8 लाख रुपये मूल्य के सी० पी० माल की 300 गांठों से, न कि 8 लाख गांठों से। जब एक रेलवे पदाधिकारी द्वारा 'जलते दीप' के सम्पादक एवं संबंधित रिपोर्टर से सम्पर्क किया गया, तो वे उक्त परेषणों का कोई ब्यौरा न दे सके।
- बहरहाल, बलोटरा के व्यापारियों से यह पता लगा है कि उनकी शिकायत केवल बलोटरा से बुक किये गये सी० पी० माल पार्सलों को मार्ग में विलम्ब हो जाने के बारे में है, पार्सलों के गंतव्य-स्थल पर प्राप्त न होने के बारे में नहीं। इस कारण सरकार को कोई वित्तीय हानि हुई प्रतीत नहीं होती।

(ग) रतलाम यानान्तरण स्थल पर सी० पी० गांठों के पार्सलों के रुके रहने के कुछ मामले नोटिस में आये हैं। इसके लिए दोषी कर्मचारियों के विरुद्ध उपयुक्त कार्रवाई की जा रही है। साथ ही, रतलाम में यानान्तरण के काम की देखभाल के लिए एक पर्यवेक्षक विशेष रूप से तैनात किया गया है ताकि यह सुनिश्चित किया जा सके कि कोई माल परिहार्य रूप से रुका न रहे।

Office of the Plant Superintendent Marine Unloader Plant

3361. SHRI SAMAR MUKHERJEE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the office of the Plant Superintendent, Marine Unloader Plant is situated in the 'Protected Area' of Kandla Port;

(b) whether representations have been received from Kandla Stevedores and Dock Workers Union for shifting the said office away from the protected area in public interest; and

(c) if so, the steps taken by Government in this regard?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) It is not a fact that the office of the Plant Superintendent, Marine Unloader Plant, is situated in the 'protected area' as there is no statutory declaration of that area as 'protected area' though the whole of the cargo jetty area has been declared as a 'prohibited place' under the Official Secret Act.

(b) and (c). A representation from the Kandla Stevedores & Dock Workers Union has been received. The same has been considered. Office of the Plant Superintendent has been located near the Plant in the interest of proper and efficient operation of the Plant. It is, therefore, not considered desirable to shift the office away from the plant.

Passport Office

3362. SHRI RAM SINGH SHAKYA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the news item published in 'Asli Bharat' dated November 1st, 1980 under the caption "Passport Karyalaya Ka Chamatkar"; and

(b) if so, the action proposed to be taken by the Government against the officers in the said Passport Office?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) The matter has been investigated and the mistakes seem to have occurred due to rush of work. Necessary measures have been taken to ensure that such mistakes do not occur in future.

Railway Engines on Latur-Miraj Line

3363. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Kurduwadi-Miraj Mail (Central Railway) was stopped on 2nd August, 1980 between Bohli and Bamni Stations (Maharashtra) due to engine fault for hours;

(b) whether it is also a fact that the railway engines running on Latur-Miraj (Meter Gauge) line are too old to run smoothly and that spare parts of the same are not available; and

(c) if so, what action Government have taken for repairing those engines or for the replacement of them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Yes, for 4 hours 55 minutes.

(b) and (c). Latur-Miraj is a narrow gauge line. As 22 locomotives working on this section are overaged and require heavy inputs of maintenance for providing spares, Railway Administration has already taken a

decision to replace them with diesel locomotives progressively which have already been programmed for manufacture at Chittaranjan Locomotive Works. Meanwhile, all efforts are being made to see that existing locomotives are maintained properly to provide reliable service.

Posts of Welfare Inspectors

3364. SHRI T. M. SAWANT: Will the Minister of RAILWAYS be pleased to state:

(a) whether promotions were made to the posts of Welfare Inspectors in the grade of Rs. 550-750 and 700-900 during May, 1980 on the Northern Railway;

(b) if so, the number of promotions made in each grade;

(c) whether 40-point roster was consulted while ordering promotions;

(d) the number of carry forward vacancies at their time of promotion relating to Scheduled Castes & Scheduled Tribes grade-wise over Northern Railway and how many vacancies were mature for exchange between Scheduled Castes & Scheduled Tribes grade-wise;

(e) the number of Scheduled Castes & Scheduled Tribes employees promoted grade-wise during May, 1980; and

(f) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (f). The information is being collected from the Zonal Railway and will be laid on the table of the Sabha.

Impact of grants in improvements of Health Services

3365. SHRI SANAT KUMAR MANDAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that substantial grants-in-aid are given to the Hospitals and other voluntary institutions by his Ministry every year;

(b) whether any evaluation studies to measure the impact of these grants in the improvement of health services has been made and if so, the important findings thereof; and

(c) if not, what are the yardsticks adopted to measure the utilisation of Hospital services in such institutions?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes, Sir.

(b) and (c). The requisite information is being collected and will be placed on the table of the House.

Loss to Railways due to theft and pilferage

3366. SHRI K. PRADHANI: Will the Minister of RAILWAYS be pleased to state:

(a) the loss suffered by the Railways during the last three years due to the thefts and pilferage on large scale of foodgrains and other important commodities like iron ore and steel; and

(b) what measures Government have taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The compensation claims paid for loss, theft and pilferage of booked consignments which also include foodgrains and other commo-

dities like iron ore, steel etc. during the last three years were as under:

Year	Amount of compensation claims paid for loss, theft and pilferage of booked consignments (in Rs.)
	Lakhs
1977-78	999.88
1978-79	803.33
1979-80	735.26

(b) The following measures are being taken to prevent thefts and pilferages of booked consignments:—

(i) Armed escorts of Railway Protection Force/Railway Protection Special Force are detailed to patrol affected sections and yards;

(ii) RPF staff are detailed at vulnerable outer signals, engineering restrictions and upgradients where trains slow down;

(iii) All important yards, goods sheds and parcel offices are guarded round the clock by R.P.F. personnel. Special attention is being paid to places which are known as 'black' spots.

(iv) Wagons containing high valued commodities like foodgrains, coal, steel, etc., when running in block loads, are being escorted.

(v) At way side stations when loads are stabled, they are being guarded by RPF staff.

(vi) Intelligence about movement and activities of criminals and receivers of stolen property is collected by Crime Intelligence Branch of the RPF and raids are regularly arranged to apprehend and to recover stolen property.

(vii) Dog Squads are also being utilised or patrolling yards and arrest of suspects.

(viii) Close co-ordination is made by RPF with the Government Railway Police and Civil Police for effectively tackling the problem of thefts and pilferages.

(ix) As a special measure, in the Eastern sector, specially in the coal belt area of Bihar 5 companies of Railway Protection Special Force have recently been deployed for escorting coal rakes, other goods trains and track patrolling in vulnerable sections of Dhanbad Division.

Countries with whom India does not have Shipping Link

3367. SHRI G. Y. KRISHNAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the names of the countries in South Asia South-East and West Asia with whom India does not have shipping links;

(b) the names of the National Shipping lines of these countries which touch Indian ports; and

(c) whether there are some third country shipping lines which ply between India and these countries?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Israel, Brunei, Vietnam, Kampuchea, East Timor, Macao and Maldives.

(b) Of the national lines of these countries, only Maldives Shipping Limited of Maldives, touches India ports.

(c) Some of the prominent third country shipping lines which ply between India and the countries in South and South East Asia are:—

1. Mitsui O.S.K. Lines Ltd., Japan.
2. Nippon Yusen Kaisha, Japan.
3. Everett Orient Line Inc. Japan.
4. Splosna Plovba, Yugoslavia.

5. Jugolinija, Yugoslavia.

6. Far East Shipping Company, Hongkong.

7. Maersk Line, Japan.

8. American President Line, USA.

9. Blue Star Line, U.K.

10. Hongkong Lines, Hongkong.

11. Maldives Line, Maldives.

Stations to be Strengthened in Karnataka

3368. SHRI JANARDHANA POOJARY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway stations in Karnataka which are to be strengthened with regard to additional platform, goods sheds and siding specially in industrial towns; and

(b) the steps taken to improve the goods traffic in Karnataka region?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The information is being collected from the concerned zonal railways and will be placed on the Table of the Sabha.

Electrification up to Midnapur

3369. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received representation regarding extension of electrification up to Midnapur from Kharagpur in the S.E. Railway;

(b) whether Government have agreed to concede to this demand; and

(c) if not, the reason for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) No.

(c) The traffic density on Midnapur Kharagpur section is quite low as compared to other sections being taken up for electrification. Therefore, the investment is not financially viable. As such there is no proposal to electrify Midnapur-Kharagpur section in the near future.

Proposal to upgrade State Highways as National Highways in Gujarat

3370. SHRI AMARSINH RATHAWA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Gujarat Government has sent certain proposal to up-

grade certain State Highways to National Highways to the Government of India;

(b) the details of the proposed roads with lengths in Kms; and

(c) the action taken by Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) to (c). The following roads were proposed by the Gujarat Govt. for inclusion in the N.H. System in the 5th Five-Year Plan and later:—

S.No.	Route	Length in Kms
1.	Ahmedabad-Calcutta road (Via) Surat-Dhulia-Nagpur.	85
2.	Ahmedabad-Bhopal (Via) Indore.	88
3.	Kandla-Bombay Coastal Highway (Via) Jamnagar-Okha-Porbandar-Veraval-Bhavnagar-Vataman-Cambay-Baroda.	996
4.	Ahmedabad-Hyderabad Road (Via) Bulsar-Nasik-Poona.	84
5.	Bhavnagar-Jamnagar Road (Via) Rajkot.	247
6.	Baroda-Bhopal Road (Via) Godhra-Indore Road.	133
7.	Ahmedabad-Kandla Road (Via) Veramgam-Dharamgadhra.	190
8.	Kandla-Lakhpur Road	18
9.	Ahmedabad-Jaipur-Delhi-road (Via) Mehsana-Palanpur-Abu-Bewar.	175
10.	Bagodara-Wataman Link Road	26
11.	Road connecting Gandhinagar and terminating at Sarkhej on NH 8A (Chiloda-Gandhinagar Sarkhej link road)	46
Total:		2354

Owing to financial limitations only the road mentioned at Serial No.11 above could be declared as a National Highway.

Nasik Road Station

3371: SHRI BALASHEB VIKHE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that Nasik Road Railway station lacks terminus facilities; and

(b) if so, what steps Government are contemplating to take with regard to creation of terminus facilities at this station?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIA-

MENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) and (b). At present no passenger trains originate or terminate at Nasik Road station. This station has the necessary facilities to handle additional special trains for Sinhastha fair. However, a Techno-Economic Survey for provision of additional passenger terminal and goods shed facilities at Nasik Road station has been approved in the current year's Budget and will be completed as early as possible.

Facilities for Ticket Examiners and Conductors in Trains

3372. PROF. MADHU DANDA-VATE: Will the Ministry of RAILWAYS be pleased to state:

(a) whether it is a fact that there are no adequate facilities of running rooms for resting for the benefit of travelling ticket examiners and upper class conductors on trains; and

(b) if so, whether the necessary arrangements will be made?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) and (b). Ticket Examiners and Conductors are permitted to avail themselves of resting facility in the running rooms subject to spare accommodations being available after meeting the requirements of regular running staff. In accordance with this practice wherever the facilities are not adequate. Railways have been advised to provide facilities for such staff in a phased programme by construction of rest rooms subject to availability of funds.

Appointment of Commission Vendors

3373. SHRI N. K. SHEJWALKAR: Will the Minister of RAILWAYS be pleased to state:

(a) what are the policy directive of the Railway Board regarding appointment of Commission Vendors at departmentalised railway stations and whether these directives are being observed on Allahabad Division;

(b) if not, the reasons therefor; and

(c) the names of the Commission Vendors appointed during the years 1978, 1979 and upto October, 1980 year-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) The extant instructions for engaging Commission Vendors in the Departmental Catering Establishments at Railways at Railway Stations are that applications are invited after giving wide publicity. The applicants are then screened by a Committee of Officers for selection to be done on merits.

However, on the death of a Commission Vendor, the 'Vendorship' can be transferred to his son or dependent.

Further, in the event of a Commission Vendor becoming very old, invalid and incapacitated, the 'Vendorship' can be transferred to his son/legally adopted son.

These instructions are being followed on Allahabad Division also.

(b) Does not arise.

(c) During this period no engagement of Commission Vendors on Allahabad Division was made. However, in the year 1980 only, the 'Vendorship', has been transferred to the follow-

ing sons/dependents on the death of Commission Vendors:—

1. Shri Brij Mohan S/o Late SH. Dakhi Lal of Allahabad.

2. Shri Chitter Singh Vice Late Shri Ram Singh at Tundla.

3. Shri Puran Singh. Vice Shri Dozi Ram at Tundla.

4. Shri Hari Shanker vice Late Shri Girraj at Tundla.

5. Shri Om Prakash vice Shri Balkrishan at Tundla.

Countries without Indian Consular representatives

3374. SHRI N. DENNIS: Will the Minister of EXTERNAL AFFAIRS be pleased to state the details of the countries to which Consular representatives have not yet been posted?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): Of the 151 countries that are member-States of the United Nations, India does not have consular representation in the following:

- (1) Albania
- (2) Angola
- (3) Haiti
- (4) Honduras
- (5) Israel
- (6) Sao Tome & Principe
- (7) Kampuchea—Resident Mission being opened shortly.

India does not have either diplomatic or Consular representation in South Africa.

Cycle and scooter advance to employees of Government Medical Store Depot Madras

3375. SHRI CUMBUM N. NATARAJAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Government Medical Store, Depot

Workers Union, Madras, is demanding for the payment of Scooter advance and cycle advance for the eligible employees of Medical Store Depot, Madras;

(b) if so, the total amount to be required to be disbursed to the eligible employees; and

(c) when the payment will be made to them?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) The Government Medical Stores Depot Workers Union, Madras had made a demand for the grant of Cycle advance only.

(b) Rs. 22,250/-

(c) Already made.

Modernisation of Medical Store Depot. Madras

3376. SHRI THAZHAI M. KARUNANITHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what are the recommendations of the sub-committee of the Committee on Public Expenditure on Medical Store Organisations and what action has been taken on the same;

(b) when they submitted their report and when the action on the same will be finalised; and

(c) whether Government are aware that the sub-committee Report is a hurdle to implement the recommendations of the Expert Committee Report on the Moderanisation of Medical Stores Depot, Madras and if so, what action is proposed to be taken to overcome this?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (c). In

their report submitted to the Government in February, 1980 the working group appointed by the Committee on Public Expenditure recommended that the Medical Store Organisation should be wound up gradually. The observations made in support of the above recommendation are still being examined and this process is likely to take some time to arrive at a final decision. Till a final decision is taken in this regard, the Expert Committee Report on the Modernisation of the Medical Store Depot, Madras has to be kept pending.

Contracts given to SC/ST in Madras and Tuticorin Port Trusts

3377. SHRI K. B. S. MANI: Will the Minister of SHIPPING AND TRANSPORT be pleased to refer to the reply given to Unstarred Question No. 600 on 20-11-80 regarding contracts earmarked for Scheduled Castes and Scheduled Tribes in Madras and Tuticorin Port Trusts and State:

(a) whether the Scheduled Castes/Scheduled Tribes have been given any contracts as mentioned in (b) of the above reply; if so, how many total contracts have been given during the last five years and how many of SC/ST are among them;

(b) what is the criteria for allotting clearing Agency in the Ports, particularly in Madras and in Tuticorin;

(c) during the last five years how many such Agencies were given in Madras and in Tuticorin Ports and if so, the details of company names etc., and

(d) how many Scheduled Castes/Scheduled Tribes have been given the above Agency and if so, the details thereof?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Since the implementation of the scheme in July 1980, 16 works have been awarded by Mad-

ras Port Trust to SC/ST contractors. During the last 5 years approximately 260 contracts, excluding 16 contracts referred to above, were awarded by Madras Port Trust. Details of contracts awarded to SC/ST contractors are not available.

During the last 5 years, 674 contracts have been awarded by Tuticorin Port. Details of contracts awarded to SC/ST contractors are not available.

(b) No licences are issued by the Madras and Tuticorin Port Trust for the clearing agencies. Licences for appointment of clearing agents are issued by Customs authorities in accordance to the criteria laid down by them.

(c) and (d) Do not arise in view of (b) above.

Overbridge at Jorai Kamakhyaguri

3378. SHRI PIUS TIRKEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that his Ministry has agreed to build a Road Over Bridge at Jorai Kamakhyaguri and Alipurduar Court;

(b) if so, when the work will start; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Does not arise.

(c) Proposals for construction of road over/under-bridges are to be sponsored by the State Government/Local Authority together with an undertaking to bear their share of the cost if the bridge is in replacement of existing level crossing and the entire cost if it is a new bridge not in replacement of existing level cross-

ing. No proposal for construction of road over-bridges at these locations has so far been received from the State Government/Local Authority.

ways during the last three years, Division-wise; and

(b) the details thereof and the action take by Government in each case?

Vigilance cases

3379. SHRI SHIBA SAREN: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Vigilance cases registered on the Indian Rail-

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The number of Vigilance cases taken up for disciplinary proceedings during the last three years is given below railway wise:

RAILWAY	1977-78	1978-79	1979-80	TOTAL
Central	56	54	111	221
Eastern	183	216	291	690
Northern	299	327	350	976
North Eastern	48	94	56	198
Northeast Frontier	199	263	242	704
Southern	112	97	128	337
South Eastern	109	74	217	400
South Central	162	109	87	358
Western	236	328	144	708
Other Units	31	37	47	115
Total:	1435	1599	1673	4707

(b) The number of officials punished arising out of disciplinary proceedings taken against them during the

last three years is given below indicating the type of penalty/administrative action (O.A.) taken:

Railway	1977-78			1978-79			1979-80			Total for 3 yrs.
	* Major	Minor	OA	Major	Minor	OA	Major	Minor	OA	
I	2	3	4	5	6	7	8	9	10	11
Central	8	15	14	39	81	2	49	145	30	383
Eastern	16	183	110	23	116	154	14	190	58	864
Northern	30	203	58	21	272	103	46	470	153	1356
North Eastern	39	160	47	34	180	42	40	130	25	697

	1	2	3	4	5	6	7	8	9	10	11
Northeast Frontier		19	134	78	18	85	65	10	119	74	602
Southern		90	98	28	36	305	278	34	351	297	1517
South Central		61	92	12	49	79	22	38	72	12	437
South Eastern		58	164	47	12	63	24	34	113	30	546
Western		45	287	128	37	235	115	36	222	91	1196
Other Units		5	12	2	5	11	13	4	8	7	67
		371	1348	524	274	1427	818	305	1820	777	7664

Note: Division-wise figures are not available. It will be a voluminous task to collect details of each Vigilance case from past records as their total number comes to nearly 5000 cases involving 8000 officials, as shown above.

Koraput-Rayagada line

3380. SHRI GIRIDHAR GOMANGO:
Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry received the survey report of Koraput-Rayagada Railway line of South Eastern Railway;

(b) if so, whether the said report has been examined for taking decision for construction of the line;

(c) if not, the reasons for delay in survey and submitting the report therefor; and

(d) the steps taken by his Ministry for early clearance of the project, keeping in view the Aluminium/Alumina complex at Damanjodi, Koraput?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). In the context of the proposed 8 lakh tonne Alumina plant to be installed at Damanjodi near Koraput in Orissa, a preliminary engineering-cum-traffic survey for Koraput Salur/Parvatipuram/Rayagada being carried out by M/s.

Rail India; Technical and Economic Services is expected to be completed shortly. The survey now in progress is for a new railway line for connecting a suitable station on the existing Kottavalasa-Kirandul line at the one end and Raipur-Vizanagram line at the other end.

Fast trains between Howrah and Samastipur, Patna-Samastipur and Patna-Jamshedpur

3381. SHRI BHOGENDRA JHA:
Will the Minister of RAILWAYS be pleased to state:

(a) whether there have been persistent demand for starting one more faster train between Howrah and Samastipur, Patna-Samastipur and between Patna and Jamshedpur via Ranchi, Bokaro and Dhanbad;

(b) whether various public organisations of Calcutta and North Bihar and South Bihar and the Newspapers and Publications Ltd., Patna have represented to the Railway Ministry;

(c) whether it is proposed to start the above faster trains; and

(d) if so, the details thereof and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN); (a) and (b). Yes.

(c) and (d). Apart from the question of traffic justification introduction of additional trains on the above routes have not been found to be operationally feasible due to line capacity constraints on section en route and inadequate terminal facilities at the terminals.

Free Travel by Police Personnel in DTC Buses

3382. DR. A. U. AZMI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that Delhi Police personnel upto the rank of Inspector of Police whether on duty or off duty; whether in uniform or half-uniform or without uniform are at present having the privilege of free travel by the DTC buses in the capital;

(b) if so, under what orders;

(c) whether Government are also aware that they have the privilege to jump the queue and occupy comfortable position and also enter the bus at any point through the exist gate thus causing considerable inconvenience to the commuters; and

(d) if so, whether Government purpose to issue instruction to stop their entry into the DTC buses from the exist gate and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b). Under an arrangement between DTC and the Delhi Police Authorities, subordinate police personnel in uniform are allowed to travel free by the city buses of the Delhi Transport Corporation. At a time only two police personnel are allowed to travel free by a bus.

(c) and (d). In the past a few complaints of this nature were received and instructions were issued to the members of crew that policemen should not be allowed to board the buses from the exist gate.

Corruption in Sealdah and Howrah Divisions

3383. DR. GOLAM YAZDANI: Will the Minister of RAILWAYS be pleased to state:

(a) the steps taken by the Eastern Railway for checking corruption in Sealdah and Howrah Divisions of Eastern Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) On the Eastern Railway as on other Zonal Railways, there is a fullfledged Vigilance Organisation headed by the Senior Deputy General Manager who is also designated as Chief Vigilance Officer. Genuine complaints/allegations/information received from individual Railway employees, trade unions, public men etc., are looked into and enquiries/investigations as warranted are conducted. The Vigilance Organisation also undertakes preventive checks by way of surprise checks, raids etc. On the Eastern Railway, during the last three years, the number of preventive checks conducted were as under:

1976-77	1015
1977-78	1030
1978-79	1150
1979-80	1081

These figures are not maintained division wise but out of these, roughly 30 per cent of checks were conducted on Howrah and Sealdah Divisions. The checks are being progressively intensified and the tempo is being sustained during current year also. Commercial area such as reservations by important trains is one of the

most sensitive areas. During the current year since February 1980, the Eastern Railway conducted 74 and 31 train checks in Howrah and Sealdah Divisions respectively. Similarly 24 & 31 checks on reservation offices were also conducted in Howrah and Sealdah Divisions.

Night Bus Service through Central Secretariat

3384. SHRI CHANDRA PAL SHAILANI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the DTC runs certain night bus services;

(b) if so, whether there is no night bus service which serves Central Secretariat Terminal particularly during Parliament Sessions when a number of Government employees posted in Central Secretariat complex have to sit late for sessional work;

(c) if not, whether Government propose to route all night bus services via Central Secretariat Terminal during Parliament Sessions; and

(d) if not, whether a feeder DTC bus service will be introduced between Central Secretariat Terminal and Delhi Gate via New Delhi Railway Station so as to enable the passengers to catch all night bus services?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes, Sir.

(b) Yes, Sir.

(c) and (d). Generally, hardly any traffic is available at night at office complexes like Central Sectt. which may justify night service through and from Central Sectt. The existing pattern of services has by now got established, and it is not considered advisable to disturb it.

Irregularities to the Store of Central Health Education Bureau

3385. SHRI SURAJ BHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that an officer of the Central Health Education Bureau carried out the stock verification of the Stores of the Bureau in the year 1977 and brought to light in a comprehensive report, large number of discrepancies, defalcations and irregularities in the store of the Bureau;

(b) whether it is also a fact that no action has been taken on the said report so far; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) No. However, a stock verification was conducted in 1978 by an officer of the Central Health Education Bureau and the report was submitted to the Central Health Education Bureau on 20-12-78.

(b) No.

(c) Does not arise.

Proposed Strike of Port and Dock Workers

3386. SHRI R. P. SARANGI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the position of the strike for indefinite period in all the Major Ports from 28th November 1980;

(b) what steps Government had taken to postpone the strike;

(c) why the Government called the Four Federations on 26th November, 1980 excluding B.M.S. affiliated Federation namely Bharatiya Port Dock Mazdoor Sangh (All India Federation) in the proposed strike issue;

(d) whether the bi-partite wage negotiation committee for port and dock workers have dissolved and the reasons therefor;

(e) why the Government deprived the observer Member from Bharatiya Port Dock Mazdoor Sangh in bi-partite wage negotiation committee of the privileges which are enjoyed by the other Former Federations representative like T.A. and D.A. etc., for attending the several meetings; and

(f) how much money was spent for the above committee meetings and what for?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). Negotiations were held by Government with the under-mentioned Federations of Port and Dock Workers on 26, 27 and 28th November, 1980 as a result of which an understanding was reached on 28-11-1980 on certain major issues relating to revision of wages of the workers due from 1-1-1980 over which the Federations had threatened to resort to strike:

- (1) All-India Port and Dock Workers' Federation.
- (2) Indian National Port and Dock Workers' Federation
- (3) Port, Dock and Waterfront Workers' Federation of India
- (4) Water Transport Workers' Federation of India

Following this understanding, the 4 Federations withdrew the strike notices.

(c) The four Federations mentioned in reply to parts (a) and (b) above represent the majority of port and dock workers. The Bharatiya Port Dock Mazdoor Sangh has very insignificant following among the port and dock workers in the Major Ports.

(d) The Bi-partite Wage Negotiating Machinery set up in May, 1980

became infructuous as negotiations therein got stalled because the Management side found the demands of the labour side unacceptable. The question of dissolving the said Machinery is under consideration.

(e) The representative of the Bharatiya Port Dock Mazdoor Sangh was not appointed a member of the Bi-partite Wage Negotiating Machinery. He was only permitted to attend the meetings of the Machinery as an observer. Therefore, he was not entitled to TA/DA, etc. like the representatives of other Federations, who were appointed regular members of the said Machinery.

(f) An amount of Rs. 1,85,249 was incurred on the Bi-partite Wage Negotiating Machinery. The break-up is as follows:—

	Rs.
(i) Secretarial expenses	23,620
(ii) Travelling expenses	1,05,186
(iii) Transport and Conveyance expenses	4,454
(iv) Expenses on meetings of the Machinery	51,989

Total :	1,85,259

Advertisement of Limca

3387. SHRI DHARAM DASS SHASTRI:

SHRI K. LAKKAPPA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Limca, soft drink, is being advertised as a low calorie drink in hoardings, press and otherwise; the hoarding saying Lima times and Limcatimes depicting slim girls with narrow waist and displayed in different cities;

(b) whether it is also a fact that Limca contains more or less the same amount of calories as contained in other Lemon and Cola soft drinks of other brands; and

(c) if so, whether Government propose to prosecute the company manufacturing Limca for cheating the public under Section 420 of I. P. C. ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) The advertisement on the hoarding saying "Slimcatimes Limcatimes" depicting slim girls has come to the notice of the Government.

(b) and (c). Statement will be laid on the table of the House.

Commissioned Bearers

3388. **SHRI R. L. P. VERMA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 236 commissioned bearers out of 476 in Eastern Railways have not yet been regularised due to non-implementation of order No. C.52/4|V-B Absobb|Catg.|Vol.II Calcutta dated 30.6.78;

(b) whether it is also a fact that these commissioned bearers have no facilities of Passes, Leave, Pensions, P. F. gratuity, PTO like other class IV Railway employees of the Indian Railway; and

(c) if so, what action Government proposed to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIK-ARJUN): (a) to (c). Out of 478 Commission Bearers on the Eastern Railway, 230 have been absorbed as regular Class IV employees. The case regarding regularisation of the balance is under consideration in the Ministry of Railways.

Since the Commission bearers are not regular Railway employees and they work on commission basis they are not entitled for these facilities.

Increase in Loading Charges by Mormugao Port Trust

3389. **SHRI K. P. SINGH DEO:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received complaints expressing apprehension that increase in loading charges by the Mormugao Port Trust will lead to total stoppage of iron ore exports from Goa and consequently the closure of ore mines;

(b) if so, whether Government have considered this aspect before embarking upon an increase in loading charges; and

(c) whether any final decision been taken in this regard and if so, the details thereof?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) to (c). A rate of Rs. 23|- per tonne had been fixed on an *ad hoc* basis effective from 1-10-79 for handling iron ore exports at the Mechanical Ore Handling Plant in the Mormugao Port. This rate was subject to review in the year 1980-81. Accordingly, the Mormugao Port Trust reviewed this rate and revised it to Rs. 30|- per tonne in July, 1980. The Goa Mineral Ore Exporters' Association represented against the increase in the handling rate. The representations were considered by Government in consultation with the Chairman, Mormugao Port Trust. After examining the various points raised by the exporters and a fresh scrutiny of the figures, the Port Trust Board has now reduced the rate from Rs. 30|- to Rs. 27.56 per tonne which has been sanctioned by Government and notified.

**Passenger traffic Service in Sealdah,
Division of Eastern Railway**

**3390. SHRI TRIDIB CHAUDHURI:
SHRI PIUS TURKEY:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of the Government has been drawn to the complaint of travelling public about the steady deterioration of passenger Traffic Service in the Sealdah Division of Eastern Railway and the late running of local trains for commuters to and from Calcutta-Sealdah; and

(b) any steps taken to redress the complaints and improve the service?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The Railways are fully seized of the problems of commuters traffic in the Sealdah Division of Eastern Railway. The running of suburban train service on Sealdah Division has been affected mainly due to miscreant activities, thefts, and limited availability of spares. Within the prevailing constraints Railways are making all efforts for remedial measures to overcome the irregularities related to suburban trains. Many of the 8 coach EMU rakes on Sealdah Division have already been replaced by 9 coach rakes. As and when additional EMU coaches become available, further relief would be provided by converting the existing 8 coach rakes into 9 coach rakes. Close liaison is also being maintained with the West Bengal State Government to check the incidence of miscreant activities.

राज्यों के परिवहन मंत्रियों की बैठक

3391. श्री कृष्णवत्त : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) राज्यों के परिवहन मंत्रियों की पिछले एक वर्ष के दौरान कितनी बैठकें हुई हैं ;

(ख) क्या सरकार का विचार उन बैठकों में लिए गए निर्णयों की एक प्रति को सभा पटल पर रखने का है ; और

(ग) उनमें हिमाचल प्रदेश के परिवहन मंत्री ने क्या सुझाव दिए हैं और सरकार का उन सुझावों को कब तक कार्यान्वित करने का विचार है, तथा उनका ब्यौरा क्या है ।

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री बूटा सिंह) : (क) और (ख). पिछले एक साल में राज्यों के परिवहन मंत्री सिर्फ अगस्त, 1980 में हुई परिवहन विकास परिषद् की बैठक में एक बार आपस में मिले । परिषद् की सिफारिशों में अलग-अलग विषय पर सलाह दी जाती है और हम उन सिफारिशों पर कार्रवाई करने के लिए बाध्य नहीं होते हैं । परिषद् की बैठकों के कार्यवृत्तों की प्रतियां संसद् के सभा पटल पर रखने की न तो परिपाटी रही है और न ही ऐसा जरूरी समझा गया है ।

(ग) हिमाचल प्रदेश के प्रतिनिधियों ने परिवहन विकास परिषद् की बैठक में विचार विमर्श के दौरान ये बात रखी:—

(i) चैसिस सप्लाई करने के मामले में हिमाचल प्रदेश राज्य को वरीयता दी जाए,

(i) हिमाचल प्रदेश का नाम ईस्ट जोन परमिट स्कीम में एक सदस्य के रूप में शामिल किया जाए ;

(iii) इस्पात और सीमेंट जैसी जरूरी चीजों के अभाव के कारण सड़कों के निर्माण कार्यक्रम पर प्रतिकूल प्रभाव पड़ता है इसलिए, राज्य सरकार को अधिक इस्पात और इस्पात की छोड़े आबंटित की जाए ।

(iv) पर्यटकों के बढ़ते हुए यातायात को नियंत्रित करने के लिए टूरिस्ट टैक्सियों के परमिट भी बढ़ाए जाएं ।

यह फैसला किया गया था कि चैसिस की सप्लाई के बारे में चैसिस निर्माताओं और राज्य परिवहन उपक्रमों के प्रतिनिधियों की बैठक बुलाकर उसमें विचार विमर्श किया जाए । तदनुसार, क्षेत्रीय बैठक बुलाने की योजना बनाई गयी है । 31-10-1980 को एक बैठक बुलाई गयी जिसमें उत्तरी राज्यों के राज्य सड़क परिवहन निगमों की चैसिस संबंधी आवश्यकताओं के प्रश्न पर विचार विमर्श किया गया । लेकिन हिमाचल प्रदेश के प्रतिनिधि इस बैठक में नहीं आए । जहां तक हिमाचल प्रदेश का नाम ईस्ट जोन की जोनल परमिट स्कीम में शामिल करने का सवाल है सितम्बर, 1980 में अन्तर्राज्यीय परिवहन आयोग द्वारा बुलाई गयी बैठक में हिमाचल प्रदेश सरकार के प्रतिनिधियों को यह स्पष्ट किया गया था कि एक ऐसे राज्य को जो पूर्वी क्षेत्र के राज्यों के साथ नहीं लगता, पूर्वी क्षेत्र स्कीम में शामिल करना संभव नहीं है । पूर्वी क्षेत्र में 10 राज्य आते हैं, जिनके नाम इस प्रकार हैं :- बिहार, उत्तर प्रदेश, उड़ीसा, पश्चिम बंगाल, मायालैड, त्रिपुरा, मिजोरम, मेघालय, मणिपुर और आसाम । टूरिस्ट टैक्सियों के परमिटों की संख्या में वृद्धि करने का मामला विचाराधीन है ।

Scheduled Tribes Candidates

3392. SHRI BHEEKHABHI: Will the Minister of RAILWAYS be pleased to state whether it is a fact that in the matters of recruitment of Scheduled Tribes candidates, there have been shortfalls in almost all the railway zones?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): Yes.

Co-operative Agreement with Mozambique

3393. SHRI KESHAORAO PAR-DHI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have agreed to provide vital co-operation to Mozambique in the fields of agriculture, small scale industries improvement and expansion of railways rubber and tea industries;

(b) whether any agreement has been reached in this regard; and

(c) if so, the detailed outlines of this agreement ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (c). No formal agreement has been concluded on the subject. However, details of co-operation in these fields were included in the agreed minutes signed at the end of the visit of the Mozambican Minister of Ports and Surface Transport on 29-10-1980. Co-operation in the field of agriculture would cover crops, agro-based industries and research. A team of four experts would be deputed to Mozambique for a study on rubber plantation followed by a feasibility study for setting up such plantations there. India and Mozambique would cooperate in tea processing and in establishing tea proce-

ssing factories. On receipt of concrete proposals from Mozambique, a small team would be deputed for studying various aspects of small scale industries. The Rail India Technical and Economic Services (RITES) would co-operate with Mozambican State Railways in management. An agreement in principal has been signed between RITES and the Mozambican National Directorate for Ports and Railways. Details of cooperation in areas such as rail tracks construction, rehabilitation, maintenance, civil construction, implementation of CTC (Centralised Traffic Control) systems, would be worked out in due course.

Theft cases in Neelachal Express from April 1980 to 31st October

3394 SHRI HARIHAR SOREN:
Will the Minister of RAILWAYS be pleased to state:

(a) the number of theft cases registered by the passengers of Neelachal Express from April 1980 till 31st October;

(b) whether Government are aware of the fact about the negligence of the railway staff to supply water to this train at different big stations; and

(c) the steps taken or proposed to be taken to check crimes and to punish the concerned staff who are creating difficulties for the passengers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) One case of dacoity and 25 cases of thefts were reported by the passengers of Neelachal Express to the Police during the period April to October, 1980.

(b) No complaint in this regard from the passengers has been received by the concerned Railways. Over-head tanks of coaches are being fully replenished with water at origi-

nating stations i.e. Puri and New Delhi and checked at the platform before the train starts. During the journey of the train, over-head tanks are checked and replenished at important intermediate stations both in up and down directions.

Arrangement have been made by the railways to supply drinking water through watermen from the bucket or 'gharas' filled with potable drinking water or water trolleys which are moved from one end of the train to the other. Besides this, taps, water coolers, etc., have also been provided at the platforms for providing drinking water to passengers.

(c) As no specific complaint about negligence of railway staff has come to the notice of the Railways, the question of punishing the staff concerned does not arise.

With a view to preventing cases of thefts and robbery/dacoity on the train, Neelachal Express is being escorted by the armed police personnel during its night run. The Government Railways Police staff have been deputed at important railway stations to keep watch over the movement and activities of criminals and suspicious characters. TTEs/Conductors/Attendants have been instructed to remain vigilant to prevent entry of unauthorised persons in train coaches.

जोधपुर से भीलड़ी तक चलने वाली
एक्सप्रेस गाड़ी को प्रहमदाबाद तक
चलाया जाना

3395. श्री विरहा राम दूलू वाडिया :
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जोधपुर से भीलड़ी बरास्ता समदारी चलने वाली एक्सप्रेस गाड़ी को प्रहमदाबाद तक बढ़ाने का कोई प्रस्ताव सरकार के विचाराधीन है ;

(ख) यदि हां, तो यह प्रस्ताव सरकार द्वारा कब तक स्वीकार किया जायेगा ; और

(ग) यदि नहीं तो इस बारे में विलम्ब के क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) से (ग). वर्तमान 265/266 जोधपुर भिलडी एक्सप्रेस गाड़ियों के कुछ डिब्बे पहले से ही 65/66 भुज एक्सप्रेस/फास्ट सवारी गाड़ियों के साथ लगाये जा रहे हैं। इस प्रकार भिलडी के रास्ते जोधपुर और अहमदाबाद के बीच सीधी गाड़ी की व्यवस्था मौजूद है। भिलडी-अहमदाबाद के कुछ खंडों में लाइन क्षमता के अभाव के कारण जोधपुर-भिलडी गाड़ी को अहमदाबाद तक लाना परिचालनिक दृष्टि से व्यावहारिक नहीं है। ऐसा करने के लिए अहमदाबाद भिलडी खंड पर मौजूदा 65/66 भुज एक्सप्रेस/फास्ट सवारी गाड़ी का चालन क्षेत्र कम करना होगा जिसका कि वर्तमान उपयोगकर्ताओं द्वारा घोर विरोध किया जायेगा क्योंकि भुज आने जाने वाली इन गाड़ियों से अहमदाबाद और गांधीधाम (पालनपुर के रास्ते) के बीच के मीटर लाइन मार्ग में रात भर में यात्रा पूरी की जा सकती है।

Railway Line per square Kilometre

3396. SHRI N. E. HORO: Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) the length of railway line in each State and Union Territory per square K. M. of the area and per lakh of population;

(b) the area of the country uncovered by railway net-work; and

(c) what are the targets of Government during the current financial year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) A statement is attached.

(b) The States/Union Territories having no railway lines are Manipur, Meghalaya, Sikkim, Andaman and Nicobar Islands, Arunachal Pradesh, Dadra and Nagar Haveli, Lakshadweep and Mizoram.

(c) 118.5 kms. of new lines have been opened to traffic and another 222.25 kms. of new lines are expected to be commissioned to traffic during the course of the current financial year.

Statement

State	Route Kms per sq. Kms of area	Route Kms per lakh of population
1	2	3
Andhra Pradesh	0.017	10.83
Assam	0.028	15.03
Bihar	0.031	9.42
Gujarat	0.029	21.24
Haryana	0.033	14.50
Himachal Pradesh	0.005	7.31
Jammu & Kashmir	0.0003	1.67

1	2	3
Karnataka	0.016	10.28
Kerala	0.024	4.30
Madhya Pradesh	0.013	13.76
Maharashtra	0.017	10.38
Manipur . . . . .	..	..
Meghalaya . . . . .	..	..
Nagaland	0.001	1.80
Orissa	0.012	8.89
Punjab	0.042	15.73
Rajasthan	0.016	21.76
Sikkim . . . . .	..	..
Tamil Nadu	0.029	9.28
Tripura	0.001	0.75
Uttar Pradesh	0.030	9.98
West Bengal	0.042	8.40
Andaman & Nicobar Islands . . . . .	..	..
Aunachal Pradesh . . . . .	..	..
Chandigarh	0.096	3.67
Dadra & Nagar Haveli . . . . .	..	..
Delhi	0.113	4.10
Goa, Daman & Diu	0.021	8.78
Lakshadweep . . . . .	..	..
Mizoram . . . . .	..	..
Pondicherry	0.056	5.40
All India	0.019	11.12

Opening of CGHS Dispensary in Paschim Vihar

3397. SHRI ZAINUL BASHER:
Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that more than 5000 Government employees are living in Paschim Vihar area of New Delhi.

(b) whether it is also a fact that there is no CGHS Dispensary for them in the area;

(c) if so, whether there is any proposal to open a CGHS dispensary there; and

(d) the time by which it is likely to start functioning?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RAJAN LASKAR): (a) Government is not aware of the exact number of Central Government employees living in Paschim Vihar area of New Delhi.

(b) Yes.

(c) Yes.

(d) The dispensary is likely to be opened during the current year, subject to the availability of suitable accommodation.

Wheat missing from Special Train

3398. **SHRI P.K. KODIYAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that wheat worth Rs. 2 lakhs were found missing from a special train arrived in Delhi from Patti in Amritsar in the first week of November this year;

(b) if so, the details thereof;

(c) whether any enquiry has been conducted into this matter; and

(d) if so, with what results?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) On 3-11-1980, a foodgrain special comprising of 59 wagons loaded with wheat bags ex. Patti to Sabzimandi arrived Sabzimandi with seals of Patti station intact and open wagons duly covered with tarpaulins and lashings properly tied up. On unloading of the consignment at Sabzimandi goods shed on 3-11-80 and 4-11-80, 305 complete bags of wheat and some loose wheat weighing 832.90 Qtls. valued at about Rs. 1,08,277 were found short. The consignment was booked on 'said to contain' Railway Receipt and its load-

ing was done at Patti station by the staff of Food Corporation of India and was not supervised by Railway staff. No criminal interference with the consignment appears to have taken place on the Railway between Patti and Sabzimandi stations as seals of the covered wagons as well as tarpaulins over the open wagons were intact right from the booking station up to the destination.

(c) The case has been registered by the Government Railway Police, New Delhi vide their F.I.R. No. 667/80 dated 12-11-1980 u/s 409/420 and 120 (b) IPC who have taken up the investigation.

(d) The investigation is still in progress.

Over-bridge at Cuttack City

3399. **SHRI LAKSHMAN MALLICK:** Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 392 on the 13th March, 1980 regarding over-bridge at Cuttack level crossing and state:

(a) the date on which the Government of Orissa was directed to furnish the exact location and detailed estimate for the construction of the proposed over-bridge at the level crossing of Cuttack city;

(b) the steps, so far, taken by the Railways to expedite the proposal;

(c) when was the demand for construction of the proposed over-bridge first made to the Union Government by the public as well as the State Government; and

(d) the stage at which the matter stands at present?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) 26-10-1978.

(b) The Government of Orissa have been reminded several times to furnish details regarding the exact location, estimate and acceptance of terms and conditions of the sharing of the cost of the proposed road over-bridge.

(c) Exact date is not known. However, there was a proposal for the Road over-bridge in 1972-73 in the Railways Works Programme, but it was dropped for want of approval from the State Government.

(d) The proposal is in a preliminary stage. On receipt of the details mentioned against part (b), further action will be taken by the Railway promptly.

देश में कैंसर सम्बन्धी सर्वेक्षण

3400. श्री जयपाल सिंह : स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार देश में कैंसर रोग सम्बन्धी सर्वेक्षण कराने की किसी योजना पर विचार कर रही है ;

(ख) इस समय देश की कितने प्रतिशत जन संख्या कैंसर रोग से ग्रस्त है और उसमें पुरुषों तथा महिलाओं का अनुपात कितना-कितना है ; और

(ग) क्या ऐसा कैंसर रोग के कारण ही है कि देश में महिलाओं की संख्या पुरुषों से कम है ; और यदि हाँ तो तत्सम्बन्धी ब्योरा क्या है ;

स्वास्थ्य तथा परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहार रंजन लास्कर) :

(क) जी, नहीं। वैसे, सरकार ने छठी पंचवर्षीय योजना (1980-85) के दौरान भारतीय आयुर्विज्ञान अनुसन्धान परिषद् के तत्वावधान में एक राष्ट्रीय कैंसर रजिस्ट्री तथा देश के उत्तरी, दक्षिणी, पूर्वी तथा पश्चिमी

चारों ओरों में क्षेत्रीय कैंसर रजिस्ट्रिया खोलने का निर्णय किया है।

(ख) कैंसर के रोगियों तथा इस रोग से होने वाली मौतों के बारे में पूरे देश में कोई सर्वेक्षण नहीं किया गया है। कैंसर नहीं सूचनीय तथा नहीं रजिस्ट्रिबल रोग है। केवल शहरी बम्बई के लिये उपलब्ध आंकड़ों से अनुमान लगाया जाता है कि प्रति एक लाख जनसंख्या के पीछे 85 नये व्यक्ति इस रोग का शिकार हो जाते हैं।

(ग) कैंसर सम्बन्धी आंकड़े न होने के कारण इस प्रकार का कोई अनुमान लगाना सम्भव नहीं है।

News-item caption 'vaccine against Leprosy Developed'

3401. SHRI SHIVKUMAR SINGH THAKUR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn towards a news-item appearing in the Indian Express date the 12th November, 1980 under the caption 'Vaccine against leprosy developed'.

(b) if so, the details thereof and whether such vaccines have been tested on the patients and if so, the outcome of such vaccine;

(c) whether there is any proposal for further trials of the vaccines; if so, the details thereof;

(d) whether some foreign collaboration has been sought in this connection; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes. An organism in the name of ICRC Bacillus is being cultured at the Cancer Research Institute, Bombay. An attempt is being made to see if inoculation of killed

ICRC Bacilli produces an immunity against Leprosy. An expert team constituted by Indian Council of Medical Research inspected the data on 28th and 30th November, 1980, and has gone through the scientific material available in their study. The full report of the Team is awaited.

(b) The Institute has claimed that the vaccine was tested on a few patients already suffering from leprosy, to check whether it can increase their resistance against the disease.

(c) The results are being analysed by the Expert Team referred to under (a) above. Further trials will be conducted before the efficacy of the vaccine in conferring protection against leprosy is confirmed.

(d) According to the available information the work does not involve any foreign aid or collaboration.

(e) Does not arise.

प्रथम श्रेणी/वातानुकूलित श्रेणी के रेल पास

3402. श्री अटल बिहारी वाजपेयी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उन व्यक्तियों के नाम : व्यवसाय, पदनाम और पते क्या हैं जिन्हें प्रथम श्रेणी अथवा वातानुकूलित श्रेणी में यात्रा करने के निशुल्क रेल पास दिए गए हैं ,

(ख) ये पास किन नियमों के अन्तर्गत जारी किए जाते हैं, और

(ग) गत तीन वर्षों के दौरान, वर्षवार इन निशुल्क पासों से की गयी यात्राओं पर रेल विभाग द्वारा कितना व्यय किया गया?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) सूची इस रूप में तैयार नहीं की जा रही है जिस रूप में यह मांगी गयी है। बहरहाल, इसे संकलित करने के प्रयास

किये जा रहे हैं और इसे समा-पटल पर रख दिया जायेगा।

(ख) इस प्रकार के पास जारी करने के लिए भोटे तौर पर निर्धारित मान निर्देशक सिद्धांत नीचे दिये गये हैं :—

(i) सामाजिक, सांस्कृतिक, वैज्ञानिक, साहित्यिक, खेल-कूद और शैक्षणिक गतिविधियों से सम्बद्ध वे संस्थाएं और संगठन जो अखिल भारतीय आधार पर काम करते हैं।

(ii) अनुसूचित जातियों, अनुसूचित जन जातियों, पिछड़े और उपेक्षित वर्गों, महिलाओं, नेत्रहीनों और विकलांग व्यक्तियों, आदि से सम्बद्ध संगठन।

(iii) सुप्रसिद्ध व्यक्ति जो राष्ट्रीय महत्व के ऐसे कामों में लगे हैं, जिनके लिए उन्हें बहुधा यात्रा करनी पड़ती है।

उपर्युक्त मानदंडों के आधार पर, व्यक्तियों/संगठनों को आम तौर पर मानार्थ रेलवे कार्ड पास रेल मंत्री के व्यक्तिगत अनुमोदन से जारी किये जाते हैं।

(ग) मानार्थ कार्ड पासों के आधार पर की गयी यात्राओं पर होने वाले वर्ष के आंकड़े नहीं रखे जाते।

मध्य प्रदेश में गाड़ियों में ड्राइव और लूट की घटनाएं

3403. श्री फूल चन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में इन्दौर, उज्जैन, देवास, स्तलाम, झांजापुर भटाऊं के बीच चलने वाली गाड़ियों में जून, 1980 से सितम्बर, 1980 की अवधि के दौरान लूट और डकैती की कुल कितनी घटनाएं हुई, और

(ख) इस सम्बन्ध में अब तक क्या कार्रवाई की गई है अथवा करने का विचार है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) :

(क) जून से सितम्बर, 1980 तक की अवधि के दौरान, मध्य प्रदेश में इंदौर और महु तथा गौतमपुरा रोड और फतेहाबाद स्टेशनों के बीच चलने वाली गाड़ियों में डकैती की दो घटनाएं हुई हैं। इस अवधि के दौरान, उपर्युक्त क्षेत्रों में डकैती या लूटपाट की अन्य कोई घटना नहीं हुई है। मध्य प्रदेश में भटाऊ नाम का कोई स्टेशन नहीं है।

(ख) पुलिस द्वारा दोनों मामले दर्ज कर लिये गये थे और इनकी तफतीश की जा रही है।

गाड़ियों में लूटपाट और डकैतियों की रोकथाम के लिए, इन खंडों में रात के समय चलने वाली सभी सवारी गाड़ियों में राजकीय रेलवे पुलिस के सशस्त्र कर्मचारी मार्ग-रक्षियों के रूप में चल रहे हैं। इनके सहयोग के लिए रेलवे सुरक्षा बल के सशस्त्र कर्मचारी भी साथ रहते हैं। अपराधियों की हरकतों और गतिविधियों पर राजकीय रेलवे पुलिस द्वारा नजर रखी जा रही है।

माल को डुलाई के लिए राष्ट्रीय परमिटों का जारी किया जाना

3404. श्री दिलीप सिंह भूरिया : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत सरकार ने सड़क के रास्ते माल की डुलाई के लिए राज्यवार, कितने-कितने परमिट जारी किए हैं ;

(ख) क्या सरकार 20-सूची कार्यक्रम के अधीन पिछड़े और आदिवासी

क्षेत्रों में आदिवासियों और शिक्षित बेरोजगारों को प्राथमिकता के आधार पर राष्ट्रीय परमिट जारी करने की व्यवस्था करने सम्बन्धी किसी योजना पर विचार करना चाहती है, और

(ग) यदि हां, तो उसकी रूपरेखा क्या है ?

नौबहन और परिवहन मंत्रालय में राज्यमंत्री (श्री बूटासिंह) : (क) भारत सरकार ने माल परिवहन की गाड़ियों के संबंध में राज्यों तथा संघ राज्य क्षेत्रों द्वारा नेशनल परमिट जारी करने की जो संख्या आवंटित की है वह इस प्रकार है :—

राज्य का नाम	राष्ट्रीय परमिट जारी किए जाने वाली मोटर गाड़ियों की संख्या
आंध्र प्रदेश, असम, बिहार, गुजरात, मध्य प्रदेश, महाराष्ट्र, उत्तर प्रदेश तथा पश्चिमी बंगाल	प्रत्येक के 900
हरियाणा, कर्नाटक, केरल, उड़ीसा, पंजाब, राजस्थान, तमिलनाडु तथा दिल्ली	प्रत्येक को 800
हिमाचल प्रदेश, तथा जम्मू और कश्मीर और गोवा और दमन और दीव	प्रत्येक को 600
त्रिपुरा	प्रत्येक का 500
	400

मेघालय, मणिपुर, नागालैंड, सिक्किम, अरुणाचल प्रदेश, चंडीगढ़, दादरा और नागर हवेली, मिजोराम और पांडीचेरी प्रत्येक को 100।

(ख) और (ग). यह सुनिश्चित करने के लिए कि आर्थिक दृष्टि से कमजोर वर्ग के व्यक्तियों जैसे आदिवासियों तथा पड़े लिखे बेरोजगार व्यक्तियों का राष्ट्रीय परमिटों के आवंटन में प्राथमिकता प्रदान

की जाय मोटर गाड़ी अधिनियम, 1939 की धारा 55 (1ख) के अधीन राज्य सरकारों को यह अधिकार दिया गया है कि वे यथा निर्धारित प्रतिशत के आधार पर समाज में आर्थिक दृष्टि से कमजोर वर्ग के लोगों के लिए सार्वजनिक वाहन के परमिट आरक्षित रखें। इन व्यक्तियों को किस प्रकार वरीयता प्रदान की जाए, यह भी इस अधिनियम की धारा 55 (1ख) (ख) के अधीन निर्धारित किया जा सकता है।

Prevalence of Typhoid in Rural Areas

3405. SHRI SATISH AGARWAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Rajasthan State was included in the survey to assess the prevalence of typhoid in rural areas of the country;

(b) the areas that were actually surveyed and the findings thereof and

(c) whether there is any Central Scheme to combat the Health hazard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH FAMILY WELFARE: (SHRI NIHAR RANJAN LASKAR): (a) This Ministry has not contemplated any such survey.

(b) Does not arise.

(c) The anti-typhoid vaccination programme of primary school children has been started under expanded programme on Immunization from 1979. The Government of India supplies typhoid vaccines to the States and Union Territories for immunization under this programme. A Scheme for providing safe drinking

water and sound human excreta disposal in both urban and rural areas has been started by the Ministry of Works and Housing.

हतिया-रांची कलकत्ता के बीच अतिरिक्त रेल सेवाएं

3406. श्री शिव रताव साहू: क्या रेलमंत्री यह बताने की कृपा करेंगे कि:

(क) क्या रांची और हतिया में कलकत्ता-मुजफ्फरपुर और पटना जाने वाले यात्रियों की अत्यधिक भीड़ होती है ;

(ख) क्या हतिया-रांची-कलकत्ता और हतिया-रांची-पटना और मुजफ्फरपुर के लिए अतिरिक्त रेल सेवाएं शुरू करने का कोई प्रस्ताव सरकार के विचाराधीन है, और

(ग) यदि हां, तो नई रेल सेवाएं कब तक शुरू कर दी जायेंगी ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन):

(क) और (ख). जी नहीं। यातायात के अभाव की कमी के अतिरिक्त, मार्ग-वर्ती खंडों पर लाइन क्षमता की कमी तथा टर्मिनल संबंधी कठिनाइयों के कारण परिचालन दृष्टि से भी इन स्थानों के बीच नयी गाड़ियां चलाना व्यावहारिक नहीं है। लेकिन, रांची-पटना के यात्रियों के लिए, 23/24 हतिया-पटना एक्सप्रेस गाड़ी में 4 अतिरिक्त सवारी डिब्बों की व्यवस्था की गयी है।

(ग) प्रश्न नहीं उठता।

Panskura-Haldia Line

3407. SHRI SATYAGOPAL MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under the consideration of Govern-

ment to set up second rail line in the Panskura-Haldia section of the South Eastern Railways;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) to (c). No. the Capacity on Panskura-Haldia section is quite adequate to cater to the needs of the traffic.

यात्रा टिकट निरीक्षकों के लिए सूती वर्दी

3408. श्री दया राम शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे में यात्री टिकट निरीक्षकों और कण्डक्टरों को सूती वर्दी प्रति वर्ष तथा ऊनी वर्दी प्रत्येक चार वर्षों के बाद दी जाती है लेकिन इस बारे में आम शिकायत है कि कर्मचारी को वर्दी फिट नहीं आती और इसके कारण उन्हें इनको दुबारा सिलवाना पड़ता है ;

(ख) क्या यह भी सच है कि सूती और ऊनी वर्दी का कपड़ा घटिया किस्म का होता है; और

(ग) यदि हां, तो क्या सरकार का विचार कर्मचारियों को वर्दी का कपड़ा तथा सिलाई प्रभार देने का है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) :

(क) गर्मियों के मौसम की वर्दियां प्रति वर्ष सप्लाई की जाती हैं । सर्दियों के मौसम की वर्दियां मौसम की स्थितियों के अनुसार सप्लाई की जाती हैं, जो क्षेत्र 'केवल सर्दी' के रूप में वर्गीकृत हैं वहां

3 वर्ष में 2 जोड़ी, गर्मी और हल्की सर्दी के रूप में वर्गीकृत क्षेत्रों में 4 वर्ष में 1 जोड़ी और गर्मी और सर्दी के रूप में वर्गीकृत क्षेत्रों में 2 वर्ष में 1 जोड़ी वर्दी सप्लाई की जाती है । कर्मचारियों के मापों के आधार पर निकटतम मानक साइज की वर्दियां सप्लाई की जाती हैं । जहां-कहीं फिटिंग के लिए किसी अन्य समायोजन की आवश्यकता होती है, वहां मंडलों द्वारा इस प्रयोजन के लिए नियोजित दर्जियों द्वारा ऐसा प्रबन्ध कर दिया जाता है ।

(ख) और (ग). जी नहीं

Second Brahmaputra Bridge

3409. SHRI BAPUSAHEB PARULEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that public demand grows for making the Second Brahmaputra Bridge near Tezpur a Double-decker i.e. rail-cum-road bridge;

(b) whether Government propose to make it a road-cum-rail bridge in view of the transport difficulties of the States; and

(c) if it is made a road bridge only, whether Government would make arrangements for laying a railway line on the bridge itself so that trains can also pass by stopping vehicular traffic as and when necessary?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) to (c). Construction of rail-cum-road bridge on river Brahmaputra near Tezpur was not recommended by the Survey Team on account of its high cost and very limited railway traffic it was expected to carry. These recommendations were accepted by the North

Eastern Council. Accordingly construction of a Road Bridge only has been taken up by Railways as a "Deposit Work" chargeable to North Eastern Council.

Since the road bridge is being constructed with prestressed concrete girders and segments, provision has not been made in the design for laying railway tracks on the bridge. Rail movement by suspending road traffic will, therefore, not be feasible.

Ship Building

3410. SHRI KUSUMA KRISHNA MURTHY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) how competitive our Shipping building is at present; and

(b) how far are we self reliant in commercial ships?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Ship building in India is not competitive with foreign shipyards at present.

(b) The total Ship building capacity of Indian Shipyards is less than our national requirements.

Western Railway Staff Quarters

3411. SHRI G. M. BANTWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of Western Railway staff quarters in greater Bombay are lying vacant/unoccupied or are occupied by persons other than those to whom allotted;

(b) if so, the number of quarters in each category (i) lying vacant or unoccupied and (ii) occupied by persons other than the allottees;

(c) the loss accruing to the Western Railways in Greater Bombay as a result of staff quarters lying vacant/unoccupied;

(d) the time since when the quarters are lying vacant/unoccupied; and

(e) what action was taken by Government against officers responsible for the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (d). The number of such quarters is insignificant. The information in this regard is given below:—

Type of quarters	Number lying vacant	Time from which lying vacant	Loss of rental due to vacant quarters (Rs.)	Number occupied by persons other than allottees
I	3	(i) January, 1980 (ii) March, 1980 (iii) July, 1980	324.20	9
II	2	October, 1980 (both units)	72.00	2
Total :	5		396.20	11

(e) Action against the allottees of the quarters (which are occupied by persons other than the allottees) is

in progress. The vacant quarters will be allotted to the staff on the waiting list, shortly.

Dhanbad Railway Station

3412. SHRI A. C. DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has any proposal to raise the platform of the Dhanbad Railway Station under South Eastern Railway in Orissa during 1980-81;

(b) if so, when the proposal is expected to be implemented; and

(d) the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) Dhanbad Railway Station which is under the jurisdiction of the Eastern Railway (in Bihar) has already been provided with high level platforms.

(b) and (c). Do not arise.

Restoration of Lines Dismantled During I and II World War

3413. SHRI JITENDRA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that as a matter of policy Government are bound to restore the old railway lines which were dismantled during the First and Second World war.

(b) whether Government are considering to restore the railway line between Shahjahanpur and Mailani; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) The policy in regard to the restoration of the lines dismantled during the First and the

Second World Wars and other causes as stated by the then Minister of Railways in his speech in the Lok Sabha on 12th March 1973 is that the lines but for their having been abandoned would have continued to function as an integral part of the railway system. It was decided in 1973 that restoration of these lines would be considered. Out of the 26 lines dismantled during the Second World War, 15 have since been restored and in the case of the remaining 11, the thinking so far has been that there is no justification for their restoration at this stage on account of their high cost and very limited traffic prospects.

(b) No. The old steam tramway between Shahjahanpur and Mailani laid by a private company was dismantled in 1918, the material having been acquired for military purposes during First World War. A survey was conducted in 1977 but the project was not found financially viable.

(c) Does not arise.

India's Association with Simon Bolivar week

3414. SHRI P. M. SAYEED: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India has communicated to the Latin America Missions here that it would be associated with observance of a Simon Bolivar week; and

(b) if so, the main reasons therefor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) This has been done to introduce aspects of Latin American History and Culture to the Indian People and to further strengthen the friendly and cordial relations exist-

ing between Indian and the countries of Latin America with whom Simon Bolivar is associated. It may be recalled that the 150th Death Anniversary of Bolivar falls in December, 1980.

Placement of Orders for Coaches and Rakes

3415. DR. VASANT KUMAR PANDIT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have placed orders for coaches and rakes for replacement, in view of new trains and increasing load of commuters;

(b) if so, the total number of orders placed by all the railways for rakes and coaches during each of the last three years.

(c) the total number of coaches and rakes delivered in each of the above three years;

(d) whether it is a fact that the Integral Coach Factory at Madras is manufacturing coaches to fulfil export commitments to other Asian and East African Nations;

(e) if so, the total quantity of export orders and the percentage of its fulfilment;

(f) what is the comparative position of immediately required rakes and coaches on Western and Central Railways for the year 1980-81 and 1981-82; and

(g) what precautions Government have taken to prevent accidents and mishaps due to outdated rakes kept running on the line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN). (a) Yes.

(b) and (c). Coaches planned for production and their actual delivery

during 1977-78, 1978-79 and 1979-80 are as under:

	Years		
	1977-78	1978-79	1979-80
No. of coaches planned	915	979	1117
No. of coaches delivered	899	925	974

(d) Yes, as and when export orders are secured.

(e) Particular of export orders secured and actual number of coaches exported by Integral Coach Factory, Madras during last two years are furnished below:

	Export order secured	Actual No. of coaches exported	Percentage compliance	Country
1978-79	20	20	100	Phillipine
1979-80	20	20	100	Uganda
	50	50	100	Vietnam

(f) Information is being collected and will be laid on the Table of the Sabha.

(g) All the coaches are thoroughly checked during periodic overhaul and those which are overaged and also in a bad condition are systematically withdrawn from service and condemned and new coaches arranged for their replacement. Only coaches which are in good running condition are continued in service.

There is a prescribed schedule for attention to coaches and rakes at the terminal depots and the workshops, which is generally followed, Coaches which are unfit to run are marked 'sick' and later allowed to run only after they are made fit for service.

National Highway No. 17 in Kerala

3416: SHRI M. RAMANNA RAI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that National Highway No. 17 is one of the poorly maintained National Highways and requires improvement at many places by widening and strengthening or by removing the avoidable curves and bends; and

(b) whether Government have any proposal in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) and (b). It is not correct to say that National Highway No. 17 in Kerala is one of the poorly maintained National Highways. Though this National Highway has suffered extensive damages due to exceptionally heavy rains during the past few monsoons, yet there is no report of traffic being held up due to the damages that have occurred. Allotments for Maintenance and Repairs of National Highways in Kerala have been increasing progressively over the last few years. The deficiency survey carried out on this Road soon after its declaration as National Highway in March, 1972 revealed numerous locations where the curves and grades are sub-standard. However, more serious deficiencies on this National Highway are the unbridged crossings and heavily congested stretches through towns and cities, which are being attended to. Works costing over Rs. 8 crores have already been sanctioned in this regard. The Work of widening and strengthening the road is proposed to be taken up later on.

Import of Polish Ship Engines for Cochin Shipyard

3417. SHRIMATI SUSHEELA GOPALAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the circumstances that bolted the import of Polish ship engines for Cochin Shipyard;

(b) were the terms offered by "MAN" of West Germany more favourable than that of Poland; and

(c) if not, what are the details thereof?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Ship engines for Ships 002 & 003 under construction at Cochin Shipyard are being imported from Poland.

(b) No, Sir.

(c) M/s. MAN, Augsburg West Germany revised their earlier offers on 9-6-80 and it was DM 2,130,000 (FOB) (Delivery April, 1981) for "A" Version of MAN Engine for Ship 002 and DM 9,345,690 (FOB) (Delivery October, 1981) for "B" Version of MAN Engine for Ship 003. This was also *inter-alia* subject to the condition that the contracts for both engines are signed not later than 30-6-1980. The Polish firm in April, 1980 offered the two SULZER Engines at US \$ 2,493,000 (FOB) (Delivery December 1980) and US \$ 2,508,000 (FOB) (Delivery August/September, 1981) respectively.

Theft of wheat and other essential commodities from trains

3418. SHRI AMAR ROY PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the theft of wheat and other essential commodities from the trains in the month of November, 1980; and

(b) if so, what steps are being taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) The following steps are being taken to prevent thefts of booked con-

signments, including essential commodities:—

(i) Armed escorts of Railway Protection Force/Railway Protection Special Force are detailed to patrol affected sections and yards;

(ii) Railway Protection Force staff are detailed at vulnerable outer signals, engineering restrictions and upgradients where trains slow down;

(iii) All important yards, goods shed and parcel offices are guarded round-the-clock by Railway Protection Force personnel. Special attention is being paid to places which are known as black spots.

(iv) Wagons containing high-valued commodities like foodgrains, coal, steel, etc., when running in block loads, are being escorted.

(v) At way-side stations when loads are stabled, they are being guarded by Railway Protection Force staff.

(vi) Intelligence about movements and activities of criminals and receivers of stolen property is collected by Crime Intelligence Branch of the Railway Protection Force and raids are regularly arranged to apprehend criminals and receivers and to recover stolen property.

(vii) Dog Squads are also being utilised for patrolling yards and arrest of suspects.

(viii) Close-coordination is made by Railway Protection Force with the Government Railway Police and Civil Police for effectively tackling the problem of thefts and pilferages.

(ix) As a special measure, in the Eastern sector, specially in the coal belt area of Bihar, 5 companies of Railway Protection Special Force have recently been deployed for escorting coal rakes, other goods trains and track patrolling in vulnerable sections of Dhanbad Division.

Central Road Fund

3419. SHRI XAVIER ARAKAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the total amount spent out of Central Road Fund in the year 1980-81;

(b) the principle of allotment and the States that availed of this fund; and

(c) whether the State of Kerala has made any request and if so, whether Kumbalgangai Perumpadappu Bridge and Road is included in the request?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Rs. 453.17 lacs from April, 1980 to October, 1980.

(b) Money for Central Road Fund works is allocated keeping in view the available resources, the total cost of approved works in progress in each State, stage of physical progress and the capacity of the State Govt. for the pace of handling works. All the States/UTs reporting petrol consumption avail of this Fund.

(c) Yes, Sir, The Kerala Govt. have recently proposed construction of Perumpadappu bridge between Eda-Cochin and Kumbalgangai to be financed out of their allocations in the Central Road Fund. The proposal has been examined and a decision is likely to be reached soon.

Project Consciousness

3420. DR. KARAN SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a unique project called 'Project Consciousness' was started at the National Institute of Mental Health and Neuro Sciences in Bangalore a few years ago; and

(b) if so, what is the progress of the Project and what tentative results have been achieved?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes, Sir.

(b) The three main areas of activity in respect of the Project comprise of Laboratory, Clinical and Field Work. The Laboratory in the Department of Neuro Physiology has now been equipped and initial work has already commenced. Study of physical, physiological, Biochemical and Psychological correlates of experience in consciousness induced by transcendental meditation, Pranayama and Kundalini is envisaged and is to be taken in stages. Selective applications of some of the techniques are already completed in the Department of Clinical Psychology and Psychiatry. Collection of relevant material through field activity is to be taken up.

Balurghat-Eklaxmi Line

3421. SHRI ANANDA PATHAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation from the people of West Dinajpur District in West Bengal for setting up of Railway line from Balurghat to Eklaxmi Railway Station in the district of Maldah; and

(b) if so, when Government propose to take up the work?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, for construction Maldah Eklaxi-Balurghat rail link.

(b) Due to unremunerative character of this project and severe cons-

traint of resources, it is not possible to consider this project in the near future.

Slow Speed of Goods Trains

3422. SHRI INDRAJIT GUPTA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 44 on 20th November, 1980 regarding goods transportation by Railways and state:

(a) the reasons for slow speed of goods trains;

(b) the percentage of goods trains which are hauled by diesel/electric/steam locomotives;

(c) whether cases of derailments of goods trains are showing a rising trend in the last three years; and

(d) if so, the factors responsible for this.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The speed of goods trains is dependent on a number of factors such as track characteristics, whether single or double line, trailing load, type of traction, terrain of the section, density of traffic and proportion of Mail and Express to total trains run, etc.

(b) The percentage of goods train kilometres hauled by diesel, electric and steam locomotives was 59, 20 and 21 respectively in 1979-80.

(c) and (d). The number of derailments of goods trains which occurred during the last three years is given below:

1977-78	..	491
1978-79	..	534
1979-80	..	489

Thus during 1979-80 the number of derailments of goods trains was less as compared to the preceding two years.

डीजल तथा मिट्टी का तेल ले जा रही माल गाड़ी का आग लगने से नष्ट होना

3423. श्री निहाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :-

(क) क्या यह सच है कि गांधीधाम से जम्मू तक डीजल तथा मिट्टी का तेल ले जा रही मालगाड़ी के 72 डिब्बे 21 मार्च, 1980 को आग लगने के कारण नष्ट हो गये थे, और

(ख) यदि हां, तो उक्त अग्निकांड के क्या कारण थे और उसके फलस्वरूप कितने मूल्य की सम्पत्ति नष्ट हो गई ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) :

(क) संभवतः माननीय सदस्य का आशय, 19-11-80 को गोधरा यार्ड में गांधीधाम से जम्मूतवी को जा रही 72 माल डिब्बों वाली माल गाड़ी के टंकी माल डिब्बे में आग लगने से है ।

(ख) आग लगने के कारण की जांच की जा रही है । इस अग्नि दुर्घटना में कोई जन हानि नहीं हुई थी । रेल सम्पत्ति को लगभग 8,200 रुपये की क्षति होने का अनुमान लगाया गया है ।

Checking of Visas at Aerodrome

3424. SHRI TARIQ ANWAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that some private agencies are sending persons abroad without making any employment arrangements for them;

(b) whether it is a fact that Government had taken some steps in the past after getting such information; and

(c) whether Government will make some arrangements at aerodromes

for checking visas and other necessary documents of the persons going abroad for employment with a view to check such practice?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir. Such reports are received from time to time.

(b) On receipt of such reports these are referred to appropriate police authorities for investigation and action. This has resulted in several convictions.

(c) All relevant documents including visas etc. of Indians nationals falling under the purview of Emigration Act of 1922 and going abroad on employment are examined by the Government before granting them permission to emigrate. The system of these checks has been further streamlined with effect from November 1, 1980.

Top Life Trucks for Cochin Port

3425. SHRI M. M. LAWRENCE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Cochin Port Trust has asked for approval to purchase top lift trucks to handle container traffic in Cochin Port;

(b) whether Government has been delaying the sanction for purchase of equipment; and

(c) if so, the reasons for the delay?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes.

(b) and (c). In view of constraints of resources, it is being examined whether the Port should invest its own money for purchasing top lift trucks.

Over Crowding in Godavari Express

3426. SHRI K. A. SWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of over-crowding in Godavari Express which runs between Waltair and Hyderabad; and

(b) what steps are being taken to increase train accommodation between Waltair and Hyderabad?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) For want of room on 7/6 Godavari Express to haul an additional coach as a regular measure, augmentation of the load of 7/8 Godavari Express has at present, not been found operationally feasible.

Discrimination against Indian Employees in U.S.A.

3427. SHRI R. N. RAKESH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether discrimination against Indian employees for promotion and other facilities in the Services is openly practised by Government in the United States of America;

(b) whether the Indian employees are victimized and penalised and have not been given promotion and salary as ruled by the Supreme Court of the United States (Dougall V. Sugarman 1972-73) in favour of aliens; and

(c) whether the United Nations investigated the Government of the United States for violation of international law in case of resident aliens in general and Indians in particular?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARSIMHA RAO): (a) and (b). Government is not aware of such cases. According to the cited decision, the Government of the United States may prescribe U.S. citizenship as a qualification for holding certain offices and has the legal sanction to exclude aliens from appropriately defined jobs. It cannot however institute a flat prohibitory ban on the entry of aliens into the competitive classified civil service. Cases have come to the notice of the Government of India where people of Indian origin have filed suits in U.S. courts against private U.S. firms and organisations for alleged discrimination because of their national origin and have won private settlements.

(c) No, Sir.

तरंगजी अम्बाजी लाइन

3428. श्री हीरालाल द्वार० परभार : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर गुजरात में तरंगजी और अम्बाजी के लिए रेल लाइन विछाने की मांग गत अनेक वर्षों से निरन्तर की जा रही है ;

(ख) यदि हां, तो उस पर सरकार द्वारा क्या निर्णय किया गया है और इस संबंध में विलम्ब के क्या कारण हैं; और

(ग) इस लाइन के निर्माण पर अनुमानित कितना व्यय किए जाने की संभावना है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) तरंगा हिल और अम्बाजी के बीच रेलवे लाइन विछाने के लिए अभ्यावेदन प्राप्त हुए हैं ।

(ख) और (ग). फिलहाल प्रस्तावित लाइन का निर्माण शुरू करने का कोई प्रस्ताव विचाराधीन नहीं है। यदि इस लाइन का निर्माण किया जाये तो आज के मूय स्तर के अनुसार इस पर लगभग 11.00 करोड़ रुपये खर्च होने की संभावना है।

राष्ट्रीय परिवहन नीति समिति ने अन्य बातों के साथ साथ पिछड़े क्षेत्रों में नयी रेल लाइन बिछाने के संबंध में अपनी सिफारिशें योजना आयोग को प्रस्तुत कर दी हैं। योजना आयोग द्वारा इस रिपोर्ट पर कार्रवाई की जा रही है। इस समिति द्वारा स्वीकृत सिफारिशों के अनुसार ही इस प्रस्ताव पर उपयुक्त रूप से विचार किया जा सकेगा।

Central Assistant for Anna Memorial Cancer Research Institute at Kancheepuram

3429. SHRI ERA ANBARASU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government of Tamil Nadu have sought any financial assistance from the Centre to develop the Anna Memorial Cancer Research Institute at Kancheepuram in Chingleput District of Tamil Nadu;

(b) whether Government have included the Anna Memorial Cancer Research Institute in the proposal to develop it as a Regional Cancer Centre; and

(c) if not, whether the Central Government propose to include the same in the list of institutions for which Central assistance is to be sanctioned?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). No.

(c) Nine institutions in the country have already been listed for being developed as Regional Centres for Cancer Research and Treatment.

कुलियों के लिये सामूहिक बीमा योजना

3430. श्रीमती ऊषा वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार कुलियों और बंदरों के लिए सामूहिक बीमा योजना लागू करने का है और यदि हां, तो इस बारे में क्या कार्यवाही की जा रही है ;

(ख) कुलियों से बसूल किये जाने वाला लाइसेंस शुल्क कैसे और कहां खर्च किया जाता है ;

(ग) क्या निचमों के अन्तर्गत लाइसेंस प्राप्त कुलियों को उनसे लाइसेंस शुल्क लिए जाने के बाद बर्दियां दी जानी चाहिये और यदि हां, तो लखनऊ, मुरादाबाद, और इलाहाबाद डिवीजनों में बर्दियां न दिये जाने का क्या कारण है; और

(घ) लाइसेंस प्राप्त कुलियों के लिए किन-किन स्थानों पर रेलवेवार रिटायरिंग रूम बनाये गये हैं तथा किन-किन स्थानों पर रिटायरिंग रूम बनाए जा रहे हैं और इन स्थानों में से प्रत्येक स्थान पर ऐसे कितने रूम बनाये जा रहे हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप-संबंधी (श्री मल्लिकार्जुन) :

(क) दिल्ली रेल, नयी दिल्ली और इजरत मिजामुद्दीन में पहले चरण में लाइसेंस धारियों के लिए सामूहिक जीवन बीमा योजना लागू करने का प्रस्ताव है। बंदरों के संबंध में ऐसा कोई प्रस्ताव नहीं है।

(ख) और (ग). लाइसेंसधारी भारिकों की गैर नैमित्तिकरण योजना के अधीन, जो "लाभ नहीं हानि नहीं" आधार पर चलती है, पर्यवेक्षण तथा बर्दों की लागत के लिए लाइसेंस फीस प्रभारित की जाती है। पर्यवेक्षण तथा बर्दों की लागत में वृद्धि के फलस्वरूप भारिकों को निशुल्क बर्दियां सप्लाई करना संभव नहीं है। जब तक लाइसेंस फीस में वृद्धि नहीं की जाती, जिसका लाइसेंसधारी भारिकों द्वारा विरोध किया जा रहा है, उत्तर रेलवे में कुछ स्टेशनों पर गैर नैमित्तिकरण योजना घाटे पर चल रही है। लाइसेंस फीस अलग-अलग स्टेशनों पर अलग-अलग होती है अतः बर्दियां उन्हीं स्टेशनों में सप्लाई

की जाती हैं जहां बर्दियों की लागत एकत्रित की गयी लाइसेंस फीस से पूरी की जा सकती है। इसी कारण से, उत्तर रेलवे मुरादाबाद और लखनऊ मंडलों में बर्दियां सप्लाई नहीं कर सकी है। इलाहाबाद मंडल में, इलाहाबाद और कानपुर को छोड़कर जहां लाइसेंस फीस कम है, सभी स्टेशनों पर बर्दियां सप्लाई की जाती हैं।

(घ) लाइसेंसधारी भारिकों के लिए किसी विश्रामगृह की व्यवस्था नहीं है, बल्कि उनके लिए विश्राम आश्रय की व्यवस्था है जिन रेलों में लाइसेंसधारी भारिकों के उपयोग के लिए विश्राम आश्रयों की व्यवस्था है उनका ब्यौरा नीचे दिया गया है :—

रेलवे	जहां व्यवस्था है	निर्माणाधीन
1	2	3
मध्य	पुणे, कत्याण, नागपुर, कटनी, जबलपुर, आगरा कैंट और दौड़	कुछ नहीं
पूर्व	सियालदह, हावड़ा, पटना जं० और धनबाद	भागलपुर, वर्दमान, गया मनाघाट मुगलसराय, किउल
उत्तर	निजामुद्दीन, बरेली, हरिद्वार, देहरादून, लखनऊ, वाराणसी, कानपुर, लुधियाना, मुरादाबाद, जोधपुर जं० जालन्धर सिटी और नई दिल्ली।	रिवाड़ी, जम्मूतबी, अमृतसर और दिल्ली
पूर्वोत्तर	लखनऊ जं०, गोंडा, गोरखपुर, सोनपुर, बर्नपुर तथा समस्तीपुर	कुछ नहीं
पूर्वोत्तर-सीमा	सूचना उपलब्ध नहीं है	
दक्षिण	मद्रास, सैट्रल, मद्रास एषमबूर, मदुरै, तिरुचिरापल्लि जं०, बंगलूर, सिटी, मैसूर और तिरनेलवेली	कोयमबतूर जं०, इरोड, पालघाट जं०, कालीकट, आरकोणम मद्रास बीच, कटपाड़ी, जोला-रपेट्टे, ताम्बरम, कोल्लम और एर्नाकुलम

1	2	3
द० मध्य	विजयवाड़ा	कुछ नहीं
द० पूर्व	खड़गपुर, पुरी, वाल्तेरु, विजयनगरम, ब्रह्मपुर (गंजम)	„
पश्चिम	बम्बई सेंट्रल, दादर और रतलाम	„

Extension of Bus Route No. 50 and 89 upto Nauroji Nagar

3431. SHRI MANOHAR LAI, SAINI: Will the Minister of SHIPPING AND TRANSPORT be pleased to refer to the reply given to Unstarred Question No. 1469 on 27th November, 1980 regarding bus service between Nauroji Nagar and Central Secretariat and state:

(a) when the survey was made in which DTC authorities were satisfied with the present bus service;

(b) whether DTC authorities received proposals to extend the present route Nos. 50 and 89 to Nauroji Nagar or to start other routes so as to connect Nauroji Nagar in between;

(c) whether it is also a fact that there is heavy rush on route No. 610 and generally these buses do not stop at 'M' Avenue which is stated to be alternative bus stop for Nauroji Nagar commuters; and

(d) if so, what action has been taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) DTC has intimated that it is a regular practice with it to carry out surveys wherever felt necessary or on receipt of complaint or on public demand for additional services on a specific route or segment of the route. As a result, if the demand is justifiable depending upon availability of additional buses, the services are increased. This is a continuous process.

(b) Yes, Sir.

(c) Although, the existing level of services on route No. 610 are adequate, yet for the convenience of office goers, a number of special trips on route No. 610 have been provided from Nauroji Nagar main stand for Central Secretariat during the morning peak hours. It is not a fact that buses on route No. 610 do not stop at 'M' Avenue stop.

(d) Does not arise.

Road Accidents

3432. SHRI B. V. DESAI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it has been studied that Road accidents rate is highest in India in comparison to other countries;

(b) if so, the main reasons for the same;

(c) whether the average fatality rate per 10,000 motor vehicles in our country was about 60 per cent as against 5 to 15 per cent in most developed countries;

(d) whether it is a fact that road accidents in India claim nearly 14,000 lives every year;

(e) if so, the steps being taken to reduce the number of road accidents; and

(f) the extent to which the position has improved?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Studies have shown that in comparison to some other countries the road accident rate in India is higher.

(b) The main reasons for the accidents are the fault of the driver, that is the Human element, the fault of vehicles i.e. mechanical defects, and defective road conditions.

(c) and (d). Yes, Sir, according to studies mentioned in part (a) above.

(e) and (f). Action in this regard is required to be taken by the Municipal Authorities or by the State Governments. Enabling provisions are available under the law to restrict the movement of vehicles in the places, which may be congested or prohibit heavy vehicles or prohibit them during fixed hours. The Police Authorities also take action for clearance of roads as they are traffic obstacles. A few State Governments have already amended their Motor Vehicles Rules to provide for compulsory fitment of speed governors in passenger transport vehicles. Action also has been taken by some State Governments for arrangement to impart driving training at schools set up by them.

Financial and legal assistance to road accident victims

3433. SHRI K. PRADHANI:

SHRI R. P. YADAV:

SHRI BHIKHURAM JAIN:

SHRI CHHITTU BHAI
GAMIT:

SHRI ARJUN SETHI:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal under consideration to provide financial and legal assistance to road

accident victims or their legal heirs in case of fatal accidents; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) A scheme for grant of financial relief to victims of road accidents, as already introduced by Govt. of Tamil Nadu, has been commended for adoption and implementation by other State Governments. Similarly, some State Governments such as Tamil Nadu and Punjab have already set up organizations to provide legal aid and advice to victims of road accidents. A scheme for providing payment of solatium (in lieu of compensation) to the victims of road accidents where the vehicle is not traceable is also under the consideration of Govt.

(b) Under the scheme introduced in Tamil Nadu and commended to the other States, payment of cash relief, which is purely Ex-gratia, is made to the victims of road accidents or the heirs of the deceased, in case of fatal accidents. The scheme also lays down the procedure to ensure that the police officer investigating the case submits a report immediately and thereafter, the Ex-gratia is given without much delay. This relief, is in addition to the compensation which may be granted by Accident Claims Tribunal under the provisions of Motor Vehicles Act, 1939.

Survey of Road Accidents

3434. SHRI K. PRADHANI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government has conducted any survey regarding the road accidents in India, (State-wise);

(b) if so, the details thereof;

(c) the details regarding the high proportion of casualties; and

(d) whether Government propose to open a road safety fund, in line with the Railway Safety Fund, to cover road accidents?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) No survey has been made recently.

(b) and (c). Do not arise.

(d) At present there is no such proposal under the consideration of the Central Government. However, certain State Governments have already created funds from which lump-sum payments are made to the passengers involved in road accidents. Similarly, some State Governments have established relief funds out of which ex-gratia payment is made to the victims of road accidents.

Victimisation of All India Carriage and Wagon Staff Council

3435. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the details of victimisations/penal actions in various forms imposed on the staff in connection with the last 'Work to Rule' movement by All India Carriage and Wagon Staff Council in August, 1980;

(b) the details of their demands and action taken by his Ministry to resolve them; and

(c) the policy of Government to revoke all these victimisations/penal actions to restore normalcy and Industrial peace?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Railway employees are not victimised for legitimate trade union activities. However, action is taken against employees for their specific acts of omission and commission in

accordance with the provisions in the rules.

The All India Carriage and Wagon Staff Council, an unrecognised body, resorted to an illegal 'Work to Rule' movement from 16-8-1980 on the alleged failure to concede their demands, which included mainly the following:—

- (i) Revision of scale of pay;
- (ii) Avenue of promotion;
- (iii) Withdrawal of victimisations;
- (iv) Filling up of vacancies;
- (v) Supply of uniforms;
- (vi) Job evaluation;
- (vii) Provision of quarters;

The demands have been examined and suitable action has been taken within the framework of the existing rules and financial restraints.

(c) Appeals/representations received from railway employees against the action taken by the administration are considered by the competent authority and suitable remedial action is taken depending on the merits of each case.

Diversion of Pune-Bangalore National Highway

3436. SHRI R. K. MHALGI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal under the consideration of Government for diversion of Pune-Bangalore National Highway which passes through the city of Dharwar (Karnataka);

(b) if so, since when and whether there is any phased programme for completion of project;

(c) what is the estimated cost of the project; and

(d) where the project stands at present?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) to (d). Yes Sir; the proposal of providing a combined Hubli-Dharwar bye-pass on National Highway No. 4 has been under consideration for quite some time. Even though the alignment had been under investigation, the work could not be sanctioned due to financial constraints. The work of land acquisition of the bye-pass is now included in the current Five-Year Plan (1978—83) at a cost of Rs. 20 lakhs and the land acquisition estimate received from the State Public Works Department is presently under consideration. Subject to the availability of necessary resources, the first stage construction (earthwork in formation and culverts etc.) at a cost of Rs. 100 lakhs is proposed to be included in the 1980—85 Plan, which is under finalisation. The total cost of the byepass is roughly assessed as Rs. 300 lakhs.

Serious Train accidents occurred during the last three years

3437. SHRI T. M. SAWANT: Will the Minister of RAILWAYS be pleased to state:

(a) how many accidents occurred during the last three years pertaining to Civil, Mechanical, Electrical engineering, Signal and Telecommunication and Operating Departments;

(b) the amount of compensation paid, year-wise;

(c) the number of Railways staff responsible for these accidents year-wise and department-wise; and

(d) out of these staff as at (a) above, how many belongs to Scheduled Castes and Scheduled Tribes community year-wise and department-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). Information is being collected and will be laid on the Table of Sabha.

Payment of Salary to Gazetted Officers

3738. SHRI SANAT KUMAR MANDAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Ministry of Finance issued instructions at the beginning of the current financial year that payments of salaries to the Gazetted staff should be made on the basis of options obtained from them whether to get it in cash or through cheques on the Bank of Baroda, the authorised bank in this case;

(b) whether these instructions are not being followed by the Pay and Accounts Offices under his Ministry; and

(c) if so, the reasons therefor and the steps which he proposes to take to set matters right in this behalf?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) The instructions are being followed in the Ministry of Health and Family Welfare under the payment control of Pay and Accounts Office (Sectt.). The information in respect of Attached and Subordinate Offices under the payment control of various other Pay and Accounts Offices is not available.

(c) Does not arise in view of (b) above.

**Length of Railway Lines in
Karnataka**

3439. SHRI JANARDHANA POOJARY: Will the Minister of RAILWAYS be pleased to state:

(a) the total length of railway lines in Karnataka State and what is its percentage as compared to All India population;

(b) the length of new lines to be laid during 1980-81 with names of places; and

(c) the total amount sanctioned for this purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The total length of railway lines (Route Kms.) as on 31st March, 1980, in Karnataka State was 3013 Kms. Route Kms. per lakh of population in Karnataka was 10.28 as against 11.12 on whole of India, the percentage being 92.45.

(b) Nil.

(c) Does not arise.

Guidelines for Opening Railway Out Agencies

3440. SHRI R. L. BHATIA: Will the Minister of RAILWAYS be pleased to state:

(a) the guidelines laid down by the Railway Board for the opening of Railway out-agencies for booking of freight traffic, passenger bookings, etc.;

(b) whether the allotment of out-agencies is advertised in the regional and national papers or these are given by negotiations;

(c) if not advertised, the reasons therefor;

(d) what is the initial period for which an out-agencies is allotted and when it is renewed, whether

similar advertisements are inserted and if not reasons therefor;

(e) the manner in which the present out-agencies had been allotted in Punjab and Haryana on the Northern Railway initially and as renewed from time to time and what procedure was followed in this behalf; and

(f) the commission and other Railway benefits given to the out-agents?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) An out-agency is opened to provide rail-cum-road transport facility to the travelling and trading public of an area, if traffic justification is there and a suitable contractor to operate the out-agency is available.

(b) The allotment of out-agencies is made after inviting applications through advertisements in important and regional news-papers.

(c) Does not arise.

(d) The initial period of allotment of out-agency contract is 3 to 5 years. No advertisements are inserted while renewing the contracts on the basis of satisfactory working of existing contractors.

(e) The procedure adopted by the Northern Railway Administration for allotment and renewal of out-agencies in Punjab and Haryana was in accordance with the extent rules explained above.

(f) No commission is paid by the Railway to the out-agency contractor for goods and parcel traffic. Only the cartage charges recovered from the consignee/consignors are reimbursed to the contractor. A commission generally upto 2 and $\frac{1}{2}$ percent) on the local portion of the fare in case of through passengers) is, however, allowed in case of passenger traffic on the fare collected.

राष्ट्रीय राजमार्गों का मरम्मत और सुधार के लिए आवंटित की गई धनराशि

में से प्रत्येक मार्ग की मरम्मत तथा उसमें सुधार किए जाने के लिए वर्ष 1980-81 के लिए आवंटित की गई धनराशि का राज्यवार व्यौरा क्या है ?

3441. श्री बृद्धि चन्द्र जैन : क्या नौबहा और परिवहन मंत्री यह बताने की कृपा करेंगे कि राष्ट्रीय राजमार्गों

नौबहा और परिवहन मंत्रालय में राज्य मंत्री (श्री बृटा सिंह) : विवरण संलग्न है।

(लाख रुपये)

क्रम संख्या	राज्य का नाम	राज्य से होकर गुजरने वाले राष्ट्रीय राजमार्गों का नंबर	वर्ष 1980-81 के लिए आवंटित (मूल निर्माण कार्य)	अनुरक्षण और लिए अब तक दी गई धन राशि
1	2	3	4	5
1	ग्रान्ध प्रदेश	4, 5, 7, 9, 43	590.00	243.26
2	असम	31, 31-बी, 31-सी, 36, 37, 38, 39, 44, 51, 52, 52-ए, 53, 54	400.00	138.25
3	बिहार	2, 6, 23, 28, 28-ए, 30, 31, 32, 33	650.00	245.30
4	चण्डीगढ़	21	—	3.00
5	दिल्ली	1, 2, 8, 10, 24	300.00	33.50
6	गोआ	4-ए, 17, 17-ए	100.00	16.78
7	गुजरात	8, 8-ए, 8-बी, 8-सी, 15	400.00	206.00
8	हरियाणा	1, 2, 8, 10, 22	325.00	67.28
9	हिमाचल प्रदेश	1-ए, 21, 22	220.00	44.27
10	जम्मू व कश्मीर	1-ए, 1-बी	230.00	19.77
11	कर्नाटक	4, 4-ए, 7, 9, 13, 17, 48	525.00	136.50
12	केरल	17, 47	340.00	95.00
13	मध्य प्रदेश	3, 6, 7, 12, 25, 26, 27, 43	585.00	185.16
14	महाराष्ट्र	3, 4, 6, 7, 8, 9, 13, 17,	775.00	247.09

1	2	3	4	5
15	मणिपुर	39, 53	69.00	19.50
16	मेघालय	40, 44, 51	62.00	18.80
17	नागालैंड	36, 39	10.00	0.81
18	उड़ीसा	5, 5-ए, 6, 23, 42, 43	370.00	12.52
19	पंजाब	1, 1-ए, 10, 15, 21, 22	262.00	78.00
20	राजस्थान	3, 8, 11, 15	425.00	157.82
21	तमिलनाडू	4, 5, 7, 7-ए, 45, 46, 47, 49	512.00	142.70
22	उत्तर प्रदेश	2, 3, 7, 11, 25, 26, 27, 28, 29	950.00	251.63
23	पश्चिम बंगाल	2, 6, 31, 31-ए, 31-सी, 32, 34, 35, 41	500.00	208.04
24	असम, मेघालय, मणिपुर, नागालैंड और त्रिपुरा में राष्ट्रीय राजमार्ग संख्या 39 और 44 के बारे में सीमा सड़क विकास मंडल को	39, 44	400.00	23.85
25	रेल प्रशासन (पांडू में घाट की नौकाओं के अनुरक्षण पर होने वाले व्यय में सड़क प्रशा- सन का अंश)	—	—	7.59
कुल:			9000.00	2718.42

Railway Out-Agency at Jagadhari

3442. SHRI S. M. KRISHNA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5512 on the 24th July, 1980 regarding Railway Out agency at Jagadhari and state:

(a) the reasons which weighed with the Northern Railway to extend the existing contract of the Railway Out-agents at Jagadhari town for 5 instead of the 3 years period and why advertisement for fresh contract were not given and chance given to other parties also to submit their offers;

(b) the reasons for concentrating on one particular agent only when he is suspected of indulging in many malpractices and there was a vigilance case also against him; and

(c) whether on the expiry of the five year extended contract, the Railway Administration will be asked to invite for fresh tenders from the open market well in advance by advertising in the regional and local papers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) In view of the satisfactory performance of the contractor during the period of previous contract, the contract was renewed for 5 years under the existing rules. Since it was a case of renewal, there was no need for advertisement in newspapers to call for fresh applications.

(b) No allegation against the existing out-agent has been substantiated.

(c) The issue will be decided on considering the performance of the contractor well in advance of the expiry of the present term of contract.

Coastal Shipping

3443. PROF. MADHU DANDAVATE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have studied the recommendations of the National Transport Policy Committee to make the coastal shipping more economic; and

(b) if so, what steps are proposed to make the coastal shipping economic?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b).

The recommendations of the National Transport Policy Committee are under examination of the Government.

Loco Running Shed of Alipurduar Junction

3444. SHRI PIUS TIRKEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the loco running shed of Alipurduar junction is proposed to be expanded to handle more important repairs

(b) if so, how far the proposal has been worked out and the details of the loco running shed and its functioning; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) to (c). At present Alipurduar Shed homes 36 Metre Gauge Steam Locomotives. All maintenance schedules for Steam Locomotives are carried out in this Shed. There are no plans for expansion of Alipurduar Shed. As a policy Steam Locomotives Sheds are not being considered for expansion in view of plan for progressive dieselisation.

Road Communication in Tribal Sub-Plan Areas of Orissa

3445. SHRI GIRDHAR GOMANGO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the road communication network prepared by the Government of Orissa in Tribal sub-Plan areas of the Sixth Plan;

(b) the number of Block, Tehsil, Sub-divisional and market places yet to be connected by all-weather road in tribal areas of the State before and of rolling plan and current financial year;

(c) the reasons for lack of communication facilities in these areas after the preparation of sub-Plan, normal State plan allocation and M.N.P. and other schemes extended in these areas; and

(d) major and other bridge work included in current year in Sixth Plan?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) to (d). The Orissa Government have proposed in their Draft Sixth Plan (1980—85), a total outlay of about Rs. 1077 crores for Tribal sub-Plan for various sectors of development out of which about Rs. 85 crores have been earmarked for construction of Roads and Bridges. According to that draft Sixth Plan, 6 sub-divisions, 18 tehsils, 95 blocks and 85 police Stations in the State are yet to be connected with all-weather road links with the headquarters. The draft tribal Sub-Plan for the PWD roads proposed by the State Government includes 80 works out of which 41 are bridge projects. Financial limitations are said to be the main bottleneck.

Boarding of buses by DTC Personnel through Exist Gate

3446. DR. A. U. AZMI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that DTC personnel while proceeding on duty or off-duty, get into the DTC buses from the exist gates, thus

causing considerable annoyance and inconvenience to the commuters.

(b) while commuters have to wait for very long time at certain points where the bus service is bad, these personnel occupy comfortable position to the disadvantage of the paying commuters by jumping the queue and entering into the bus from the Exit/Gate;

(c) if so, what effective steps Government propose to take to stop such malpractices and ban the entry by such personnel who are not on duty in the bus from entering into it from the exist gate; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) to (d). Some complaints of this nature were received by DTC some-time back. The Corporation has informed that they have issued strict instructions to the line staff that the members of the staff of the Corporation should not board the buses from the front gate. Traffic Officers posted in the Divisions as well as the Depot Managers have also been asked to ensure compliance of instructions. The Corporation has further informed that now the DTC staff, by and large, board the DTC buses from the proper entry gate.

Sealdah-Barasat Line

3447. DR. GOLAM YAZDANI: Will the Minister of RAILWAYS be pleased to state the progress of double line of Sealdah-Barasat Section of Sealdah Division of Eastern Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS SHRI

MALLIKARJUN): Progress of important items of work on doubling

of Dum Dum-Barasat section is given below:

Description	Progress
(i) Contracts executed	28 Tenders out of 29 tenders called for have been accepted.
(ii) Formation other than rocks	78%
(iii) 2 Major bridges	1 major bridge has been completed and the other bridge for which 1 girder has been received at site and 3 girders are under fabrication.
(iv) Platform's & bridges	36%. Out of 15 minor bridges, 1 has been completed.
(v) <i>Linking of track</i>	
Main line	3 kms.
loop line	0.25 kms.
(vi) <i>Points and crossings:</i>	
1 in 8 1/2 — 32 sets	23%
1 in 12—25 sets	80%
1 in 16—1 set	100%
(vii) Platform shed—7 Nos.	25%
(viii) Platform with fencing 6 Nos.	70%
(ix) Supply of ballast	15%
(x) Construction of OHE mast—140 Nos.	79%
(xi) Overall progress	46.8%

Attack on Sikh Boy in U.K.

3448. SHRI R. L. BHATIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether his attention has been drawn to the news item captioned 'Attack on Sikh boy in U.K. condemned' appearing in the 'Tribune' dated the 31st August, 1980;

(b) if so, whether any protest was lodged by the Indian High Commission in U.K. with the British Government in this behalf or some other action taken; and

(c) if so, what is the reaction of the British Government thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) On receipt of a communication from the Wolverhampton Turban Action Committee about an attack on Rajinder Singh, a 15 year old Sikh boy, by two white men in the Park Field area of Wolverhampton, the matter was immediately taken up by the High Commission with the British Home Office; the Home Office was urged to conduct vigorous investigation with a view to bringing the culprits to justice and take effective measures to prevent recurrence of such incidents.

(c) The British Home Office in the last week of September informed the High Commission that the case was thoroughly investigated by the West Midlands Police but without success. The British Home Office stated that the Home Secretary and chief officers of police view such cases of violence with concern but added that it was unfortunately not always feasible to trace those responsible and bring them to book.

Sugar Quota reduced in trains

3449. SHRI K. MALLANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the quota of sugar has been reduced in trains; and

(b) if so, to what extent it has been reduced?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). Only on Central Railway prescribed quantity of sugar was reduced very marginally by 1 to 1.5 gms. per cup of tea/coffee due to inadequate availability of sugar. For service of tea/coffee in pots, the prescribed quantity of sugar, however, has not been reduced. On Southern Railway, due to use of sweetened milk for preparation of tea/coffee etc. the prescribed quantity of sugar has been suitably adjusted. There is no reduction in quota of sugar on any other Railway.

Scheme for improvement of Medical Sciences

3450. DR. GOLAM YAZDANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what are the schemes of the Government for improvement of Medical Sciences; and

(b) what is the cadre strength of Central Health Service and out of them how many are scheduled castes and scheduled tribes?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) A statement is enclosed.

(b) The cadre strength of The Central Health Service is 3589. Against which 178 scheduled castes and 35 scheduled tribes officers are working.

Statement

Government of India has addressed the State Governments Universities and the Medical Colleges of India making certain concrete recommendations for the modification of the courses of training and re-orientation of undergraduates medical education to cater to the needs of the rural community. A high power Committee of the Government of India have, after going into the recommendations of the Group on Medical Education and Supports Manpower, approved a 'Plan of Action' divided into three distinct parts namely:—

1. Community level workers.

2. Creation of a cadre of health assistants and the involvement of health workers and health assistants not only in preventive and promotive aspects of health but also in curative services.

3. Involvement of medical colleges in community health problems so that a development of comprehensive health referral complex and use of this involvement not only in training but also in terms of re-orientation of medical education.

The Government of India, Ministry of Health and Family Welfare, have formulated a scheme called Re-orientation of Medical Education which envisages attaching three

primary health centres to each one of the medical colleges in the country which is based on the report of the Group on Medical Education and Support Manpower. The scheme has been approved by the Planning Commission and the Ministry of Finance. The salient features of the scheme have now been incorporated in the recommendations of the Medical Council of India on undergraduate medical curriculum which have since been approved by the Central Government under section 33 of the Indian Council Act, 1956 as regulations for mandatory compliance by different medical colleges failing which the later may stand the risk of de-recognition by the Council. The scheme has been sanctioned for implementation in 25 medical colleges in the first phase and 45 medical colleges in the second phase.

A pattern of assistance has also been formulated by the Ministry with the concurrence of the Planning Commission and the Finance Division, under which each of the medical colleges will receive Central assistance, to the extent of Rs. 5.00 lakhs as a one time non-recurring grant-in-aid. Funds have been released to the various State Governments. The scheme is proposed to be a continuing one until the social objective of providing adequate health care and medical services to the rural and semi-urban segments of population in the country is achieved.

Introduction of one more Passenger train between Gomoh and Gaya

3451. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the longstanding trouble of the people of Dhanbad, Giridih, Hazaribagh and Gaya District for there being only one UP and Down Passenger train (129Up/130Dn) between Gomoh and Gaya; and

(b) if so, the action taken by Government to introduce one more passenger train in this section?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). With effect from 29-11-80, 29/30 Ganga-Damodar Express has been introduced between Dhanbad and Patna which will serve the passengers from and for Gomoh, Hazaribagh and Gaya. However, introduction of a stopping and slow passenger train on Gomoh-Gaya section will erode the line capacity of this section which has to primarily serve as the life-line for freight-movement essential for the development of the national economy.

Increase in Number of Motor Vehicles

3452. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of motor vehicles increased in last three years for the use of Officers in Divisional Offices Head Quarters and other Offices on Indian Railways separately;

(b) the monthly total consumption of Petrol/Diesel for these vehicles and the cost thereof;

(c) the monthly expenses incurred for the staff of these vehicles along with the expenses for maintenance; and

(d) the reasons for providing a large number of vehicles and incurring huge expenses specially when the country is in serious economic crisis further worsened by Petrol/Diesel crisis?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). The information is being collected and will be placed on the Table of the Sabha.

U.S. Charge d'affairs letter written on behalf of a private firm

3453. SHRI R. L. BHATIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the U.S. Charge d'affairs in India wrote a letter to Government of India on behalf of a private firm, CF Braun and Co.;

(b) if so, the contents of this letter;

(c) whether it is in consonance with well-established diplomatic conventions for such communications being addressed by diplomats on behalf of private firms; and

(d) Government's reaction in the matter?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) and (c). The Charge d' Affaires of the United States had written a letter to the Ministry of Petroleum, Chemicals and Fertilizers, Government of India, in September, 1980 concerning the award of certain contracts to the firm, M/s C.F. Braun & Co. It is normal for diplomatic missions to take an interest in the affairs of commercial firms from their countries and to communicate on such matters with the governments of their accreditation. Correspondence between the Government of India and foreign governments or their accredited missions is usually treated as confidential in nature.

(d) Does not arise.

Bad climate allowance

3454. SHRI GIRIDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the South Eastern Railway Authority fully paid the bad climate allowance to the Railway employees of Koraput district, Orissa;

(b) if so, the date and amount thereof;

(c) if not yet, the reasons therefor;

(d) whether the other problems of the employees of the Koraput have been considered by the concerned authority for fulfilling them; and

(e) if so, what are the problems thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Disbursements were completed by about October 1980, the amount disbursed being Rs. 2,68,873.61

(c) Does not arise.

(d) and (e). There was a demand for augmenting the water supply at Koraput.

Action to augment water supply at this station is already being taken in consultation with the Public Health Department of the Government of Orissa.

Night bus service between I.S.B.T. and R. K. Puram

3455. SHRI SANAT KUMAR MANDAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Night Bus Service of Delhi Transport Corporation linking ISBT with R.K. Puram does not touch South Moti Bagh and Shantiniketan colonies and goes straight to R.K. Puram via Sangam Cinema; and

(b) if so, the difficulties which lie in the way of the DTC to route this Bus through the inter-section of Shanti Path, Ring Road and Rao Tula Ram Marg to serve these colonies also?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Yes, Sir.

(b) The night services are provided from ISBT, New Delhi, Railway Station and Delhi main junction for the convenience of those passengers who arrive in Delhi by late night trains and buses. These night services connect far-flung colonies such as Janakpuri, Tilak Nagar, R. K. Puram, Hauz Khas, Trans-Yamuna Area, Kalkaji, Lajpat Nagar which have traffic demand till night. These night services are run on the main road and it is not feasible to route them through the small colonies like Shantiniketan and South Moti Bagh which do not have much night traffic.

“केन्सर का इलाज संभव” शीर्षक से कृपा समाचार

3456. आचार्य भगवान देव : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेग कि :

(क) क्या काहनेमान होम्योपैथिक चिकित्सालय तथा अनुसंधान संस्थान के डा० एम० आई० खान द्वारा तैयार की गई होम्योपैथिक दवाई “कोर्सिनो-साइन” की इस दृष्टि से जांच की गई है कि वह कैंसर के रोग के लिए कितनी प्रभावी है ; और

(ख) यदि नहीं, तो क्या सरकार इस दावाई की अब जांच करेगी ?

स्वास्थ्य तथा परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री अनन्तर रंजन लास्कर) :

(क) और (ख) : ओषधि का सही नामक कोर्सिनोसिन है । इस ओषधि की व्याख्या प्रमाणित पुस्तकों में की गई है और कैंसर सहित विभिन्न बीमारियों के उपचार के लिए होम्योपैथिक चिकित्सकों द्वारा इसका पहले से ही व्यापक रूप से प्रयोग किया जा रहा है ।

Inauguration of Sonbhadra Express

3457. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Sonbhadra Express was inaugurated at Patna Junction on 2nd September, 1980.

(b) if so, whether it is also a fact that the said inauguration was done at Up platform instead of doing it at Dn platform;

(c) if so, the reasons therefor;

(d) the details of the expenditure incurred by Government on the inauguration; and

(e) the reasons for incurring such a huge amount thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). As it was felt necessary to have more space for the inaugural function, which was not available on the Up platform 191 Up Patna-Delhi Sonbhadra Express was inaugurated from the Down platform.

(d) and (e). Total expenditure on the inauguration ceremony was Rs. 7,968.80 (Rs. 1000 on Shamiana, dias, etc., Rs. 1036.80 on soft drinks for invitees, Rs. 900 on press entertainment, Rs. 2,700 on printing of invitation cards, and Rs. 2,332 on printing folders). Considering the importance of the train service, the expenditure is not considered to be excessive.

Vadodara Railway Station

3458. SHRI R. P. GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Finance and Planning Minister of Gujarat State, during his recent dis-

cussions with the former Railway Minister, had represented about the traffic bottleneck outside the Vadodara Railway station;

(b) whether the State Minister had requested the Centre to hand over the land outside the Vadodara Railway Station to the Municipal Corporation for clearing the area from anti-social elements and for better regulating traffic;

(c) whether it is a fact that the Railway Minister had promised to look into the matter; and

(d) if so, action taken or proposed to be taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (d). Minister of Finance, Planning, Labour, Employment, Prohibition and Excise, Gujarat Government had discussions with the former Minister of Railways in October, 1980 during which he handed over a letter in which it has been proposed that a strip of land in front of Vadodara Railway Station which belongs to the Railway may be handed over for "open" use i.e. for taking buses to the respective stands. The suggestion has been examined. In view of the need to have adequate space in front of the station building and various offices situated therein, as also to meet Railway's own requirements for developmental needs for the ever-increasing traffic at this station, the Railway Administration are not in a position to hand over the land to the State Government. It may, however, be stated that there are no anti-social elements occupying the land.

Booking Clerks at New Delhi Station

3459. SHRI K. P. SINGH DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Booking Clerks in the New Delhi

Railway Station had struck work on 27th August, 1980 on the question of harassment of their Chief Supervisor by the C.B.I.;

(b) whether it is also a fact that some C.B.I. men wanted to implicate the Supervisor forcibly in a bribe case; and

(c) whether the Railway authorities were informed before the C.B.I. men had stepped into the Reservation booths and whether actually the CBI high ups had ordered the raid and if so, at what level?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) No.

(c) The local Railway official in-charge of the Reservation office was informed as soon as the trap was laid. Trap was laid on the orders of Deputy Inspector General, Central Bureau of Investigation on the basis of a written public complaint registered with C.B.I.

Joint Indo-US Commission

3460. SHRI BHOGENDRA JHA: Will the Minister of EXTERNAL AFFAIRS be pleased to state the specific proposals, agreements and practical implementation of the decisions of the Joint Indo-U.S. Commission since its inception including the help or hurdles in the efforts for India's march for self-reliance?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): The Indo-US Joint Commission was set up in October 1974 to promote cooperation between the two countries in the economic, commercial, scientific, technological, educational and cultural fields. The Joint Commission considers and approves proposals received from the four Sub-Commissions which have been set up under it and then refers these propo-

sals to the respective governments for approval. Numerous programmes have been implemented since the Joint Commission started functioning. The more important are listed below.

Under the Sub-Commission on Economic and Commercial Affairs, discussions have been held on matters related to bilateral trade, development policies, and Indo-US Joint logy, double taxation treaty, multi-lateral economic issues, Indian investment policies, and Indo-US Joint Ventures, which have proved useful to both sides. The US is India's biggest trading partner. Through this Sub-Commission we have been able to draw the attention of the U.S. authorities to certain major issues having a bearing on our exports such as improvements in the US GSP Scheme, liberalised quotas for certain items and the need for a liberal US import policy towards the developing world. A Joint Indo-US Business Council composed of representatives of American and Indian Companies has been set up under the aegis of this Sub-Commission in order to provide a regular channel for discussion of bilateral commercial, industrial and investment matters.

The Sub-Commission on Education and Culture has instituted an Indo-US Fellowship Programme under which around 15 scholars are exchanged every year. There is also a programme for the exchange of five short-time visitors. The Sub-Commission organises two major seminars annually on subjects of mutual interest. Some of the other major programmes initiated by this Sub-Commission are regular exhibitions in India and the U.S.; exchange of museum personnel; exchange of major exhibits of Indian art and American modern art; exchange of individuals and groups in the performing and literary arts; and a films exchange programme.

The Sub-Commission on Science and Technology has promoted coope-

orative research projects, *inter alia*, in the following fields:

Agriculture and Water Resources; Environment and Natural Resources, Health; Meteorology, Materials and Electronics. Informational Science Wild Life and Habitats; Solar Activity related to Weather Phenomena; Oceanography; and Small Industrial Technology.

With this Sub-Commission's efforts a memorandum of understanding was signed between India and the United States in 1978 as a result of which India will receive directly remote sensing data from NASA's Landsat Satellite, which will be of help in providing information regarding India's natural resources.

The Sub-Commission on Agriculture, which was set up last year, has also recently held its first meeting and has drawn up proposals for Indo-US Cooperation in this field.

Joint Commissions are intended to promote mutually advantageous programmes. In the formulation of programmes, the Government of India always keep in mind the objective of furthering our efforts at self-reliance and improving the socio-economic conditions of our people.

Loss suffered due to Sabotage

3461. SHRI K. P. SINGH DEO:
SHRI S. A. DORAI SEBASTIAN:
SHRI M. V. CHANDRASHEKARA MURTHY:
SHRI P. M. SYEED:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have assessed the loss suffered as a result of wide spread sabotage and destruction of railway property by the farmers in the Nasik Division of Central Railway;

(b) whether Government have considered the feasibility of imposing some collective levy as a token reimbursement for the loss; and

(c) whether the agitators have declared that their proposal to launch a guerrilla war and if so, what precautions are proposed to save railway track and property?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes. Loss to the extent of approximately Rs. 5,37,00/- has so far been assessed to have been suffered by Central Railway due to the farmers' agitation.

(b) This is for the State Government of Maharashtra to decide.

(c) No declaration of launching a guerrilla war by the agitators has come to the notice of the Railway Administration.

However, preventive measures like patrolling of track, posting of fixed pickets at important installations and strategic points by Police and RPF are being taken.

Strike Notice of Cochin Port Staff Association

3462. PROF. P. J. KURIEN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Cochin Port Staff Association served a strike notice on the Cochin Port Trust recently;

(b) if so, the reasons therefor;

(c) whether they have made any demand to implement the items already agreed earlier; and

(d) if so, the steps taken to meet their demands?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes, Sir on 5-11-1980.

(b) To press a charter of 30 demands.

(c) Yes, Sir.

(d) As a result of conciliation proceedings, the union agreed to desist from the threat of strike. Port Trust has already implemented a few of the agreed items. In respect of other agreed items, action will be taken by the Port Trust to hold bilateral discussions to expedite implementation, after the dispute regarding the modality of discussions of such demands is settled. Port Trust is awaiting advice of Regional Labour Commissioner, Madras in this regard.

Porterage Staff of Cochin Port

3463. PROF. P. J. KURIEN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the porterage staff of the Cochin Port went on strike for 29 days;

(b) whether any agreement has been reached with striking unions;

(c) if so, the details of the agreement; and

(d) how far it is being implemented?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes, Sir from 15-6-1980 to 13-7 1980.

(b) Yes, Sir.

(c) Details of the agreement are contained in the attached statement.

(d) Item 2 of the agreement was subject to Government's approval. The matter was examined by Government and it was decided that the approval could not be accorded in view, *inter alia*, of repercussions not only on other categories of workers at Cochin Port but also in other Major Ports. As regards item 3 of the agreement, Port Administration has not yet implemented it as it felt that

implementation of only this part of the settlement would lead to discontentment among the categories which were to benefit from item 2 of the settlement.

Record of conclusions reached in discussions between the Chairman Cochin Port Trust and the Representatives of the Cochin Port Staff Association and the Cochin Port Portage Staff Association.

Consequent on discussions, the following conclusions were mutually agreed to:

1. The unions agree to withdraw the claim for abolition of the current system of Roster-Off and to report to the conciliation officer and the Labour Department (Central) a settlement of the disputes that has been taken up in conciliation proceedings, consequent on the claims raised by the Cochin Port Staff Association and the Cochin Port Portage Staff Association in their letters to the Administration dated 9-3-1980 and 31-5-1978 respectively.

2. The Chairman, Cochin Port Trust agrees that within the structure of the WRC basic pay scales, the pay-scale Rs. 420—10—430—EB 12—478—EB—13—595, allowed to

the posts designated as Marker/Sorter/Checker will be replaced by the WRC pay scale Rs. 425—11—436—EB—13—540—EB—15—660 and the incumbents of the posts bearing the said designation will be promoted to the said higher pay scale Rs. 425—660.

Further, the Chairman agrees that the designation Market/Sorter/Checker will be changed to 'Deployable Cargoman'. The proposals contained in this clause are subject to Government's approval being accorded.

3. The Chairman agrees that as many additional posts of "Chargeman" in the Portage Office Establishment Executive Staff section will be created, as obtaining for Chargemen Grade I in the said section and that those bearing the latter designation will be upgraded as "Chargemen" in the said section and the grade of Chargeman-I will be abolished except for lien purposes.

On such upgradation it is agreed by the Unions that all men designated as Chargemen will perform all the duties required of Chargeman and Chargeman-I.

Sd/-

J. MAHABALA RAO, IAS
CHAIRMAN
COCHIN PORT TRUST

Sd/-

K. GOPALAN NAIR
VICE-PRESIDENT
COCHIN PORT PORTERAGE
STAFF ASSOCIATION

Sd/-

A. A. KOCHUNNY
GENERAL SECRETARY
COCHIN PORT STAFF ASSOCIATION

Sd/-

G. K. SWAMY
TRAFFIC MANAGER

Dated 25-7-1980.

Transfer of Chairman, Cochin Shipyard

3464. PROF. P. J. KURIEN:

SHRI B. V. DESAI:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Cochin Shipyard Chairman was recently transferred and reverted, before completing his full term;

(b) whether Government are aware of the report in the Indian Express dated 21st October, 1980 that the transfer is related to the purchase of engine for the 2nd ship under construction at Cochin Shipyard and if so, Government's reaction;

(c) the quotations received for the engine of the 2nd ship and details of quotations;

(d) whether one quotation was from a foreign collaborator of Maruti Limited and if so, the details;

(e) The details of the quotations received are as under:—

Party	Price quoted	Delivery offered
1. M/s. MAN, West Germany	DM 8,130,000 (FOB)	April, 1981
2. M/s. H. Cegielsky, Poland	8 2,493,000 (FOB)	December, 1980
3. M/s. John G. Kincaid Co. Ltd. U.K.	£ 2,580,000 (Ex-works)	August, 1981
4. M/s. Harland & Wolff	£ 2,475,796 (FOB)	January, 1981

(d) The approval earlier given by the Government for collaboration between M/s MAN and M/s Maruti Limited, for manufacture of Heavy Duty Commercial Vehicles was subsequently withdrawn.

(e) Ex-Chairman and Managing Director was reverted after finalisation of quotations.

(e) whether the Chairman has been transferred after the finalisation of the quotations; and

(f) the reason for the mid-term transfer of the Chairman?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VERENDRA PATIL): (a), (b) and (f). The ex-Chairman and Managing Director, who had been on deputation to the Cochin Shipyard with effect from 10-10-79, was reverted to his parent department after completion of one year, on review of his performance as per terms of his appointment. Also he had himself expressed desire to revert to the parent department in case it was not possible for the Government to give him the scale of Rs. 3000—3500 from the date he assumed charge of the post, which has not been agreed to by the Government. As per existing Government orders he was eligible for a total monetary benefit not exceeding Rs. 300/- per month while on deputation. The Government is aware of the report dated 21-10-1980 in the Indian Express.

Racial Violence in U.K.

3465. SHRI JYOTIRMOY BOSU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether his attention has been drawn to a news-item published by Hindustan Times, in its issue dated 17th November, 1980 p. 16, under the

caption "ominous rumblings of racial violence in U.K.";

(b) if so, what are the facts thereof; and

(c) Government's reaction to the same?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) About 500 followers of the "British Movement", a fascist Neo-Nazi Organisation regarded as active rival to the "National Front", staged a small march through West London on 23rd November, 1960 and were addressed by Mr. Michael McLaughlin, National Chairman of the Movement. About 3,000 Policemen were on duty to maintain peace and the police was largely successful in keeping apart the marchers and about 3,000 counter demonstrators mobilised by the 'Anti-Nazi League', the "Paddington Campaign Against Racism" and the "East London Workers Against Racism". 73 people were, however, arrested during sporadic scuffles with police. The organising of the march by the "British Movement" did create resentment and concern among ethnic minority groups, but it did not create any general panic among the local Indian community.

(c) Government's views on the need for racial harmony are well-known. The question of banning or controlling such organisations and marches is an internal matter to be dealt with by the British Government.

Wagon Building Industry in West Bengal

3466. SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to state:

(a) how many orders for wagons placed with the wagon building industry in West Bengal, year-wise, from 1965 to 1969;

(b) the total value of the orders so placed, year-wise during the same period; and

(c) the names of the units in West Bengal who have been manufacturing wagons for the railways, year-wise from 1965 to 1969 ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). A statement is attached.

Statement

Year	No. of wagons in terms of 4-wheelers ordered on wagon building units in West Bengal	Value of orders referred to in Col. 2 in crores of rupees	Name of units manufacturing wagons during the year
1	2	3	4
1965-66	14,596	27.99	1. M/s. Burn Standard Co., Howrah. 2. M/s. Burn Standard Co., Burnpur.
1966-67	1,350	2.95	3. M/s. Bridge & Roof Co.

1	3	3	4
1967-68	10,850.5	21.07	4. M/s. Braithwaite & Co. 5. M/s. Jessop & Co., 6. M/s. Raymon Engg. Works. 7. M/s. Texmaco Ltd.
1968-69	6,387.5	10.90	1. M/s. Burn Standard Co., Howrah. 2. M/s. Burn Standard Co., Burnpur.
1969-70	6,325	13.56	3. M/s. Bridge & Roof Co. 4. M/s. Braithwaite & Co.
1970-71	3,742.5	8.53	5. M/s. Jessop & Co. 6. M/s. Texmaco Ltd.
1971-72	10,344.5	22.81	
1972-73	11,360.5	25.49	
1973-74	10,751	34.77	
1974-75	..	..
1975-76	..	..
1976-77	12,594.5	32.01	Do. except M/s. Jessop & Co.
1977-78	6,080.5	14.91	1. M/s. Burn Standard Co., Howrah. 2. M/s. Burn Standard Co., Burnpur.
1978-79	13,251	39.07	3. M/s. Braithwaite & Co.
1979-80	..	..	4. M/s. Texmaco Ltd.
1980-81 upto Nov. 1980)	20,009	85.95	1. M/s. Burn Standard Co., Howrah. 2. M/s. Burn Standard Co., Burnpur. 3. M/s. Baithwaite & Co. 4. M/s. Jessop & Co. 5. M/s. Texmaco Ltd.

Number of Racial Clashes in Britain

3467. SHRI JYOTIRMOY BOSU:
Will the Minister of EXTERNAL
AFFAIRS be pleased to state:

(a) how many incidents involving
racist clashes, took place in Britain,
year-wise, from 1975 to 1980;

(b) in how many cases the Indians
in Britain became victims of those
clashes;

(c) particulars of the cases in
which the Indians were made special
targets of attacks; and

(d) what action, if any, has been
or is being taken in this regard?

THE MINISTER OF EXTERNAL
AFFAIRS (SHRI P. V. NARASIMHA
RAO): (a) The number of incidents
involving racial clashes which came
to the notice of our High Commis-

sion from 1975 to 1980 is given be
low:

1975	Nil
1976	Two
1977	Nil
1978	Four
1979	Five
1980—Till date	Seven
(b) 1975	Nil
1976	One case involving one Indian
1977	Nil
1978	Two cases involving four Indians
1979	Three cases involving 156 Indians including 153 in Southall riots:
1980	Seven cases.

(c) 1 case of 1976: A youngman of Indian origin, Shri Gurdev Singh Chaggar was stabbed to death in Southhall on June 4, 1976 by some white youths. Two white youths were convicted and sentenced to 4 years imprisonment but Judge remarked that accused were not motivated by racial prejudice.

2 cases of 1978: (1) In October 1978, 3 Indian students in Cambridge were assaulted by a group of about 20 young men who were shouting: "we hate Pakis". Police could not bring prosecution against any miscreant.

(2) Shri Narinder Singh Marway, a sikh was attacked in Newham, area in East London by some white youths on December 9, 1978 but he was prosecuted for use of a 'Karra' which was alleged to be an offensive weapon. High Commission took up case with Home Office. Marway was subsequently discharged by Crown Court.

3 cases of 1979: (1) In March 1979, an Indian Seaman and his two companions were attacked by a number of youths and seaman sustained some injuries. Culprits remained untraced.

(2) The Southall riots of 23rd April occurred as a result of mass protest organised by the Anti-Nazi League and local Asian community against the holding of National Front meeting in Southall. While the initial trouble arose from this cause of racial nature, there was no clash between whites and non-whites as such. However, there were clashes between the local Asians, large number of whom were of Indian origin, and the police leading to arrest of about 360 persons including about 153 Indians.

(3) On 29th July, 1979 Shri Inderjit Bosu, son of Shri Jyotirmoy Bosu, M.P. and his companion were attacked by a group of about 25 white youth on Waterloo Bridge in London and sustained some minor injuries. Police could not trace the culprits.

7 cases of 1980: (1) On the night of 28th May, 5 Indian seamen were attacked at Tilbury Docks near London by a small group of white youths. No culprits could be arrested by police.

(2) On 5th May, local Sikhs of Barking alleged that the Sikh Temple in Barking had been attacked by a mob of local whites.

(3) On June 21, an Indian of Southall was attacked by two "skin-heads" and was injured. Police could not arrest the culprits.

(4) On 28th July an Indian was attacked by some unknown white youth at an underground tube station and was hospitalised with a knife wound on his back. Police could not work out the case.

(5) On 1st August an Indian youngman was beaten up by 4 youths in the Glasgow area and robbed of some money and wrist watch. Police failed to work out the case.

(6) In August, a 15 year old Sikh boy was attacked and robbed by two white men in Wolverhampton and his hair were also allegedly cut by miscreants. Police investigation has not so far been successful in catching the miscreants.

(7) On 13th September, an Indian was manhandled by some white men at Heathrow airport. Case has been reported to Police for investigation.

(d) All the cases which came to the notice of the High Commission were taken up with the appropriate authorities. In most cases of attacks on Indians, the culprits could not be apprehended by the Police despite investigation. Immediate action is taken by the High Commission on receipt of any complaint in which an Indian is involved. In more serious cases High Commission Officers also visit the scene of occurrence.

Wagon Detention

3468. SHRI R. L. BHATIA:

SHRI S. M. KRISHNA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether his attention has been drawn to the news-item 'S.E. Railway losing 700 wagons of freight daily' appearing in the *Times of India*;

(b) if so, his reaction thereto; and

(c) the long-term measures which Government propose to take in consultation with the Ministry of Steel and Mines to put an end to this endemic problem of detention of wagons for one reason or the other at the ore mines or steel plants?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). The matter was taken up with the concerned authorities to improve the loading. Coordination is being maintained with the other Ministries like Ministry of Steel and Mines. SAIL and MMTC due to which there has been an improvement.

क्षय रोग से अधिक ग्रस्त होने वाले रोगी

3469. श्री छीसु भाई गणित : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने समाज के ऐसे विशेष वर्गों और राज्यों जहां क्षय रोग से पीड़ित व्यक्तियों की संख्या सर्वाधिक है का पता लगाने के लिए आंकड़े भी एकत्र किए हैं ; और

(ख) यदि हां, तो क्या इस रोग के शिकार पुरुष अधिक होते हैं अथवा महिलायें ?

स्वास्थ्य तथा परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहार रंजन लास्कर) :

(क) और (ख) : देश में किये गये विभिन्न सर्वेक्षणों से पता चलता है कि क्षय रोग आर्थिक तौर पर पिछड़े वर्गों, महिलाओं तथा पुरुषों दोनों में अधिक आयु वर्ग के लोगों (40 वर्ष से अधिक) में अधिक व्यापक है। देश के किस राज्य में सबसे अधिक क्षय रोगी हैं इसकी कोई सही सूचना उपलब्ध नहीं है क्योंकि क्षय रोग समान रूप से सूचनीय रोग नहीं है। वैसे, इस मंत्रालय के केन्द्रीय स्वास्थ्य आसूचना ब्यूरो ने राज्यों/संघ राज्य क्षेत्रों से जो आंकड़े एकत्र किए उनके अनुसार 1977-79 के दौरान क्षय रोग की रोग दर तथा मृत्यु दर का राज्य वार/संघ राज्य क्षेत्र वार ब्यौरा संलग्न है।

विवरण

भारत में 1977—79 के दौरान क्षय रोग के रोगियों और उससे हुई मौतों का विवरण*

राज्य/संघ आसित क्षेत्र का नाम	1977		1978		1979X	
	घटनाएं	मौतें	घटनाएं	मौतें	घटनाएं	मौतें
	2	3	4	5	6	7
1. आन्ध्र प्रदेश	76895	1205	115966	1776	71262	1022
2. असम	15373	752	10243	402	14652	440
3. बिहार	+	+	+	+	+	+
4. गुजरात	11965	7	8891	2	10313	1
5. हरियाणा	19000	208	18774	209	28643	250
6. हिमाचल प्रदेश	14666	163	19690	232	16016	284
7. जम्मू व कश्मीर	+	+	+	+	+	+
8. कर्नाटक	129055	1558	122318	1786	121181	1784
9. केरल	37195	422	21032	361	20265	291
10. मध्य प्रदेश	81837	945	161590	1424	87541	873
11. महाराष्ट्र	25816	2275	88010	2317	122033	2662

1	2	3	4	5	6	7
12. मणिपुर
13. मेघालय
14. तामिलनाडु
15. उड़ीसा
16. पंजाब
17. राजस्थान
18. सिक्किम
19. तमिलनाडु
20. त्रिपुरा
21. उत्तर प्रदेश
22. पश्चिम बंगाल
23. अण्डमान व निकोबार द्वीप समूह
24. मरुणाचल प्रदेश
25. चंडीगढ़

	280	—	487	1	50	4
26. दाहरा व नगर हवे ली	.	.	.	.	.	.
27. दिल्ली (एम०सी०)	.	.	.	.	.	.
दिल्ली (एडमिन्०)	33552	1316	34721	1321	37230	1296
28. गोवा दमन व दीव	1483	62	1801	290	2020	90
29. लक्षद्वीप	713	—	58	1	53	1
30. मिजोरम	+	+	677	12	754	13
31. पांडिचेरी	9279	17	8176	15	6539	1
योग	608127	11,044	7,50,280	11,707	6,24,787	10,118

शून्य X = आंकड़े अनन्तिम हैं । * = स्पष्ट सूचना के अभाव में इन आंकड़ों की तुलना नहीं की जा सकती ।

+ = अनुपलब्ध,

रेलवे प्रयोक्ता समितियाँ

3470. श्री रामावतार शारङ्गी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राष्ट्रीय रेलवे प्रयोक्ता सलाहकारी समिति, क्षेत्रीय रेलवे प्रयोक्ता सलाहकारी समिति तथा मंडलीय प्रयोक्ता सलाहकारी समिति गठित करने की परम्परा रही है ;

(ख) यदि हां, तो क्या नई सरकार के गठन के बाद इन समितियों का अभी तक गठन नहीं किया गया है; और

(ग) यदि हां, तो विलम्ब के क्या कारण हैं तथा उक्त समितियों को कब तक गठित करने का विचार है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) :

(क) से (ग) : जी हां । राष्ट्रीय रेल उपयोगकर्ता परामर्श परिषद, क्षेत्रीय रेल उपयोग कर्ता परामर्श समिति तथा मण्डलीय रेल उपयोग कर्ता परामर्श समिति के पुनर्गठन के बारे में सक्रिय रूप से विचार किया जा रहा है और शीघ्र ही निर्णय लिये जाने की संभावना है ।

हिंसार जंक्शन

3471. श्री कुंभाराम शर्मा : क्या रेल मंत्री यह बताने का कृपा करेंगे कि हिंसार जंक्शन पर यात्रियों को सुविधा के लिए प्रतीक्षालय बनाने में विलम्ब के क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : हिंसार रेलवे स्टेशन पर यात्रा यातायात

को सुविधा के लिए दूसरे दर्जे का एक प्रतीक्षालय (198 वर्ग मी० क्षेत्रफल) तथा उच्च दर्जे के दो प्रतीक्षागृह (एक पुरुषों तथा दूसरा महिलाओं के लिए) प्रत्येक 23.5 वर्ग मी० क्षेत्रफल) पहले ही मौजूद हैं । इस समय किसी अतिरिक्त प्रतीक्षालय के निर्माण का कोई प्रस्ताव नहीं है ।

बच्चों के लिए अलग अस्पताल स्थापित करना

3472. श्री बृद्धि चन्द्र जैन : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश की कुल जनसंख्या में 48 प्रतिशत बच्चे हैं फिर भी देश में उनके लिए कोई गहन परिचर्या केन्द्र अथवा अलग अस्पताल नहीं हैं; और

(ख) यदि हां, तो सरकार द्वारा छठी योजना के दौरान बच्चों की विशेष परिचर्या के लिए और एक अलग अस्पताल की स्थापना करके उनके उपचार का प्रबन्ध करने के लिए क्या विशेष उपाय किये जाने का विचार है ?

स्वास्थ्य तथा परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहोर रंजन लास्कर) : (क) और (ख) . भारत के महापंजीयक की जनसंख्या प्रोजेक्शन के अनुसार 1 मार्च, 1981 को 0-14 वर्ष की आयुवर्ग के बच्चों का अनुपात 39-3 प्रतिशत होगा । देश के कई राज्यों में बच्चों के लिये अलग से अस्पताल हैं । अगर कहीं बच्चों के अलग से अस्पताल नहीं हैं तो भी सभी मेडिकल कालेजों में बाल रोग चिकित्सा विभाग हैं । इसके अतिरिक्त बच्चों की विशेष चिकित्सा के लिये 281 जिला मुख्यालय

अस्पतालों में शिशु एकक खोले गए हैं। बाकी के जिला मुख्यालय अस्पतालों में भी शिशु एककों को खोलने के लिये प्रयत्न किये जा रहे हैं। भविष्य में ताल्लुक। उप-प्रभागीय शहरों के अस्पतालों में शिशु वाडों को खोलने का भी प्रस्ताव है। बच्चों के लिये अलग से अस्पताल खोलना कोई व्यावहारिक प्रस्ताव नहीं है।

Demands for Port and Dock Workers

3473. SHRI VIJAY KUMAR
YADAV:

SHRI P. M. SAYEED:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what are the reaction of the Government on the demands of the Port and Dock Workers; and

(b) whether the Government is ready to accept the said demands; if not, reasons thereof?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). It is presumed that information is sought with reference to the demands of the port and dock workers relating to revision of their wages. Negotiations were held by Government with the 4 Major Federations of Port and Dock Workers on 12 and 13 November, 1980 and were resumed from 26-11-1980. As a result of these negotiations, an understanding was reached on 28-11-1980 on certain major issues relating to wage revision. Further negotiations are being held with the Federations to settle remaining issues relating to revision of wages.

EM.U. Coaches available on Southern Railway

3474. DR. A. KALANIDHI: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of EMU coaches available on the Southern

Railway, M.G. Suburban System (Beach—Thambaram);

(b) the actual stock that are effectively put on use and the number that are not fit to run on services; and

(c) when it is proposed to augment the services with the increased holdings at least to maintain the present services?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The present holding of EMU coaches on metre gauge suburban system of Southern Railway is 173.

(b) For running the scheduled metre gauge EMU train services, 140 coaches are kept for service. The remaining coaches are kept as maintenance spares. There are no coaches which are not fit to run.

(c) The present services are being regularly maintained by the available coaches on the Southern Railway.

Setting up of a National Population Commission

3475. SHRI K. MALLANNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that setting up of a National Population Commission by an Act of Parliament to formulate and implement an overall population policy has been recommended by a study group set up jointly by the Indian Council of Medical Research and Indian Council of Social Science Research; and

(b) if so, the recommendations and suggestions which have been made particularly on the policy of Family Planning?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) A statement containing the gist of recommendations and suggestions made by the study group in this regard is attached.

Statement

Gist of the recommendations and suggestions on Family Planning Policy contained in the Report of the Study Group set up jointly by the Indian Council of Medical Research and the Indian Council of Social Science Research (August, 1980).

Family Planning

There should be a National Population Commission set up by an Act of Parliament to formulate and implement an overall population policy. The objective should be to reduce the net reproduction rate from 1.67 to 1.00 and the birth rate from 33 to 21. This will imply effective protection of 60 per cent of eligible couples against 22 per cent at present. It will also imply a reduction in the average size of the family from 4.3 to 2.3 children, and the eventual stabilization of the total population at about 1200 million by 2050 A.D. The family planning programme must be fully rehabilitated at an early date and converted into people's movement closely linked to development. The emphasis should be on education and motivation, especially through interpersonal communication and group action. Incentives, especially those of a compensatory character, should be widely used. While work with women will continue through MCH services, intensive efforts should be made to work with men also. While the health services have a role to play in motivation also, their main responsibility is to supply the needed services and follow up care.

Passenger Halt between Bandpur and Kenduapada

3476. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether instructions have been issued to the General Manager, S. E. Railway to commission a passenger halt in between Bandpur and Kenduapada Railway stations by Khurda Road Division of S. E. Railway; and

(b) if so, the details thereof and reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) A station at this site is being opened subject to the earthwork being done through Shramdan and levy of halt service charge at the rate of 5 paise per ticket. South Eastern Railway is taking further necessary action in the matter.

Promotional Prospect of Railway Doctors

3477. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that nearly 85 percent of the Railway Doctors retire in the same scale in which they had joined even after putting in 25 years' service; and

(b) If so, Government's reaction thereto and the steps being taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). No. Doctors have had benefits of higher pay scales on a number of occasions. 20-25 years back, doctors had joined service in Group 'C' in the grade of

of Rs. 100—230 or 335—650. 25 per cent of these doctors were given an enhanced scale of Rs. 350—950 in 1962 and were placed in Group 'B'. The remaining doctors were given these benefits in 1966. In 1973, all doctors were placed in Group 'A' and were given the scale of Rs. 700—1600. Thus, they are not retiring in the same scale in which they had joined.

Further efforts to improve the career prospects for doctors are receiving consideration.

News Item Captioned 'Family Welfare Plans Fruitless in Bihar'

3478. SHRI SHIV KUMAR SINGH THAKUR:

SHRI KRISHNA PRATAP SINGH:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn towards a news-item appearing in the 'Indian Express' dated 12th November, 1980 under the caption 'Family Welfare Plans fruitless in Bihar.

(b) if so, the reasons for the failure of family welfare plans in Bihar;

(c) whether the plan has also failed in other States of the country and if so, their names and details thereof; and

(d) the steps being taken by Government for making family welfare plan popular among the masses in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) to (c). Government's attention has been drawn to the item appearing in the 'Indian Express' dated the 12th November, 1980 under the caption 'Family Welfare Plans fruitless in

Bihar'. It contains some views on the state of various programmes in Bihar and also alleges certain irregularities. The matter has been referred to Bihar Government for appropriate action.

The Family Welfare programme in Bihar, as also in other States, suffered a set back during the last three years on account of the confusion and misgivings about the programme caused in the public mind through adverse, motivated and distorted propaganda during that period. There is, however, a welcome evidence of the gradual restoration of the credibility of the programme in recent months.

(d) The benefits of adoption of the small family norm to enable people to lead a better quality of life is being brought home to the eligible couples through a process of motivation and education and by a strategy of inter-personal communication particularly at the rural levels by organising family welfare education camps. Particular emphasis is being given to the improvement of the health status of the mother and child through specific schemes of immunisation and prophylaxis against nutritional deficiency. A large infrastructure built in the various States for delivery of integrated health and family welfare services is being strengthened and a free choice of methods is made available to the acceptors to avail of the family planning methods suitable to them on a free and voluntary basis.

News Item Captioned "Goods Train Engines derailed in Nasik"

3479. SHRI SHIV KUMAR SINGH THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn towards a news item appearing in the "Indian Express" dated the 12th November, 1980 under the caption "goods train engines derailed in Nasik";

(b) whether a high powered committee has been set up to find out

the causes of accidents; if so, the details thereof; and

(c) when the report is expected to be presented to the Government, together with the names of the Members of the Committees?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). As the cause of the accident was obvious, a joint note was drawn by senior supervisors. According to the joint note, the accident was due to unfastening of four-pairs of fish plates and removal of the complete rail and sleeper fastenings of two rail lengths of the left rail of UP Main track at Kms. 209/26-28 between Kasbe Sukne and Kherwadi stations by agitators of Shetkari Sangh. This has been accepted by the Police authorities also.

Compensation to Victims of Rail Accident

3480. SHRI K. PRADHANI: Will the Minister of RAILWAYS be pleased to state:

(a) the procedure for filing the claims for compensation to victims of rail accidents and approximate time involved from the receipt of claims to the payment of compensation; and

(b) whether it is a fact that there is difference between the compensation amount compared to the Airlines in case of air deaths?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) A claim application, arising out of train accident can be filed under Section 82A of Indian Railways Act, 1890, before the *ex-officio*, Claims Commissioner, nomin-

ated by the State Government or in case of major accident before the ad-hoc Claims Commissioner, appointed by the Central Government. Such applications are required to be submitted within a period of three months from the date of occurrence of train accident to the Claims Commissioner who may, on good cause shown, accept any application within one year of the date of occurrence. Wide publicity is given through Press to make known the name of the court and the procedure for preferring claims.

As Full-fledged court proceedings take place before a verdict is given by the Claims Commissioner, the process is time-consuming. In major accident cases it takes about six months to two years depending upon the number of casualties and the time taken by claimants in the production of documents required by the Claims Commissioner

The claims in minor accidents, which are heard by *ex-officio* Claims Commissioners take longer as they have to do this work in addition to their other normal duties.

(b) Yes.

Improved functioning of Nine Railway Zones

3481. SHRI K. PRADHANI: Will the Minister of RAILWAYS be pleased to state:

(a) the fresh measures which Government are taking to improve the functioning of all the nine zones of the Indian Railways;

(b) whether Government have taken measures to bring improvement in the system of Railway reservation also; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIK-

ARJUN): (a) Efforts are being made to improve the performance by closely monitoring the movement on day-to-day basis at the Zonal Railways as well as Railway Board's level. Better co-ordination is also being maintained with different agencies to improve the wagon turn-round.

(b) and (c). Yes. The various measures taken to bring improvement in the system of Railway reservations include the following:—

- (i) Reservation procedures and arrangements at important stations reservation centres have been streamlined by opening additional booking windows and reservation counters, apart from extending the working hours of reservation offices at metropolitan cities.
- (ii) Separate refund counters have been opened.
- (iii) Firm reservation over and above the normal quotas of berths against average cancellations which generally arise.
- (iv) Reservation of seats by day time trains is now being made without passengers filling up reservation forms.
- (v) Extra sitting accommodation is provided in AC second class sleeper coaches of Delux trains for day time journeys enabling more passengers to travel.
- (vi) Wait-listed passengers are provided with the confirmed reservations during the run of the train against the vacant accommodation due to non-turning up of booked passengers and cancellations.
- (vii) The gap between the demand and supply is reduced by introducing new trains, augmenting

the loads of existing trains, extending their run, increasing the frequency of weekly/ bi-weekly trains and running Holiday Specials during rush periods.

Zonal and National Permits

3482. SHRI R. K. MHALGI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) has the Transport Development Council, recently taken a decision to increase the Zonal permits for Trucks from 14,000 to 25,000 and National Permits from 8,000 to 16,000.

(b) if so, the decision in accordance with the recommendations of the National Transport Policy Committee;

(c) is it true that the road transport is costlier than Rail transport for distances more than 300 miles, and such long distance haulage by Road Transport is a further waste of diesel which we have to procure by spending our foreign exchange;

(d) whether Road transport requires ten times more Diesel than Rail transport for per ton Kilometer haulage; and

(e) if so, the steps Government propose to take?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) The Transport Development Council recently recommended increase of Zonal permits by 50 per cent and National permits by 100 per cent.

(b) The recommendation was made by the TDC, keeping in view the recommendations of the N.T.P.C.

(c) According to the findings of the N.T.P.C. report, movement of commodities are generally economical by road shorter distances. The actual distance for favourable resour-

ce-cost for different commodities cannot be arrived at with certainty as the costs keep changing. The Studies on which NTPC findings are based, have been conducted by RITES. The conclusions in these studies are not above dispute.

(d) The diesel requirement for per tonne KM haulage is about 5 to 6 times the requirement of fuel for rail transport.

(c) The measure for judicious use of scarce fuel and for elimination of wastage of fuel have been brought to the notice of the State Governments. The subject was also discussed in the TDC meeting on 2-8-80 and the members advocated the adoption of these steps in the State Road Transport Undertakings as well as by private operators.

मंदिर मार्ग के निवासियों को नार्थ एवेन्यू में चिकित्सा सुविधायें देना

3483. श्री दया राम शाक्य : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जे ब्लाक मंदिर मार्ग में रहने वाले केन्द्रीय सरकार के कर्मचारियों को इलाज के लिये गोल मार्केट डिस्पेंसरी जाना पड़ता है ।

(ख) क्या उस क्षेत्र में उचित परिवहन सुविधा न होने के कारण इन कर्मचारियों को अत्याधिक असुविधा होती है ;

(ग) सरकार द्वारा इन कर्मचारियों को नार्थ एवेन्यू डिस्पेंसरी से चिकित्सा सुविधायें न दिये जाने के क्या कारण हैं; और

(घ) क्या सरकार इन लोगों को नार्थ एवेन्यू डिस्पेंसरी से चिकित्सा सुविधायें देने पर विचार करेगी ?

स्वास्थ्य तथा परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहार रंजन सास्कर) :

(क) जी, हां ।

(ख) जी नहीं ।

(ग) और (घ) गोल मार्केट स्थित केन्द्रीय सरकार स्वास्थ्य योजना डिस्पेंसरी जे ब्लाक, मंदिर मार्ग के पास ही है । सामान्यतः एक डिस्पेंसरी के अंतर्गत उसके आसपास के 3 किलोमीटर का क्षेत्र आता है । इसलिए, इस क्षेत्र को गोल मार्केट डिस्पेंसरी से हटाकर नार्थ एवेन्यू डिस्पेंसरी के साथ सम्बद्ध करने का कोई औचित्य नहीं है ।

मन्दिर मार्ग, नई दिल्ली के "जे" तथा "एच" ब्लाकों के निवासियों के लिये चलते-फिरते औषधालय की व्यवस्था :

3484. श्री दया राम शाक्य : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मन्दिर मार्ग स्थित "जे" तथा "एच" ब्लाकों के सरकारी कर्मचारियों को अपने इलाज के लिए केन्द्रीय सरकारी स्वास्थ्य योजना की गोल मार्केट स्थित डिस्पेंसरी में जाना पड़ता है ;

(ख) निवासियों की असुविधा को ध्यान में रखते हुए क्या सरकार का विचार उक्त बस्ती में एक आयुर्वेदिक अथवा एलोपैथिक डिस्पेंसरी खोलने का है और यह कब तक खोल दी जायेगी; और

(ग) क्या उक्त डिस्पेंसरी खुलने तक वहां के लिए एक चलते-फिरते औषधालय की सेवायें उपलब्ध कराई जायेंगी ?

स्वास्थ्य तथा परिवार कल्याण मंत्रालय
में राज्य मंत्री (श्री निहार रंजन सास्कर) :

(क) जी हां ।

(ख) और (ग) गोल मार्किट स्थित केन्द्रीय सरकार स्वास्थ्य योजना डिस्पेंसरी मंदिर मार्ग के "जे" तथा "एच" ब्लाकों से कुछ ही दूर पर है । इसलिये इस क्षेत्र में और ऐलोपैथिक डिस्पेंसरी या गश्ती औषधालय उपलब्ध करने का कोई औचित्य नहीं है । आयुर्वेदिक उपचार के लिये गोल मार्किट में एक आयुर्वेदिक यूनिट पहले से ही चल रहा है जो इस क्षेत्र को कवर करता है ।

Railway Commission

3485. SHRI BHEEKHABHAI: Will the Minister of RAILWAYS be pleased to state:

(a) how many railway commissions have been set up by his Ministry;

(b) the number of members of Scheduled Tribes nominated on such commissions, Commission-wise and year-wise, since their inception; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Eight.

(b) and (c). Appointment to the posts of Chairman and Member Secretaries of the Railway Service Commission is made in accordance with the Recruitment Rules framed for this purpose. No quota is speci-

cally reserved, but candidates belonging to Scheduled Castes/Scheduled Tribes and Minority Communities, whenever available, are included in the panel and sent to the Union Public Service Commission for final selection. Shri R. K. Das, a Scheduled Tribe candidate, is at present functioning as Member Secretary from 20-10-78 in the Railway Service Commission at Gauhati.

Recruitment for Class III Services

3486. SHRI BHEEKHABHAI: Will the Minister of RAILWAYS be pleased to state:

(a) Whether it is a fact that different railway commissions have been set up for recruitment to class III services;

(b) if so, whether it is a fact that the Western and Central Railways have got one Commission alone;

(c) whether it is a fact that the work-load of two zones could not be handled by one railway commission;

(d) whether the Railway Board propose to set up a separate railway commission for Western Zone at Ajmer;

(e) if so, when; and

(f) if not, why?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The allocation of the Railway Service Commissions and their jurisdiction are as under:—

Location	Jurisdiction
Allahabad	Northern Railway, Varanasi Division of N.E. Rly. and Diesel Locomotive Works, Varanasi.
Bombay	Central and Western Railways.
Calcutta	Eastern and South Eastern Railways & Chittaranjan Locomotive Works, Chittaranjan.

Location	Jurisdiction
Gauhati	Northeast Frontier Railway.
Madras	Southern Railway (except Mysore Division) and Integral Coach Factory, Madras.
Muzaffarpur	North Eastern Railway (excluding Varanasi Division).
Secundrabad	South Central Railway (excluding Hubli Division).
Bangalore	Mysore Division of Southern Railway, Hubli Division of South Central Railway and Wheels & Axles Project, Bangalore.

(c) No.

(d) to (f). The question of increasing the number of Railway Service Commissions in the country is under Government's examination.

**Diversion of DTC Bus Route
No. 530**

3487. SHRI BHEEKHABHAI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether D.T.C. Bus No. 530 operating between Ajmeri Gate and Mehrauli via Janpath. AIR, Krishi Bhawan, etc. has been diverted;

(b) whether it was the only bus from Ajmeri Gate which catered the needs of a large number of commuters coming to AIR, Reserve Bank, Red Cross, Krishi Bhawan, Rail Bhawan, Udyog Bhawan etc.;

(c) if so, the reasons for diverting this bus route; and

(d) what alternative arrangements have been made for the benefit of commuters?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Service of route 530 from Mehrauli were running partly to Central Secretariat and partly to Ajmeri Gate. With effect from 14th July, 1980, the part of the services which was operating to Ajmeri Gate was discontinued.

(b) No, Sir. Services of route No. 1 from Ajmeri Gate and service of route 602 from Minto Road stop, which is part of Ajmeri Gate locality, serve the Central Secretariat Complex and offices lying on Parliament street.

(c) As the services of route 530 between Mehrauli and Ajmeri Gate were running on a zig-zag route, there was a pressing demand of the commuters to straighten the route on the pattern of old route No. 17 which used to operate between Mehrauli, and Railway Station via Janpath and Ajmeri Gate prior to rationalisation of route pattern completed in 1975. Since diversion of the route would have deprived a section of rural passengers a link to Central Secretariat, the services of route 530 operating to Ajmeri Gate only were discontinued and terminated at Central Secretariat.

(d) A new route 530 between Mehrauli and Ajmeri Gate via Prithvi Raj Road and Janpath has been introduced with effect from 14th July, 1980.

Connecting of Historical places in Rajasthan by a Super Fast Train

3488. SHRI BHEEKHABHAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is public demand for connecting all historical

places like Jaipur, Ajmer, Chittorgarh and Udaipur by a super-fast train;

(b) whether it is a fact that from tourist point of view those places are very important;

(c) whether the Railway Board ever considered the feasibility and propriety of such a proposal;

(d) is it not a profitable proposition from traffic point of view; and

(e) whether the Government will consider this proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (e). The proposal for introduction of a super-fast train connecting places of tourist interest between Jaipur and Udaipur via Ajmer and Chittaurgarh has been examined in depth but not found feasible due to constraints of line capacity on certain sections en route which are already working to near saturation. This apart present traffic offerings also do not justify introduction of a super fast train.

Construction of Building for CGHS Dispensary in 'D' Block Jankpuri, New Delhi

3489. SHRI KRISHAN DATT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 4682 on the 17th July, 1980 regarding construction of building for CGHS Dispensary in 'D' Block Janakpuri, New Delhi, and state:

(a) whether it is a fact that the construction of CGHS Dispensary Building has not yet started;

(b) whether the beneficiaries of the area have not been provided with Emergency services on holidays and beyond the normal working hours

of the dispensary for want of proper accommodation for the dispensary;

(c) whether the budget provision has been made in the current financial year for the purpose and if not, the reasons therefor; and

(d) when the construction work is likely to start and the date by which it will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes
(b) No.

(c) Yes.

(d) The building plans have since been approved by DDA and the revised estimates for the construction are under preparation. The work will be taken up shortly and completed in due course.

Shed for Diesel Locos at Nimpura

3490. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are contemplating to construct a shed for Diesel Locos at Nimpura in Kharagpur division; and

(b) if so, when the works on the project will start?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, Sir. There is a proposal to set up a Diesel Loco Shed at Nimpura in Kharagpur Division on South Eastern Railway.

(b) This work, which has already been approved and included in the South Eastern Railway's Works Programme for 1980-81, is likely to start during the current year after the project report cum Abstract Estimate which is under process, is sanctioned.

Goods Terminus at Sankrail

3491. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have proposed to have a new passenger terminus for the S. E. Railway at Shalimar instead of Hansa and a new goods terminus also at Sankrail;

(b) if so, the year or years when these proposals were accepted; and

(c) how far work on these projects have materialised?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Yes. The work relating to the acquisition of land for the proposed new goods terminal at Sankrail was sanctioned in 1978-79 at a cost of Rs. 184.71 lakhs. Provision of three lines with OHE at Sankrail has been approved in the Budget for 1979-80 at a cost of Rs. 138.93 lakhs. Government of West Bengal have agreed to acquire the land under Section 3(i) of the Land Acquisition Act without waiting for exemption from Urban Land Ceilings Act.

Acquisition of land for location of coaching terminal facilities at Padmapukur has been approved in the Budget for 1980-81 at a cost of Rs. 46.83 lakhs and land plans are being prepared.

Increasing Number of Beggars in Trains

3492. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the number of beggars in running trains are increasing and the passengers have to face considerable inconvenience; and

(b) if so, the remedial steps Government have taken or propose to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The reports received from the Zonal Railways reveal that there is some increase in the number of beggars in trains and at railway stations.

(b) Beggary is prohibited at the station premises and in trains. To curb the nuisance, special drives are launched against beggary with the assistance of Government Railway Police. In addition, checks are conducted by the Ticket Checking staff and other railway officials. The travelling public are also requested on public address system to refrain from giving alms. While the railways make all efforts to eradicate begging, the malady is, however, much deeper and poverty coupled with public sympathy makes it difficult for the Railways to deal with the problem effectively.

Admissions in Medical Colleges to the children of Handicapped people

3493. SHRI CHINTAMANI JENA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have extended facilities in the matter of admissions to the medical colleges to the children of handicapped people; and

(b) if so, the details regarding the medical colleges, State-wise as well as the number of children of handicapped people getting education?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) No.

(b) Does not arise.

Computerised Reservation

3494. SHRI R. P. GAEKWAD:
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering to introduce computer system in the matter of railway reservation; and

(b) if so, when and on which Zone of the Indian Railways the computer system will be first introduced?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) Yes.

(b) The matter is under consideration.

Sterilization Target fixed for Gujarat

3495. SHRI R. P. GAEKWAD:
Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have fixed targets for Gujarat State for sterilization operations for 1980-81;

(b) if so, targets achieved so far, district-wise; and

(c) steps taken to fulfill the remaining target by the end of March, 1981?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) District-wise targets are fixed by the State Government. Achievements during the period April to November, 1980 district-wise as supplied by the State Government, are given in the statement.

(c) The Gujarat Government have taken vigorous steps for energising the Family Planning Pro-

gramme in the State and the progress made in the implementation of the programme so far has been encouraging. The State Government have also introduced a number of community/ institutional awards to foster enthusiasm in the implementation of the programme. Additional incentives have also been offered to individual acceptors and to motivators. It is expected that the steps taken by the State Government at various levels, backed by Community-based and individual cooperation will help realise the goals of the Family Welfare Programme.

Statement

Target of sterilisation for the Gujarat State and district-wise achievement for April to November, 80 in the State.

Target for Gujarat State 1980-81: 162,300 Sterilisations.

(Figures Provisional)

Sl. No.	District	Achievement (April, 1980 to November, 1980)
(1)	(2)	(3)
1.	Ahmedabad Corporation	8,815
2.	Ahmedabad District	3,930
3.	Amreli	2,258
4.	Banaskantha	3,344
5.	Vadodara Corporation	3,821
6.	Vadodara District	6,509
7.	Bhavnagar	3,982
8.	Bharuch	5,894
9.	Valsad	7,706
10.	Dangs	630
11.	Gandhinagar	602
12.	Jamnagar	3,113

(1)	(2)	(3)
13.	Jaunagarh	4,679
14.	Kheda	8,590
15.	Kachchha	2,103
16.	Mahesana	5,717
17.	Panch Mahals	4,914
18.	Rajkot	4,963
19.	Sabar Kantha	2,857
20.	Surat Corporation	3,437
21.	Surat District	9,442
22.	Surendranagar	2,125
	Total	99,431

Coal wagons for power stations in Gujarat

3496. SHRI R. P. GAEKWARD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to increase supply of wagons for transport of coal for the thermal power stations in Gujarat so that they have adequate stocks to avoid power breakdowns;

(b) if so, what is the extent of increase in the supply of wagons;

(c) the number of wagons loaded each month for transport of coal to thermal plants in Gujarat during the last eleven months beginning from January, 1980; and

(d) what steps have been taken to ensure regular and adequate supply of wagons for transport of coal for the said power units in Gujarat?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (d). Adequate number of wagons are proposed to be kept in the circuit so as to meet the increased requirements of coal in the power houses as envisaged in the next few months subject to the condition that the power houses release the wagons within the normal free time admissible.

(c) The monthwise figures of coal wagons allotted to Gujarat power houses from January to November 1980 are as under:—

January	9997
February	12500
March	13048
April	14450
May	14714
June	12020
July	10194
August	8157
September	9580
October	11033
November	11500(Prov.)

Benefit of C.G.H.S. to Central Government Officers

3497. SHRI PIUS TIRKEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the numbers of Central Government officers who have taken the benefit of C.G.H.S. for themselves and their families during the past three years; and

(b) what verification has been done by Government to determine the actual dependence of their adult, married and earning family members, whose names have been included in C.G.H.S. token cards?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) The number of

Central Government servants and their families who availed of C.G.H.S. benefits during the past three years is as under:

1977-78	57,07,333
1978-79	60,86,818
1979-80	58,13,501

(b) A certificate is obtained from the Government servant at the time of issuing C.G.H.S. card in respect of the entitled members of his/her family to the effect that they are wholly dependent on him/her. This certificate is duly scrutinized and verified by the card issuing authority.

Late Running of Superfast Trains

3498. SHRI ZAINUL BASHER: Will the Minister of RAILWAYS be pleased to state:

(a) the details of late running of superfast trains during the last six months;

(b) the reasons for late running; and

(c) the steps taken to run these trains in time?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) An analysis of the punctuality performance of 22 pairs of superfast trains during June to November, 80 (upto 20-11-80) has shown that the performance of 15/16 G. T. Express, 121/122 Tamil Nadu Express, 123/124 Andhra Pradesh Express, 125/126 K. K. Express 173/174 Himagiri Express, 155/156 Tinsukia Mail, 153/154 Jayanti Janata Express, 103/104 Deluxe Express, 2 Dn. Kalka-Howrah Mail, 172 Jammu Tawi-Bombay Central Express and 141 Coramandal Express has not been satisfactory.

(b) The punctuality of these trains was affected due variety of reasons

like agitations, alarm chain pulling losses due to loco/single and operational factors.

(c) General Managers have been directed to give personal attention to ensure punctual running of trains. They have also been asked to intensify day-to-day monitoring of important mail/express trains and have been further instructed that staff responsible for loss of punctuality should be identified and dealt with firmly and promptly. Liaison is also being maintained with the concerned State Governments to control the incidence of alarm chain pulling and dis-connection of hose-pipes by miscreants.

Balipattanam Bridge

3499. SHRI M. RAMANNA RAI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Balipattam Bridge in Cannanore district on National Highway No. 17 will be ready and opened for traffic before the end of this year;

(b) the reasons for the delay in completing the work of the bridge even though the work was started 10 years back, how many times the work was tendered out and who were the P.W.D. Contractors; and

(c) what was the original estimate and bid amount by the first contractor, what will be the cost of the bridge and approach road when the work is completed and what is the latest estimate?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Yes Sir.

(b) The reasons for delay in completing the Baliapattam Bridge were (i) time taken for finalizing lumpsum tender of the first contractor (ii) delay in land acquisition (iii) termination of first contract due to slow progress of the contractor, and subsequent rearrangement for the balance work, and (iv) non-availability of materials like cement and steel. The

work was tendered twice. The lowest tenderer of the first tender call was M/s. Aries and Aries, Madras. The only tenderer for second tender call was M/s. Sudersan Trading Co., Calicut-whose conditions were not acceptable. Finally the work was awarded to Kerala State Construction Corporation after negotiations.

(c) The approved original estimated cost of the project was Rs. 41.33 lakhs (Bridge items put to tender Rs. 37.27 lakhs and allied works including short approaches, etc. Rs. 4.06 lakhs), and the bid amount of first contractor (M/s. Aries and Aries, Madras) for bridge items was Rs. 41.60 lakhs. The total completion cost of the bridge and approaches is likely to be Rs. 185 lakhs against the revised sanctioned amount of Rs. 182.87 lakhs.

सर्वोदय एक्सप्रेस में आरक्षण

3500. श्री निहाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) अहमदाबाद और दिल्ली के बीच चलने वाली सर्वोदय एक्सप्रेस गाड़ी में पश्चिम रेलवे की क्रमशः रतलाम, कोटा और बड़ौदा डिवीजनों के लिये कुल कितने स्थानों का आरक्षण होता है ;

(ख) क्या यह सच है कि पश्चिम रेलवे की कोटा, रतलाम और बड़ौदा डिवीजनों के स्टेशनों पर सर्वोदय एक्सप्रेस गाड़ी के लिये आरक्षण 48 घंटे पहले बन्द कर दिया जाता है और यदि हां, तो क्या यह आरक्षण इस गाड़ी के दिल्ली अथवा अहमदाबाद के चल पड़ने के हिसाब से बन्द किया जाता है, और यदि नहीं, तो किस आधार पर किया जाता है; और

(ग) क्या सरकार पश्चिम रेलवे के सभी स्टेशनों पर इस गाड़ी के पहुंचने के चार घंटे पूर्व उक्त आरक्षण बन्द करने की व्यवस्था करेगी ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) :
(क) अहमदाबाद और नयी दिल्ली के बीच चलने वाली 181 डाउन सर्वोदय एक्सप्रेस गाड़ी में रतलाम-कोटा और बड़ौदरा मंडल के स्टेशनों से आरक्षण के लिए आवंटित शायिकाओं की कुल संख्या इस प्रकार है :—

मंडल	दर्जा	
	वातानुकूल दूसरा दर्जा शायनयान	दूसरा दर्जा सीट शायिका
1. रतलाम	14	80
2. कोटा	4	15
3. बड़ौदरा	70	677

(ख) जी हां । आउट स्टेशनों के लिए आवंटित कोटा 181 डाउन सर्वोदय एक्सप्रेस गाड़ी के ठहराव वाले कोटा, रतलाम और बड़ौदरा स्टेशनों पर भरा जाता है । आउट स्टेशनों को आवंटित कोटे के अंतर्गत यात्रियों की बुकिंग संबंधित स्टेशन से गाड़ी के निर्धारित प्रस्थान समय से 24 घंटे पहले बन्द करनी होती है जिससे यह सुनिश्चित हो सके कि प्रयुक्त स्थान गाड़ी के प्रस्थान से कम से कम 24 घंटे पूर्व प्रतीक्षा सूची के यात्रियों को दिया जा सकता है ।

(ग) जी नहीं । वर्तमान व्यवस्था संतोषप्रद रूप से कार्य कर रही है ।

Bridge Connecting Willingdon Island with Ernakulam and Mattanchery

3501. SHRI M. M. LAWRENCE:
Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the present bridges connecting Willingdon Island with Ernakulam and Mattanchery have outlived their life;

(b) whether these bridges were originally meant only to carry much lighter loads than now;

(c) whether it is also a fact that both the life of the bridges and the heavy traffic on them endangered the bridges; and

(d) what steps Government propose to take to meet the situation?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) to (d). Yes, Sir. According to the information received from the State Government, these bridges are being maintained by the Cochin Port Trust. The Port Trust have decided to repair these bridges at an estimated cost of Rs. 19.60 lacs and the Government of Kerala have already sanctioned their share involved. These repairs would be substantial enough for these bridges to last for another 20 years. In addition, it is also proposed to construct a new link road connecting Willingdon Island directly with National Highway No. 47 bypass at Cochin towards near about middle or so of the bypass which will help cater for traffic in the directions of both North and South of Cochin.

Western Powers Move to Scuttle U.N. Meet on Indian Ocean

3502. SHRI INDRAJIT GUPTA:
Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether certain Western Powers have raised the question of

abandoning the proposed U.N. conference on the Indian Ocean as a zone of peace, scheduled to be held in Sri Lanka in 1981;

(b) whether these powers have made such a proposal in the Political Committee of the United Nations, if so, on what grounds; and

(c) Government of India's reaction in the matter?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b). The resolution drafted by the U. N. Ad Hoc Committee on the Indian Ocean, which was endorsed by the First Committee of the United Nations General Assembly reiterates the provision for the 1981 Conference and urges the Ad Hoc Committee "to make every effort in consideration of the political and security climate of the Indian Ocean area, particularly recent developments", to finalise the preparations for the Conference. While there has been no specific proposal not to convene the Conference in 1981 in Sri Lanka, a number of Western delegations have expressed the view that in view of recent developments in the Indian Ocean area, it would not be feasible to hold the Conference as scheduled.

(c) Speaking in the First Committee of the U. N. General Assembly on November 18, 1980, the Permanent Representative of India to the United Nations while referring to the reluctance of several delegations to commit themselves unequivocally to the convening of the Conference on the Indian Ocean, to be held in Sri Lanka in 1981, reiterated India's position that the Conference should be convened as scheduled in order to implement the Declaration of the Indian Ocean as a Zone of Peace. He categorically rejected any preconditions, unrelated to the implementation of the Declaration, for the convening of the Conference.

Electrification of Waltair-Vijayawada Section

3503. SHRI K. A. SWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) in view of recent Government decision to expedite electrifications of railway track, when the electrification of Waltair-Vijayawada Sector will be completed; and

(b) the reasons for the delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). The traffic density forecasts for Waltair-Vijayawada section being lower than the other high density routes which are at present being considered for Electrification, it has not been possible to indicate when electrification of the section will be taken up and completed.

Shortage of Stationery and Medicines in CGHS Dispensary, Dev Nagar and Karol Bagh, New Delhi

3504. SHRI RAMAVATAR SHASTRI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that there is shortage of stationery for the Doctors and medicines for the patients in the C.G.H.S. Dispensary, Devnagar, Karolbagh, New Delhi, and

(b) if so the reasons therefor and by what time the scarcity will be removed?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE: (SHRI NIHAR RANJAN LASKAR): (a) and (b). There is no shortage of stationery for doctors and medicines for patients in these dispensaries except occasional short supply of stationery due to late arrival of stationery from stationery office or non-availability

of medicines in the market. Remedial measures are taken immediately to remove such shortage.

Cancellation of Parcel Vans for Howrah-Bound trains

3505. SHRI AMAR ROYPRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that parcel Vans for Howrah-bound trains have been cancelled with effect from 18th November, 1980; and

(b) if so, the reasons therefor and what steps have been taken to restore them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) No.

(b) Does not arise.

कासा-बिल्हाड़ी लाइन

3506. श्री हीरा लाल शर्मा परसार : क्या रेल मंत्री यह बताने कृपा करेंगे कि :

(क) क्या गत अनेक वर्षों से उत्तर गुजरात में कासा-बिल्हाड़ी रेल लाइन बिछाने की मांग की जा रही है ;

(ख) यदि हां, तो उस पर क्या निर्णय किया गया है और इस सम्बन्ध में विलम्ब के क्या कारण हैं ; और

(ग) इस लाइन के निर्माण के लिए सरकार द्वारा कितना व्यय किए जाने की संभावना है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) कासा से बिल्हाड़ी तक रेलवे लाइन के निर्माण के सम्बन्ध में अध्यावेदन प्राप्त हुए हैं ।

(ख). और (ग). प्रस्तावित लाइन के निर्माण का कोई प्रस्ताव फिलहाल विचाराधीन नहीं है। इस लाइन पर, यदि इसका निर्माण किया जाता है, तो वर्तमान मूल्य स्तर के आधार पर 3.0 करोड़ रुपये लागत आने का अनुमान है।

राष्ट्रीय परिवहन नीति समिति ने अन्य बातों के साथ साथ पिछड़े क्षेत्रों में नयी लाइनों के सम्बन्ध में अपनी सिफारिशें योजना आयोग को प्रस्तुत कर दी हैं। योजना आयोग द्वारा रिपोर्ट पर कार्यवाई की जा रही है। इस समिति की स्वीकृत सिफारिशों को ध्यान में रखते हुए इस प्रस्ताव पर यथोचित विचार किया जायेगा।

हारिज-राघनपुर रेल लाइन

3504. श्री हीरालाल आर० परमार: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर गुजरात में हारिज-राघनपुर रेल लाइन विछाने की मांग गत अनेक वर्षों से निरन्तर की जा रही है;

(ख) यदि हां, तो उस पर अब तक क्या निर्णय किया गया है और इस सम्बन्ध में विलम्ब के क्या कारण हैं; और

(ग) उस पर कितना व्यय किए जाने की संभावना है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) :
(क) से (ग). प्रस्तावित लाइन के निर्माण का कोई प्रस्ताव फिलहाल विचाराधीन नहीं है। इस लाइन पर, यदि इसका निर्माण किया जाता है, तो 5.50 करोड़ रुपये खर्च आने का अनुमान है।

राष्ट्रीय परिवहन नीति समिति ने अन्य बातों के साथ-साथ पिछड़े क्षेत्रों में नयी लाइनों के सम्बन्ध में अपनी सिफारिशें योजना आयोग को प्रस्तुत कर दी हैं। योजना आयोग द्वारा रिपोर्ट पर कार्यवाई की जा रही है। इस समिति की स्वीकृत सिफारिशों को ध्यान में रखते हुए इस प्रस्ताव पर यथोचित विचार किया जायेगा।

Goods Lying with Railway Godowns

3508. SHRI HIRALAL R. PARMAR: Will the Minister of RAILWAYS be pleased to state:

(a) the quantum of goods lying in the railway godowns, division-wise for the past three years; the release of which has not been secured by the concerned parties, and

(b) the quantum of goods out of it auctioned by the railways and the revenue accrued therefrom?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). The information is being collected and will be laid on the table of the Sabha.

Bus Service Between Safdarjung Development Area and Central Secretariat

3509. SHRI CHINTAMANI JENA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that at present Safdarjung Development area is connected with bus route No. 610 with Central Secretariat;

(b) whether it is a fact that there is heavy rush on this bus route.

(c) whether Government propose to give some more bus routes between this area and Central Secretariat; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) No. Sir.

(b) to (d). Safdarjung Development area is connected with Central Secretariat by the services of route 510. which operate at a frequency of 10 minutes. Besides, the area is connected to Connaught Place by the services of route 620 operating via Krishi Bhavan, which is Part of the Central Secretariat complex. The services of above routes are considered adequate to meet the existing demand of travelling public of this area.

Delhi Hyderabad Line

3510. SHRI K. A. SWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) the details of stretches of single track on the Broad Gauge rail route from Delhi to Hyderabad Via Kazipet;

(b) when Government intend to complete doubling of this Trunk Route; and

(c) if so, the details thereof

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) On the Delhi-Hyderabad Broad Gauge route the following are the single line sections:—

1. Gher-Hetampur*
2. Basai-Matatila*
3. Bina River-Kurwai*
4. Bridge portion between vidisha and Betwa.
5. Bridge portion over Narmada river

6. Itarsi-Ghoradongri
7. Maramjiri-Bursalle
8. Amla-Chichonda
9. Teegaon-Nagpur
10. Tadali-Chandrapura
11. Manikgarh-Rechni Road
12. Pential-Pambarthi.
13. Husainsagar Jn-Hyderabad.

*These involve doubling of bridges over the rivers-Chambal-Betwa and Bina.

(b) and (c). Doubling of the track of the following sections is in progress:—

1. Jhujarpur-Kiratgarh
2. Maramjiri-Bursalee
3. Amla-Chichonda
4. Bharatwada-Nagpur
5. Belampalli-Rechni Road
6. Sirpur Town to Wirur

Doubling of the remaining single line sections will be considered based on the Traffic needs and the availability of resources.

Berthing charges for fishing trawlers

3511. SHRI K. A. SWAMI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government has received representations on the high berthing charges for fishing trawlers at Visakhapatnam fishing harbour; and

(b) if so, what action has been taken by the Government to reduce berthing charges for fishing trawlers?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes, Sir.

(b) Even the existing rate of berth charges for fishing trawlers in Visakhapatnam fishing harbour is a subsidised rate. Further reduction is, therefore, not possible.

DTC Buses between Nauroji Nagar and Central Sectt.

3512. SHRI CHINTAMANI JENA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the bus route number which is available from Nauroji Nagar to Central Secretariat on Sundays and holidays; and

(b) the name of the colonies in New Delhi/Delhi which are centrally located but not having regular bus service connection with Central Secretariat?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): (a) Nauroji Nagar at 'M' Avenue is connected to Central Sectt. by the direct services of route No. 610 on all days operating between R. K. Puram and Central Sectt. The Colony is also connected by services of Route 52 with Central Sectt. Complex at Rail Bhawan/Krishi Bhawan. Further, Nauroji Nagar is also connected with Central Sectt. with change-over facilities available at a number of places.

(b) All the centrally located colonies of the city are connected to Central Sectt. by either direct bus services or with change-over facilities available at a large number of places.

Recruitment in Dredging Corporation of India

3513. SHRIMATI VIDYA CHENNUPATI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware of the various irregularities

committed by the Dredging Corporation of India in recruiting the staff;

(b) what action has the Government taken to rectify these irregularities; and

(c) the full details thereof?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) The recruitment to various posts in Dredging Corporation of India Ltd. is made according to rules and procedures of the Corporation.

(b) and (c). In view of (a), the question does not arise.

Inter Country Workshop of School Health organised by W.H.O. at Bangalore

3514. SHRI SURAJ BHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any official representative was deputed to the Inter country workshop on 'School Health Service' organised by the W.H.O. at Bangalore from August, 25—30, 1980;

(b) if not, the reasons therefore; and

(c) if so, the conclusions of the workshop?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHARANJAN LASKAR): (a) Three persons were nominated by the Govt. of India to participate in the work-shop.

(b) Does not arise.

(c) A copy of the Statement showing conclusions and recommendations of the Seminar is attached.

Statement

Conclusions and recommendations of Seminar on School Health, Bangalore, 25—30 August, 1980.

1. Although the mortality and morbidity rates among school-age children are lower than in the younger age group, they constitute a vulnerable group from the physical, mental and social point of view. Therefore, they need to be given priority attention in the national health programme of the country.

2. The objectives, priorities and strategies of the school health programme should be clearly defined and expressed individually by each country. For this purpose it is recommended that strategy guidelines for a school health programme be developed within the national policy and strategies for providing "health for all by 2000 A.D."

3. The process of initiating the development of strategy guidelines should be undertaken by the Ministry of Health with the close cooperation of the Ministry of Education and the involvement of other health-related sectors.

4. As many problems among school children originate in the home and the community (outside the school), the school system and health services should have close links and work in close cooperation with parents, the community and other health-related sectors which are relevant to child welfare, such as social service, agriculture and voluntary agencies.

5. With a view to providing universal coverage for all school children, it is necessary to integrate the school health services into the primary health care services.

6. The school health programme should not only protect the health

of the children in the schools, but should also be mobilized for promotive health activities among children in the community. Therefore, attempts should be made to make use of schools as a focal point in primary health care. One such method is the child-to-child programme.

7. The recommendations made by the School Health Seminar held in Rangoon in October, 1974 relating to a healthful school environment are still to be implemented in many countries of the Region. Efforts should be made for the effective implementation of these recommendations.

8. In order to improve and develop relevant curricula in the areas of health and nutrition, it is necessary to know the health problems of the community and the resources available in the community through the collection of relevant information. One of the methods of collecting this information is through the involvement of teachers and students. All countries should take up programmes in this direction.

9. As primary education is considered as terminal for a large number of children because of the high drop-out rate (educational wastage), school health education at the primary school level should be self-contained and directed towards bringing about certain positive behavioural changes in regard to health.

10. In addition to the traditional contents and presentations relating to hygiene and nutrition in the primary school curriculum, there is a growing need to include and strengthen active counselling on behaviour that could lead to ill-health such as abuse of tobacco, alcohol and drugs. Health information on the normal growth and

development of the child should be emphasized in the school curriculum, in teacher training programmes, and training programmes.

11. The main purpose of health education is to prepare the child to lead a happy family life and, therefore, it is necessary to include in the curriculum those topics relevant to family life education in the schools and teacher training institutes.

12. The suggested areas of research are alternative approaches to improve accessibility, coverage and quality of school health services, sexual growth standards, adolescent problems in countries of this region, and the linking of primary health care programmes with environmental education at school level.

13. At present, there is very little exchange of information and experience amongst the countries of the Region in regard to innovative projects in the field of school health in the formal education system. There is thus a need for clearing-house activities in the spirit of TCDC. It is therefore recommended the WHO and other development agencies should assist with such clearing-house activities.

14. Sufficient importance has not been given to evaluating the school health programme at periodic intervals to know the impact of the programme on the health of the children. Therefore, it is imperative that each country should evaluate the school health programme at regular intervals.

15. Attempts should be made to disseminate the concept of primary health care among all levels of workers who are involved in school health programmes. It is therefore recommended that WHO and other similar agencies should

support such training and orientation programmes in the region.

16. Steps should be taken by WHO within the shortest possible time to produce a regional manual on school health based on the guidelines indicated.

17. Similar inter-country meetings on school health to be attended by multidisciplinary groups should be held once every three years in different countries of the Region to review the progress made in school health programmes and exchange experiences and new trends.

Health Education under Medical Personnel

3515. SHRI SURAJ BHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the reasons for keeping Health Education under the control and leadership of medical personnel who have little or no orientation in the process of education, when all kinds of education i.e. medical engineering etc., are handled by the Ministry of Education?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): Medical Education, Nursing Education, Pharmaceutical Education and Dental Education are subjects allotted to the Ministry of Health and Family Welfare and not to the Ministry of Education.

As far as health Education is concerned, it is being imparted both through the formal and the non-formal systems. In both cases, educational institutions and the efforts coming under the purview of the Ministry of Education are involved. The Ministry of Health and Family Welfare has the responsibility for provision of technical inputs into health education to be imparted through the agencies and ef-

ports of the Ministry of Education and for providing direct health education to the people through the functionaries of the health delivery system in the country. In this area, technical inputs from qualified health professionals is considered essential.

Recommendations of National workshop on preparation of teaching aids on Health Education

3516. SHRI SURAJ BHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that a National Workshop on preparation of teaching aids on Health Education was organised in New Delhi from 27th October, 1980;

(b) if so, the recommendations of this workshop; and

(c) the measures contemplated to implement the recommendations of this workshop?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes.

(b) The recommendations of the Workshop are placed below as a statement.

(c) This was a Workshop primarily to develop teaching aids which was done. Teaching aids are to be further produced by the respective organisations for use. The other general recommendations made by the Workshop have been forwarded by the Central Health Education Bureau (CHEB) to the concerned organisations for examination and appropriate action. No further measures are therefore contemplated at this stage.

Statement

Gist of the recommendations of the workshop on the preparation of teach-

ing aids on health Education for formal and Non-formal performance of education.

I. Elementary Education (Formal System)

(1) An approach paper giving aims, objectives, rational methodology, teaching-learning strategies etc. may be developed to reflect the new trend in health education (as outlined in the Alma-Ata conference) and in the area of general education.

(2) Orientation of masters/ teachers tutors may be taken up.

(3) The present workshop report may be sent to all States requesting them to organise similar programme.

(4) States may be requested to examine the syllabi from the point of view of contemporary conceptual growth in health education and change them to fulfil the local health needs.

(5) Teachers should be encouraged to utilise the local expertise (Health personal) for communicating health messages.

(6) In order to strengthen the school health education, school health services may be strengthened.

II. Secondary Education Formal System

(1) The messages and aids prepared in this workshop may be sent to all States.

(2) The Health and Education Departments may form a Coordination Committee to organise a State level workshop to work out the details of the messages and aids and the strategy of training and implementation of this programme.

(3) Later on the strategy of training for the teachers and plan for its implementation in the districts may be prepared in a further workshop.

III. Non-Formal Education for drop-outs and out-of-school children between 6 to 14 age groups

(1) An All India Survey on availability of teaching/learning materials on different aspects of health and for exploring the possibility of getting financial aid and other support from Government may be undertaken by the CHEB.

(2) On the basis of the findings of the survey the gaps may be identified and filled.

(3) There is an urgent need to develop a National Policy on Health and Health Education and a comprehensive plan of health education for the masses with different books of education and socio-economic background.

(4) Efforts be made to make health education an integral part of both formal and non-formal education programmes at all levels.

(5) The existing component of health education in formal and non-formal education programmes be reviewed and made a part of the existing curriculum rather than an additional burden on the instructor/teacher.

(6) All formal and non-formal institutions of learning should develop as viable living community centres with health education being given prominence. In all district, State and national Zoological gardens and museums, there should be a section on health.

(7) The CHEB in collaboration with others may develop packages of health materials for use of workers.

(8) The CHEB may develop a long terms plan for preparation of health education materials and hold workshops in other States to which representatives from commercial advertising disciplines working for pharmaceutical firms may also be invited.

(9) The CHEB, SHEB's and known voluntary organisations should be provided financial and other assistance and distribution of health education material.

(10) Suitable training methodologies and mechanism be developed for proper use of the materials developed.

IV. Adult Education (Non-Formal)

(1) Review of the available material which are already tried for teaching/learning purposes may be done.

(2) Simple methods and low-cost technology should be developed with locally available resources.

(3) Pre-testing be done through field trials of such selected prototypes for the (i) Trainers of functionaries, (ii) Teachers of adult illiterates (iii) Adult Learners and neo-literates.

(4) A long term workshop needs to be arranged by the CHEB with the help of the selected locally available multi-disciplinary team.

(5) While developing these teaching aids, attention should be paid to the preparation of soft ware for the mass-media, specially the 'Radio' and the 'T. V.'

Reservation policy of Railways

3517. SHRI T. M. SAWANT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Supreme Court have dismissed the writ petition of the Soshit Karamchari Sangh on Nov-

ember 14th, 1980 challenging the reservation policy of the Railway in favour of Scheduled Caste and Scheduled Tribes and Government also;

(b) if so, whether instructions have been issued to the Zonal Railways, Production units etc. for the implementation of the 40 Point Roster in respect of selection and non-selection posts in all categories; and

(c) what steps are being taken to wipe out the shortfall and to keep the 40 Point roster upto date from 15th October, 1979 to 14th November, 1980?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). The judgement of the Supreme Court is being scrutinised in consultation with the Legal Cell in this Ministry and necessary instructions will be issued to the Railway Administrations and Production Units in due course.

Supreme Court Judgement

3518. SHRI T. M. SAWAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Supreme Court have given the judgement in Akhil Bhartiya Soshit Karamchhari Sangh v/s Union of India (Ministry of Railway) challenging the Reservation policy in favour of Scheduled Castes and Scheduled Tribes in Railway Service in favour of Government;

(b) if so, whether the said supreme court judgement applies to all cases filed against the Railway administration in various High Court and Supreme Court;

(c) if not, how many cases are still pending before various High Court and Supreme Court; and

(d) what immediate steps the Ministry of Railways propose to get the

stay vacated where stay orders have been obtained and what action the Ministry of Railways propose to take cases heard finally?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) No.

(c) About 200.

(d) The Government Advocates in the Supreme Court/High Courts are being suitably instructed.

स्वयं रोजगार में लगे कर्मचारियों की सहकारी समितियां

3519. श्रीमती ऊषा वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) लाइसेंसित कुलियों और बेंडरों जैसे स्वयं रोजगार में लगे कर्मचारियों की सहकारी समितियों की संख्या कितनी है जिन्हें ढूला-ढूलाई और कैंटीन सेवा के लिए ठेके दिए गए हैं, उन स्टेशनों के नाम तथा जगहों के नाम क्या हैं जहां इस प्रकार के ठेके दिए गए हैं; और

(ख) स्वयं रोजगार में लगे बेंडरों अथवा सहकारी समितियों को गैर-सरकारी ठेकेदारों के स्थान पर प्राथमिकता के आधार पर दिए गए ठेकों को शासित करने वाले नियम क्या हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) और (ख). सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी ।

4-Wheeler Wagons

3520. SHRI SOMNATH CHATTERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have allowed an escalation of 43.6 per cent in the price of 4-Wheeler wagons excluding the free supply items by the Railways like wheelsets and axle;

(b) whether it is a fact that the wagon industry had demanded an increase of 35 per cent in price earlier which was not granted;

(c) how much extra public money is being spent for acquiring the wagons; and

(d) the total number of 4-wheeler wagons for which order has been placed with the private and public sectors, separately?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The Ministry of Railways placed wagons orders in October, 1980, which took into account the escalations in the intervening period and other factors since the placement of previous orders; the extent of price increase allowed in October 1980 orders with base date 1-4-1980 with respect to earlier orders with base date 1-3-1978 varies from 43 per cent to 54 per cent depending upon the type of wagon.

(b) No.

(c) Does not arise.

(d) Orders for 10,063 wagons in terms of 4-wheelers have been placed on the Public Sector Units and for 17,489 wagons in terms of 4-wheelers on Private Sector Units.

Chinese Run Espionage Centre in Poonch

3521. SHRI S. M. KRISHNA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that a Chinese-run espionage cen-

tre is situated on the outskirts of Poonch, in Pakistan occupied Kashmir and it is operating closely with Pakistan intelligence outfits;

(b) whether this centre is suspected of having played considerable role in the unrest in Kashmir;

(c) whether the Chinese troops are also present with a missile unit in the Gilgit area of occupied Kashmir and rebels from Afghanistan are being trained in the area; and

(d) if so, Government's reaction thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (c). Government have seen press reports to this effect.

(d) Government have no confirmation about these reports and have also noted denials issued by the Governments of Pakistan and China. Government remain vigilant and if any confirmation of these reports is received, the fact that we view with grave concern any military activity in a territory which is an integral part of India will be made known appropriately.

Number of Indian Doctors Abroad

3522. DR. GOLAM YAZDANI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) how many Indian doctors are abroad at present; and

(b) the steps which Government contemplate to take so that more doctors may be sent to Middle East countries?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) No precise total figures are available. However, 3912 doctors have been selected from 1973 to November 1980 for assignments abroad on bilateral contract basis for deputation to developing countries. No record is available about the number of doc-

tors who are abroad in developed countries or those who have secured appointments directly in developing countries.

(b) The Government is undertaking all steps to facilitate the deputation of doctors to the Middle East on mutually beneficial and accepted terms.

Recommendation of Inter-Ministerial Working Groups on Ports

3523. SHRI A. T. PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the recommendations regarding requirements in relating to anticipated growth of economy projected by inter-Ministerial Working Group for (i) Shipping and Industry (ii) Ports and (iii) Road Transport; and

(b) what action Government propose to take on those recommendations?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) and (b). An inter-Ministerial Working Group for Ports for the Five-Year Plan 1980-85 was set up and the Group made the following proposals for allocation of funds for the port sector for the Plan period:—

	Rupees in Crores
(i) Major Ports Sector	633.00
(ii) Andaman Lakshadweep Harbour Works	24.00
(iii) Central Dredging Organisation	1.00
(iv) Dredging Corpn. of India	30.00
(v) Research and Development	3.00
Total:	691.00

Against this, the Planning Commission have agreed to an allocation of Rs. 575.00 crores. The Sector-wise allocations are under finalisation.

2. No inter-Ministerial Working Group was set up for Shipping

and Road Transport Sectors for the Five Year Plan 1980-85. However on the basis of projections received from the Shipping Development Fund Committee and the requirements projected by public sector under takings, the Ministry had proposed an allocation of Rs. 913 crores as loans to S.D.F.C. and Rs. 215 crores as subsidy to S.D.F.C. during the Five Year Plan 1980-85. Against this, the Planning Commission have approved only Rs. 720 crores for the shipping sector.

In respect of the Road Transport sector, an amount of Rs. 149.00 crores was proposed for allocation during the Five Year Plan 1980-85. Against this, the Planning Commission have approved an allocation of Rs. 70 crores.

Conference of the Chairman of Port Trusts

3524. SHRI M. V. CHANDRASHEKARA MURTHY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether a two day conference was held in New Delhi of the Chairmen of the Port Trusts;

(b) if so, the main subject discussed;

(c) whether the question of shortage of pilot boats that guide ships was discussed in the conference;

(d) whether the question of strike by dock workers was also discussed in the conference; and

(e) if so, the decisions arrived at the conference?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes.

(b) The main subjects discussed in the conference were: review of Plan Projects for 1980-85; Container handling capacity at Ports; measures to reduce pre-berthing detention and

turnround time of ships at ports; adequacy of pilot vessels/launches and their maintenance; dredging requirements of the ports; and decentralisation—delegation of powers to the Ports.

(c) Yes.

(d) No.

(e) In regard to the shortage of pilot boats, it was decided that the concerned Ports should assess their needs and take urgent steps to acquire the required number of pilot boats.

Coal wagons which did not reach at its destination, Moradabad

3525. SHRI JITENDRA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) how many coal wagons which were destined to reach Moradabad Division, Northern Railway, did not reach their destination and how were they disposed off in the past three years;

(b) what happened to the unconnected coal wagons and why the memo delivery procedure was followed contrary to the Railway Board's instructions during the past three years in Moradabad Division; and

(c) how much claim was made for loss of coal by the parties and why irregular working was enforced by the officers of Moradabad Division?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The number of Coal Wagons destined for stations on Moradabad Division, Northern Railway,

which did not reach the destinations and their disposal is as under:—

Year	No. of wagons not received during the year	No. of wagons subsequently delivered under clear receipt	No. of wagons not dispatched intercepted
1977-78 .	480	135	345
1978-79 .	767	205	562
1979-80 .	614	198	416

(b) The disposal of unconnected coal wagons over Moradabad Division for the last three years is as under:—

Year	No. of wagons auctioned	No. of wagons connected/adjusted	No. of wagons made over to loco-sheds
1977-78 .	The information is not available		
1978-79 .	19	32	46
1979-80 .	41	34	73

Memo delivery procedure was followed according to instructions contained in the Indian Railways Commercial Manual Vol. II and Indian Railway Conference Association Goods Tariff No. 35 Part I Vol. I. Railway Board have not prohibited memo delivery of coal wagons.

(c) The number of wagons for which the parties preferred claim in the last three years is as under:—

Year	No. of wagons
1977-78	480
1978-79	767
1979-80	614

As has been explained in reply to part (b) above, the procedure of memo-delivery was not irregular.

Improvement in the Working of Railways

3526. SHRI B. V. DESAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether he has initiated many proposals to improve the working of the Railways;

(b) the States where agitators attacked the railway property during the last three months;

(c) whether the officers have been asked to assess the rail operations;

(d) whether they have been asked to submit reports every month in regard to the improvement of the railways; and

(e) whether the Railways have started gaining the revenue?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Maharashtra, West Bengal and Bihar States.

(c) Yes.

(d) The Zonal Railways submit a report every ten days.

(e) Yes.

Indian Villages suffering from Typhoid

3527. SHRI G. Y. KRISHNAN:

SHRI M. V. CHANDRASHEKARA MURTHY:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that twenty-seven million Indian villagers suffer

from typhoid and it would be 33 million of them in 1990 and 40 million by 2000;

(b) if so, the reasons thereof and why the number is expected to be increased in spite of decline in the case of typhoid;

(c) whether it is a fact that, Medical protections (200 AD)' prepared by Glaxo (India) in collaboration with Central and State authorities and hospitals have stated increasing insanitation and absence of clean drinking water are making more people sick; and

(d) if so, the details regarding its recommendations and reaction of Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) No. However, during the year 1979 293657 cases of typhoid have been reported by the various State Governments and Union Territories on the basis of patients treated in the medical institutions. During 1980 (upto September) 1,58,802 cases of typhoid have been reported.

(b) Does not arise.

(c) This Ministry is not aware of the 'Medical Protections (2000 AD)' prepared by Glaxo (India), a commercial firm. However, increase in insanitation and absence of clean drinking water do cause water borne diseases like typhoid, Infective Hepatitis, diarrhoeal diseases etc.

(d) Does not arise.

Payment of Overtime Allowance to the Telephone Operators of Sucheta Kripalani Hospital, New Delhi

3528. SHRI JAI NARAIN ROAT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the telephone operators of the Sucheta Kripalani Hospital, New Delhi, have submitted their representations to the

hospital authorities in connection with the payment of overtime allowance in lieu of their performing excess hours of duty after their stipulated duty period; and

(b) if so, the details thereof and the action taken so far in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN): LASKAR): (a) and (b). The Telephone Operators have not submitted any representation regarding extra hours of duty performed by them. They, however, wanted to be treated at par with the Telephone Operators in other Government Hospitals. Only in respect of duty performed by them on the three national holidays, namely 26th January, 15th August, and 2nd October, they want that arrangements should be made for payment of overtime allowance at double the normal rates. The matter is under consideration.

डाक्टरों की मांगों की जांच के लिए समिति का गठन

3529. श्री मूल चन्द डोगा : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने यह आश्वासन दिया था कि दिल्ली के जूनियर डाक्टरों को अन्तरिम राहत देने के प्रश्न और अन्य मांगों की जांच करने के लिए तुरन्त एक समिति गठित की जाएगी ;

(ख) यदि हां, तो समिति गठित कर ली गई है ; और

(ग) यदि हां, तो इसके सदस्यों के नाम क्या हैं ?

स्वास्थ्य तथा परिवार कल्याण मंत्रालय में राज्य मंत्री (श्री निहार रंजन लस्कर) :

(क) जी नहीं ।

(ख) और (ग) ये प्रश्न नहीं उठते ।

Assam shown as a Separatt Country
By ISCON

3530. SHRI RAJNATH SONKAR
SHASTRI:

SHRI JAGPAL SINGH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the attention of Government has been drawn to the Press reports appearing in Hindustan Times dated 11th November, 1980 stating that according to the official document of the International Society of Krishna Consciousness (ISCON) Assam has been excluded from India and shown as a separate country; and

(b) if so, reaction of Government with regard thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SRI P. V. NARASIMHA RAO): (a) Yes, Sir. The International Life Membership Trust of International Society for Krishna Consciousness (ISKCON) with a registered office in London, has issued a document known as "official international life membership passport" to all life members of the society. On the basis of this document any member can get assistance from ISKCON centres all round the world. Page 19 of this document lists all these centres. After the name of each city wherein the Society has a centre, the name of the country is mentioned. However, in the case of Gauhati, instead of India, Assam is mentioned after the name of the city.

(b) The matter was taken up by the Ministry of External Affairs with the Society's representative in New Delhi as well as by the Consulate General of India in New York with ISKCON officials. The High Commission of India in London is also taking up this matter with the ISKCON Headquarters in London. The Society has confirmed in writing that Assam writ-

ten after Gauhati is a misprint and that there was no deliberate intention on the part of the Society to indicate that Assam is not a part of India. The Society has also assured that they would ensure that passports are suitably amended by replacing the word "Assam by India". Further the Society has expressed regret about this error.

ISKCON Headquarters in London and in the United States are being requested to rectify this error of misprint within a month in all its documents:

(a) by withdrawing the documents with the misprint about Gauhati and

(b) ensuring that the new document issued describes Gauhati correctly with India as the name of the country where the city belongs in the appropriate columns.

(c) If this is not done within the time frame suggested, appropriate corrective action would be taken by the concerned Departments of the Government of India in regard to the members and activities of this organisation in India.

Seniority of Telephone Operators in Sucheta Kripalani Hospital, New Delhi

3531. SHRI JAI NARAIN ROAT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 4592 on 17th July, 1980 regarding seniority of telephone operators in Sucheta Kripalani Hospital, New Delhi and state:

(a) whether it is a fact that consequent to the approval of merger, special pay is being paid to the Telephone Operators with effect from 1st October, 1978 and not from 1st January, 1973;

(b) whether it is also a fact that the telephone operators have repeatedly represented for the payment of special pay with effect from 1st January, 1973 or from their date of appointment as telephone operators in the Hospital; and

(c) if so, what steps Government have taken to make the payment to the telephone operators with effect from 1st January, 1973 or from their date of appointment?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) and (b). Yes.

(c) The various points raised in the representations of the Telephone Operators relating to their merger with the Clerical Cadre which included the question of special pay also, were considered in consultation with the Department of Personnel and Administrative Reforms and the requisite clarifications were communicated to them in July, 1979. Further, they were asked to give an undertaking regarding their willingness or otherwise for being merged with the Clerical Cadre, before the merger was effected. The requisite undertakings have not so far been received from the Telephone Operators who, instead, have submitted fresh representations in this regard.

12.00 hrs.

RE. ADJOURNMENT MOTIONS ETC.

श्री तारिक अन्वर (कटिहार) :
नव भारत टाइम्स में आज जो खबर छपी है और जिस में यह कहा गया है कि पश्चिम बंगाल के मार्क्सवादियों ने—

अध्यक्ष महोदय : मेरे पास आ कर बात कीजिये ।

श्री तारिक अन्वर : मैंने इस पर कलिंग एटेंशन दिया है । मुझे बोलने दिया जाए ।

अध्यक्ष महोदय : आप मेरे साथ आ कर बात कीजिये ।
The questions about Calling Attention cannot be discussed here.

SHRI HARIKESH BAHADUR (Gorakhpur): Sir, I have given a Calling Attention on the tortured death of Sepoy Kunjan Lazer in Delhi Cantonment.

MR. SPEAKER: No, not allowed. This is not the forum for discussing about a Calling Attention.

SHRI A. NEELALOHITHADASAN (Trivandrum): I have given notice of an adjournment motion. I have written a letter to the Prime Minister who is in charge of...

(Interruptions)**

MR. SPEAKER: Nothing should go on record.

(Interruptions)**

MR. SPEAKER: I have got some information, I shall pass it on to you. (Interruptions). Not allowed.

(Interruptions)**

DR. SUBRAMANIAM SWAMY (Bombay North East): Yesterday you were dealing with a question of propriety. There is a civic function....

MR. SPEAKER: I am seized of the situation. I will let you know.

(Interruptions)

MR. SPEAKER: I will like Members to have some restraint, some patience. They can talk easily, so I can understand it. But you are shouting at the top of your voice without making anything intelligible. (Interruptions). Why don't you let the House run? It is your duty to make the House run. I am allowing everything to be discussed, yet you are shouting at the top of your voice. What is the fun of it?

PROF. MADHU DANDAVATE: (Rajapur): Let him make a submission.

MR. SPEAKER: If it is according to rules. If anything is there, I will allow it according to rules. I have to carry on the burden.

SHRI A. NEELALOHITHADASAN: I submit...

MR. SPEAKER: Under what rule?

MR. A. NEELALOHITHADASAN: Under Rule 56. I have given notice of an adjournment motion...

(Interruptions)

MR. SPEAKER: Please listen to me. If you are referring to any adjournment motion which I have disallowed, you can come to my chamber and I will discuss it with you because I am not going to allow any discussion on this subject here.

(Interruptions)

SHRI A. NEELALOHITHADASAN: Let me know the reasons for disallowing it... (Interruptions)

SHRI JYOTIRMOY BOSU (Diamond Harbour): On a point of order. In the Handbook for Members you will kindly see that there is a clear provision which enables the Member to make a statement in case consent to his adjournment motion is declined by you. He wants to say something under that provision.

MR. SPEAKER: No.

SHRI JYOTIRMOY BOSU: Please bear with us, this is a very serious matter.

MR. SPEAKER: He cannot bring the matter before the House. Let him come to me and talk to me, then we will see.

SHRI JYOTIRMOY BOSU: According to that provision...

MR. SPEAKER: I have seen that, there is no question. Not allowed.

SHRI JYOTIRMOY BOSU: Why can't you give this young Member who is seriously agitated....

MR. SPEAKER: Being agitated is one thing and rules are something else. You have to enforce them. This is nothing to be agitated about.

SHRI JYOTIRMOY BOSU: You do not listen to our submission. I am beseeching you to kindly give an opportunity to this young Member, hear what he has to say.

MR. SPEAKER: Let him convince me. I have personally gone into this matter, I have personally asked the Defence Minister to go into it. Unless I am convinced, I am not going to allow it. (*interruptions*)

श्री राजेश कुमार सिंह : (फिरोजाबाद): अध्यक्ष महोदय, मेरा प्वाइंट ऑफ ऑर्डर है। नियम 60 के अन्तर्गत मैं आप से निवेदन कर रहा हूँ। मैंने एक ऐडजर्नमेंट मोशन दिया है.. (ब्यवधान).

MR. SPEAKER: It is not a matter for adjournment. Nothing will go on record. Papers to be laid.

(*Interruptions*)**

12.07 hrs.

PAPERS LAID ON THE TABLE

DRUGS AND COSMETICS (SECOND AMENDMENT) RULES, 1980

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RAJAN LASKAR): I beg to lay on the table a copy of the Drugs and Cosmetics (Second Amendment) Rules, 1980, (Hindi and English versions) published in Notification No. GSR 779 in Gazette of India dated the 26th July, 1980, under section 38 of the Drugs and Cosmetics Act, 1940. [Placed in Library. See No. LT-1539/80].

12.08 hrs.

RE: ADJOURNMENT MOTIONS ETC.

—Contd.

(*Interruptions*)**

अध्यक्ष महोदय : जगपाल सिंह जी, काल अटेंशन नहीं डिस्कस होता। यह जो नेशनल सेक्योरिटी ऑर्डिनेंस डिस्कस हो रहा है उस में आप यह प्वाइंट उठा सकते हैं और डिस्कस कर सकते हैं। उस में जितना मर्जी हो उठाएं।

SHRI JYOTIRMOY BOSU (Diamond Harbour): On a point of order. I am referring to page 31 of the Handbook for Members, paragraph 14, sub-paragraph (vi). It clearly provides for making mention of the receipt of an adjournment motion by the Chair. At the same time, the Speaker can allow the Member to make a brief statement thereon.

You do not want to give an opportunity to this young Member. I do not want that South Indians should feel that they are neglected.

MR. SPEAKER: Please do not say like that. You are doing something which is uncalled for. I take strong objection to it. You are differentiating between the North and the South. This is nonsense.

SHRI JYOTIRMOY BOSU: It reads:

"Where the Speaker is not in possession of full facts to decide the admissibility of a notice, he may before giving or refusing his consent read the notice of the motion and hear from the Minister and/or members concerned a brief statement on facts and then give his decision on the admissibility of the motion."

MR. SPEAKER: I am getting myself informed of the facts fully.

SHRI JYOTIRMOY BOSU: Here is a provision, unless you shut him out altogether.

MR. SPEAKER: Without mentioning one more Member even, he was shri Kurien, he was very much agitated... (Interruptions)

SHRI JYOTIRMOY BOSU: Why do you shut him out like that? (Interruptions)

SHRI NIREN GHOSH (Dum Dum): When Adjournment Motions are not allowed, one by one, you allow. (Interruptions)

MR. SPEAKER: No question, Mr. Ghosh, to allow.

SHRI JYOTIRMOY BOSU: Why do read para 14.

MR. SPEAKER: I read five or six times before I come to the House. This is my job. I have to be fully prepared to meet any point.

SHRI JYOTIRMOY BOSU: You said you are not in possession of full facts. Here is the provision for you by which.....

MR. SPEAKER: I am trying to get facts.

SHRI JYOTIRMOY BOSU: You are not in possession of the facts. Is that right, Sir?

MR. SPEAKER: No. Facts are there. I want reaffirmation. I want to make myself completely sure.

SHRI JYOTIRMOY BOSU: Here it says.....

MR. SPEAKER: This is a very serious matter. I know what it is. That is why I am trying to get....

SHRI JYOTIRMOY BOSU: You have just now gone on record that you are not in possession of full facts. (Interruptions)

MR. SPEAKER: No. I have facts, but I want reaffirmation of those facts. (Interruptions)

SHRI JYOTIRMOY BOSU: That confirms my utterances that you are

not in possession of full facts. Here is the prescription for a situation such as that. Where it is a border line case or the Speaker is not in possession of full facts to decide admissibility of the notice, he may mention receipt of the Motion from the Chair and after hearing a brief statement from the Member and/or the Minister concerned, give his final decision on merits. Now, you can hear the Member his brief statement. Why are you shutting him out?

MR. SPEAKER: I am not shutting him out. Did I say that I am shutting him out? Did I shut out any case from the House. No, I did not.

I will not allow. I shall do it when I am fully satisfied. Let me satisfy myself first

(Interruptions)

12.13 hrs.

STATEMENTS OF PUBLIC ACCOUNTS COMMITTEE

SHRI CHANDRAJIT YADAV (Azamgarh): I beg to lay on the Table English and Hindi versions of the following statements:—

(1) Statement showing Action Taken by Government on the recommendations contained in Chapter I and final replies in respect of Chapter V of Sixty-Eighth Report (Sixth Lok Sabha) on Union Excise Duties (1971-72)

(2) Statement showing Action Taken by Government on the recommendations contained in Chapter I of Hundred and forty-fourth Report (Sixth Lok Sabha) on Import of Rapeseed and Rapeseed Oil from Canada

12.14 hrs.

MESSAGES FROM RAJYA SABHA

SECRETARY: Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:—

[Secretary]

(i) "In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 9th December, 1980, agreed without any amendment to the Auroville (Emergency Provisions) Bill, 1980, which was passed by the Lok Sabha at its sitting held on the 2nd December, 1980."

(ii) "In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 10th December, 1980, agreed without any amendment to the Jute Companies (Nationalisation) Bill, 1980, which was passed by the Lok Sabha at its sitting held on the 8th December 1980."

12.15 hrs.

RE. ADJOURNMENT MOTIONS
ETC.—Contd.

SHRI JYOTIRMOY BOSU: (Diamond Harbour): When there is a clear provision, I do not know why you are not allowing. Do not shut him out.

MR. SPEAKER: Shri Harish Kumar Gangwar, under Rule 377

SHRI JYOTIRMOY BOSU: He comes from the remote area.

MR. SPEAKER: It does not matter. somebody comes from far or near. Somebody has to be far and somebody has to be near.

SHRI JYOTIRMOY BOSU: Do not shut him out.

MR. SPEAKER: I am not shutting him out.

SHRI JYOTIRMOY BOSU: I am sorry, you are. I have shown you

clear provision and you are not listening and you are not going by this. Why are you disappointing this young man?

(Interruptions)

MR. SPEAKER: His being young does not have anything to do with this issue. (Interruptions)

SHRI JYOTIRMOY BOSU: This does not befit you. This does not befit the Chair. This does not befit..... (Interruptions).

SHRI M. M. LAWRENCE (Idukki): I have given calling Attention Notice regarding the death of Lazor Kunjan in Delhi Cant. One citizen named Sasi from my constituency is dying in Delhi Cantonement Military cell after being tortured.

MR. SPEAKER: I am not allowing.

SHRI M. M. LAWRENCE: He is from my constituency. He is dying

MR. SPEAKER: Somebody has to be from some constituency. No. not allowed.

(Interruptions)

SHRI HARIKESH BAHADUR (Gorakhpur): Should Parliament not take notice of that?

You are not even referring this matter to the Government.

श्री हरीश चन्द्र सिंह रावत (क. मोड़ा):
कई वारदातें हो जाती हैं
लेकिन जिस तरह से अखबार वाले उसको
उछाल रहे हैं या ये उछाल रहे हैं उससे
इनका इरादा नेक नहीं लगता है। (ब्यवधान)

अध्यक्ष महोदय : ऐसा बरन से नहीं
चलता है। (ब्यवधान)

MR. SPEAKER: Shri Harish Kumar Gangwar, under Rule 377.

SHRI JYOTIRMOY BOSU: I rise under Rule 51. I want half a minute on another issue.

For a debate that is coming I requisitioned certain balance sheets and annual reports of a private limited company which is going to be taken over by the Government.

The Library Section has been trying with the Ministry of Law, Justice and Company Affairs and the Ministry of Industry. They are withholding the papers. I am trying for the last few days to get the papers. How can we carry on the work in Parliament? Because it is Maruti, the papers will not be made available. This is most surprising and I am most distressed about it. This has never happened.

SHRI A. NEELALOHITHADASAN: (Trivandrum): You are not allowing me to make a brief statement even. We are walking out in protest.

12.16 hrs.

(Shri A. Neelalohithadasan and some other hon. Members then left the House.)

12.16 hrs.

MATTERS UNDER RULE 377

(i) RANI SATI TEMPLE IN RAJASTHAN

श्री श्रीमत् सिंह (झुंझून) : अध्यक्ष जी, दिनांक 3-12-1980 को माननीय सदस्यों ने "सती प्रथा" की पुनरावृत्ति को रोके जाने हेतु एक स्थगन प्रस्ताव सदन में प्रस्तुत करने हेतु स्वीकृति चाहने को अपने उद्गार प्रकट किए। माननीया प्रधान मंत्री श्रीमती इंदिरा जी ने भी इस विषय पर सदन में एक वक्तव्य दिया। यह विषय मेरे चुनाव क्षेत्र झुंझून के श्री राणी सती मंदिर से संबंधित था। झुंझून का यह राणी सती का मंदिर सात सौ वर्ष पहले अपने सतीत्व को बचाने हेतु हुए सती जी का है। इस मंदिर पर सदियों से प्रतिवर्ष एक

विशाल मेला भरता है और लाखों श्रद्धालु भक्त कलकत्ता, बम्बई, मद्रास व सारे देश के कोने-कोने से वहां श्री सती माता की पूजा व दर्शन करने को आते हैं। विक्रम संवत् 1352 में इन सती जी के पति जब लड़ाई के मैदान में युद्ध करते हुए मारे गए तब अपने सतीत्व की रक्षा करने हेतु उन्होंने अपने आपको अग्नि को समर्पित कर दिया। झुंझून की इन राणी सती माता के 12 मन्दिर विदेशों में हैं और 113 मन्दिर भारत में। जिस जबरन सती प्रथा की माननीय सदस्यों ने व माननीया प्रधान मंत्री जी ने निन्दा की है, मैं समझता हूँ कि उनका तात्पर्य जौहर करके अपने सतीत्व की रक्षा हेतु "सती" होने वाली वीरंगनाओं के लिए कदापि नहीं था। राजस्थान में दस बार बड़े-बड़े "जौहर" हुए—तीन बार जौहर चित्तौड़गढ़ (मेवाड़) में, दो बार जैसलमेर में, एक बार बयाना (भरतपुर) में, एक बार भटनेर (बीकानेर) में, एक बार जालौर (मारवाड़) में, एक बार सीवाणा (मारवाड़) में और एक बार रणथंभों में। इन जौहरों में अपने सतीत्व की रक्षा हेतु हजारों नारियों ने अपने आपको अग्नि में समर्पित कर सती हो जाती थीं और राजपूत शूरवीर केसरिया वस्त्र धारण कर युद्ध में जुझकर देश के लिए अपने प्राणों की आहुति दे देते थे, यही "जौहर" कहलाता था। इन सती सूरमाओं (अननोन वारीयर्स) की वीर-पूजा के हेतु राजस्थान में श्रद्धा से लाखों लाख स्त्री-पुरुष मेले लगाते हैं। जुलूस निकालते हैं। इन में प्रमुख है—चित्तौड़ गढ़ का सती मेला, रामदेवजी का मेला, गुगा जी का मेला, तेजाजी का मेला, व झुंझून का राणी सती मेला। जिस प्रकार इंडिया नेट नई दिल्ली में "अमर-उद्योति" प्रज्वलित रख कर "अननोन वारीयर्स" के प्रति श्रद्धांजलि दी जाती है, इन सती व सूरमाओं को जुलूस निकालकर, मेले लगाकर

[श्री भीम सिंह]

इनके प्रति श्रद्धांजलि अर्पित की जाती रही है इन जुलूसों का, इन मेलों का, इन मंदिरों का कभी भी किसी को सती प्रथा के लिए प्रेरणा देना अथवा सती प्रथा को रिवाइव करना नहीं है। सती शब्द भारत की नारियों के सतीत्व का सम्मानसूचक शब्द है, जैसे सती अनुसूइया, सती सावित्री इत्यादि। अतः "सती" शब्द की महानता व पवित्रता को दूषित नहीं किया जाना चाहिए और "सती" शब्द से चौकना भी नहीं चाहिए।

श्री अटल बिहारी वाजपेयी (नई दिल्ली) : अभी आपने नियम 377 में एक मामला माननीय सदस्य को उठाने की इजाजत दी है। मैं यह जानना चाहता हूँ कि अभी तक ऐसा पुरुष कोई नहीं निकला, जो अपनी पत्नी की मृत्यु के बाद, सती होकर ऊपर गया हो।

अध्यक्ष महोदय : : वाजपेयी जी, आप तो इन सब बातों से फ्री हैं। वैसे वह "सती" की बात नहीं कर रहे थे "जौहर" की बात कर रहे थे।

(ii) PADDY CULTIVATION BY KERALA FARMERS

SHRI B. K. NAIR (Quilon): A very serious crisis is developing on the food production front in Kerala. The paddy cultivators in the entire Kuttanad area in the State extending over 60,000 hectares of land, known otherwise as the 'rice bowl' of Kerala, have declared their intention to allow their lands to lie fallow for the current season and the sowing operations, which should have commenced about 4 to 6 weeks ago, have not been taken up.

Paddy growing in Kuttanad has long ceased to be a remunerative proposition and in the case of most of the cultivators, numbering over 70,000 they have been carrying it on just because it is their only means of liveli-

hood and it is the only job within their knowledge. Apart from the cost of inputs, which has been rising fast, the cost of the various operations involving manual labour has also risen enormously and this together with unhelpful if not altogether hostile attitude adopted by certain trade unions and their leaders, have further added to their burden. The yield per acre in this area is substantially lower than the yields in the various other producing States.

A new problem was added by the fresh demands put up by the workers for further increase in wages, which are already amongst the highest in the whole country, accompanied by reduction in the hours of work and the daily tasks. At conference recently held, attended by three of the Ministers of the State, a settlement was arrived at in regard to wages. But even before the ink was dry, certain influential groups amongst the workers put up fresh demands for further increase in wages and added other conditions. It is as an immediate result of this that the cultivators have declared their intention not to commence operations.

It is clear, that certain elements are bent upon creating a serious food shortage in the State, which is chronically deficit in the matter of production and has always depended upon supplies from the Centre. Obviously, their object is political and the usual charges of neglect and discrimination are bound to be raised against the Centre. I therefore call upon the Central Government to take appropriate and timely steps to see that the confidence is restored in the minds of the cultivators and they are enabled to take up commencement of cultivation without further loss of time.

(iii) ERADICATION OF THE EVIL PRACTICE OF PROSTITUTION

SHRI JANARDHANA POOJARY (Mangalore): Sir, I want to invite the attention of the Government of India towards the evil practice prevailing in some areas of Karnataka and Maha-

rashtra. In the 1223 [Mr. DEPUTY-SPEAKER in the Chair] present days of women upliftment and the Government's desire to better the lot of women in our country, it is slur on the culture of India that prostitution exists in our country. The shameful and evil practice is still prevalent in the States of Maharashtra and Karnataka. The irony of this nefarious practice is that it is being done in the name of religion. The ignorant people offer teenage girls to the goddesses in the guise of religious ritual. The reality is that it helps the brothel-owners and pimps from cities to procure prostitutes. The pimps and unsocial elements visit these areas every year and persuade the parents to part with their daughters. These girls are called 'Jogtins'. They are accessible to any man and thus prostitution becomes an easy means of livelihood for the 'Jogtins'. These jogtins are in miserable plight. The Government should find ways and means to solve this evil problem. The law banning the Devdasi system should be strictly enforced. The Jogtins should be rehabilitated and further possibility of continuance of this evil should be strongly checked. As the subject falls under the purview of Central Government, I would urge the Government to take strong action otherwise this menace will continue to perpetuate.

(iv) STRIKE BY ALL INDIA UNIVERSITY EMPLOYEES FEDERATION

श्री रामधिरास धारुदान (हाजीपुर):
उपाध्यक्ष महोदय, पूरे देश के विश्व-विद्यालय कर्मचारी अखिल भारतीय विश्व विद्यालय कर्मचारी महासंघ की ओर से 10 दिसम्बर, 1980 को हड़ताल कर रहे हैं। अखिल भारतीय विश्वविद्यालय कर्मचारी महासंघ की मांगों के साथ देश के एक सौ बीस विश्वविद्यालय के करीब एक लाख कर्मचारी हैं। उनके मांग पत्रों में अन्य बातों के अलावा न्यूनतम मजदूरी के सिद्धान्त पर आधारित वेतन में सम-रूपता मूल्य वृद्धि को ध्यान में रखते हुए

मंहगाई भत्ता, समान सेवा शर्त, सीनेट और सिंडीकेट आदि में प्रतिनिधित्व शामिल हैं। 1969 में "दि नेशनल कमीशन ग्रान लेबर तथा संसद की पैटीशन कमेटी" ने भी अनुशंसा की है कि विश्व-विद्यालय के कर्मचारियों को औद्योगिक विवाद अधिनियम के क्षेत्राधिकार के अन्तर्गत लाया जाय। उनके मांग पत्रों को देखने से ऐसा प्रतीत होता है कि सरकार विश्व-विद्यालय की स्वायत्ता को बिल्कुल खत्म करने पर तुली हुई है।

अतः सरकार से मांग है कि सरकार विश्वविद्यालय कर्मचारियों की मांगों पर शीघ्र सहानुभूतिपूर्वक विचार कर जायज मांगों को स्वीकार करे।

(v) TRANSFER OF PASSENGER AND COASTAL SERVICES IN CERTAIN PARTS OF THE COUNTRY OF MUGHAL LINES LIMITED

SHRI SOMNATH CHATTERJEE:
The shipping Corporation of India, which is a Central Government undertaking, at its Calcutta Office looks after the business of the Corporation so far as coastal service is concerned as well as the passenger service to Andaman & Nicobar Islands through its Passage and Coal Coastal Department (Calcutta). It is understood that the Government is considering to transfer its passenger services as well as coastal services to Mogul Lines Ltd., operating from Bombay. It is further learnt that few tramp vessels are going to be handed over to Mogul Lines. Ltd, from the shipping Corporation of India. Such a decision will be a retrograde step and will seriously affect the proper functioning of the Shipping Corporation of India. It has also raised genuine apprehension in the minds of the employees of the Shipping Corporation at Calcutta about loss of employment and transfer of existing employees from the Calcutta Office to Bombay which will seriously affect them prejudicially and also will amount to change in conditions of service. Such action will further reduce the employment potentiality at the

[Shri Somnath Chatterjee]

Calcutta Office. The proposed move will also prejudicially affect the existing agreement with the employees through their recognised Union, viz., Shipping Corporation Employees' Union (Calcutta). I call upon the Government to desist from such a move, if there is any proposal to that effect and to make a statement allaying the apprehensions of the employees at the Calcutta office.

(vi) CRISIS IN MICA INDUSTRY

श्री राजाशरार शास्त्री (पटना) : अन्नक उद्योग गंभीर संकट से होकर गुजर रहा है। इसके छोटे व्यापारियों की लूट सबसे अधिक हो रही है। माइका ट्रेडिंग कार्पोरेशन आफ इंडिया अपने अन्नक की आपूर्ति करने वाले व्यापारियों को इतना कम मूल्य दे रहा है कि वे अपने मजदूरों को सरकार द्वारा तै निम्नतम मजदूरी भी नहीं दे पा रहे हैं। फलस्वरूप हजारों मजदूरों के सामने भुखमरी की सम-

स्या उत्पन्न है। इस संकट से प्रभावित होकर अन्नक मालिक हजारों मजदूरों की छंटनी भी कर रहे हैं।

12.24 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

मिटको की अन्नक व्यापार एवं मजदूर विरोधी इस नीति का परिणाम यह हो रहा है कि एक बड़ी संख्या में इसके व्यापारी इस उद्योग को छोड़कर भाग रहे हैं तथा बहुत से दूसरे व्यापारी अपने लाइसेंसों का दुरुपयोग कर अन्नक के गैर कानूनी धंधे में लग गए हैं।

एफ० ए० एस० और मिटको द्वारा निर्धारित अन्नक के मूल्यों में 25से 48.4 प्रतिशत तक का अन्तर है। मूल्यों के इस अन्तर के कुछ उदाहरण इस प्रकार हैं :—

माइका सिलटिंग	विदेशी मूल्य ₹० प०	मिटको मूल्य	मू यों में कमी
नं० 4 1/2 डी०एल०	49.96	37.50	25 प्रतिशत
नं० 5 डी०एल०	44.95	29.50	34.3 प्रतिशत
नं० 5 1/2 डी०एल०	15.89	10.25	35.4 ,,
नं० 6 डी० एल०	10.40	5.35	45.4 ,,
नं० 6 फर्स्ट लूज	8.27	5.00	39.5 ,,
नं० 6 इंटर लूज	7.08	4.55	35.6 ,,
नं० 6 सेकण्ड लूज	5.92	3.80	35.8 ,,
नं० 6 थर्ड लूज	4.72	3.07	35 ,,

इस चार्ट से यह स्पष्ट है कि एफ० एस० एस० और मिटको के मूल्यों में एम० एम० टी० सी० के जमाने के मूल्यों

में दुगना से भी अधिक का अन्तर है। छोटे व्यापारियों को इस से बढ़कर लूट और क्या हो सकती है ?

अखिल भारतीय ट्रेड यूनियन कांग्रेस की बिहार राज्य कमेटी के अध्यक्ष तथा भूतपूर्व विधायक ने माइका उद्योग के सामने उपस्थित इस गम्भीर संकट के विषय में मिटको के अध्यक्ष तथा वाणिज्य मंत्रालय के सचिव को पत्र लिखा तथा इसके चीफ मैनेजर से बातें भी की, फिर भी अब तक इस संकट का हल नहीं निकाला जा सका है ।

मिटको की इस लूट को बंद करने का एक ही रास्ता है और वह है विदेशी मूल्य तथा इसके खरीद मूल्य में ऐसा अन्तर रखा जाए जिससे छोटे व्यापारी कुछ मुनाफा कमा सकें और मजदूरों को उचित मजदूरी दे सकें ।

अभ्रक उद्योग में व्याप्त इस गम्भीर संकट को दूर करने की दिशा में सरकार को अविलम्ब आवश्यक कदम उठाना तथा वाणिज्य मंत्री को इस संबंध में सदन के सामने एक स्पष्टीकरण देना चाहिए ।

(vii) RAILWAY LINE BETWEEN SHAH-JAHANPUR AND MAILANI

श्री हरीश कुमार गंगवार (पीली-भीत) : उत्तर प्रदेश में शाहजहानपुर से पुवायां हो कर मैलानी तक रेलवे लाइन डालना अत्यावश्यक है । लगभग 60 किलोमीटर लम्बे इस मार्ग में केवल एक पक्की सड़क है । यह गेहूं धान व गन्ना का उत्तर प्रदेश का सब से बड़ा क्षेत्र है । मार्ग में पुवायां व खुटीर टाउन एरिया हैं जो शीघ्र नगर पालिकाए बनने वाली हैं । पुवायां तहसील हैड-क्वार्टर भी है । उपरोक्त मार्ग पर स्वतंत्रता प्राप्ति से पहले रेलवे लाइन थी जो युद्धकाल में युद्ध आवश्यकताओं को देख कर अन्याय डाल दी गई । उस समय यह निश्चय किया गया था कि युद्ध के पश्चात् रेलवे लाइन फिर

डाल दी जाएगी । जनता की मांग पर इस रेलवे मार्ग के लिए सर्वे भी कराया गया परन्तु रेलवे लाइन अभी तक नहीं पड़ी है । अतः सार्वजनिक महत्व के इस विषय पर रेलवे लाइन डालने के लिए मैं माननीय मंत्री जी का ध्यान आकृष्ट करता हूं ।

12.31 hrs.

RE: MATTERS UNDER RULE 377

MR DEPUTY SPEAKER: Now, further consideration on the Statutory Resolution and the Bill... (Interruptions)

SHRI ATAL BIHARI VAJPAYEE (New Delhi): Sir, before you take up that further discussion I would like to make a submission. Now, these 377-rule references are there. You allowed many members to raise matters of public importance under rule 377. Members make statements here on the floor of the House. But the Ministers do not even take cognisance of what is being read under Rule 377. I know you will cite the rule...

MR. DEPUTY SPEAKER: Mr. Vajpayee, we forward these things to the Ministry concerned. Whatever your suggestion is, it should be workable. Ministers have to be in this House and they have also to be in the other House.

SHRI ATAL BIHARI VAJPAYEE: They do not take any cognisance.

SHRI SATISH AGARWAL (Jaipur): Under rules they are not bound to reply here on the spot; they can choose to reply later; but at least some time-limit should be there. At least within a week's time they should reply.

MR DEPUTY SPEAKER: Your views have been noted.

SHRI SOMNATH CHATTERJEE (Jadavpur): You were good enough to accept some of these matters under

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Rule 377,—seeing the importance and the seriousness of the subjects. Now, Sir, it is quite obvious, they cannot reply. But they are not even present. Some time limit should be there when it is routed through the Lok Sabha Secretariat. Then we will know. Therefore, my point is, when the matter is treated to be serious by the hon. Speaker, the Ministers (*Interruptions*) do not take it to be serious. That is my whole point.

MR. DEPUTY SPEAKER: Government has noted. I have called Mr. Sharma.

SHRI RAMAVATAR SHASTRI, (Patna): What is your ruling?

MR. DEPUTY SPEAKER: Mr. Shastri, you have not raised any point of order, for me to give a ruling. I know when I should give my ruling...

SHRI G. M. BANATWALLA (Ponnani): Sir, the Home Minister is not present.

MR. DEPUTY SPEAKER: Mr. Sharma, you have already taken 19 minutes....

SHRI G M BANATWALLA: The Home Minister is not here; we are discussing an important matter. The Home Minister is not present..

MR. DEPUTY SPEAKER: He is coming.

SHRI ATAL BIHARI VAJPAYEE: Even Minister of State is not there.

MR. DEPUTY-SPEAKER: Hon, Members, he is coming here. He has gone to see the Speaker. He is coming. It is a joint responsibility of the Cabinet. You know any Cabinet Minister can do it. Mr. Stephen is here. He is coming.

THE MINISTER OF COMMUNICATIONS (SHRI C. M. STEPHEN): Any

Minister can take charge of it. I am in charge of it. (*Interruptions*)

MR. DEPUTY-SPEAKER: Under what rule you are insisting this?

SHRI RAMAVATAR SHASTRI: Under what rule you are saying that?

MR. DEPUTY-SPEAKER: It is a joint responsibility of the Cabinet. The Cabinet Minister is here.

SHRI C. M. STEPHEN: The Minister is piloting the Bill on behalf of the Government. When the discussion goes on, the convention is, one Minister must be here to follow what is going on, to take note of it, to take action on that. That is the convention, Sir. Government is represented here; I am in charge of it; I am here.

MR. DEPUTY-SPEAKER: Moreover he is coming also.

SHRI C M STEPHEN: I am in charge of it. (*Interruptions*)

MR. DEPUTY-SPEAKER Mr. Sharma, you may please continue. I do not like time being wasted. Already Mr. Stephen on behalf of the Government has replied. The convention is that some Cabinet Minister must be present. That is all. He is there.

AN HON. MEMBER: Apologise.

SHRI C M STEPHEN: Apologise for what? Must I apologise for being present here?

SHRI ATAL BIHARI VAJPAYEE: For your colleague.

SHRI C. M. STEPHEN: I am here taking charge of it under instructions and I am here, to represent the Government. (*Interruptions*)

MR. DEPUTY-SPEAKER: He is coming here; it is all right; yes, Mr. Sharma. (*Interruptions*)

MR. DEPUTY-SPEAKER: All right; I don't mind; you take the credit that because you have raised he has come. (*Interruptions*)

Re: Disapproval
of National Security Ordinance
and National Security Bill

12.35 hrs.

STATUTORY RESOLUTION RE. DIS-
APPROVAL OF NATIONAL SECUR-
ITY ORDINANCE AND NATIONAL
SECURITY BILL—contd.

MR. DEPUTY-SPEAKER: The House will now take up further consideration of the National Security Bill. Mr. Chiranji Lal Sharma to continue. You have already taken 19 minutes.

श्री चिरंजी लाल शर्मा (करनाल):
उपाध्यक्ष महोदय, मैं थोड़ा समय ही लूंगा। डिप्टी स्पीकर साहब, मैं कल कह रहा था कि बंगाल के अन्दर जो वाक्यात हुए उसके बारे में एक चिट्ठी आपके सामने मैंने पढ़ी, उस पर काफी शोर शराबा हुआ.....

SHRI SOMNATH CHATTERJEE (Jadavpur): Sir, can he go on making allegations against the State Government without taking any responsibility? Has he got your permission to do so? (Interruptions) Sir, the State Government is being maligned... (Interruptions).

MR. DEPUTY-SPEAKER: He is making his viewpoints. If you have got any objection, you can oppose it when you speak. But he must be allowed to speak. If there is anything unparliamentary or derogatory, I will not allow him. But he is not saying anything unparliamentary or derogatory.

SHRI SOMNATH CHATTERJEE: Sir, yesterday he made some wild allegations against the West Bengal Government. Sir, you should not allow him to speak without any basis. (Interruptions)

MR. DEPUTY-SPEAKER: If there is anything derogatory, he will take the responsibility. If he makes any allegation, he takes the responsibility. (Interruptions)

SHRI CHIRANJI LAL SHARMA: Sir, I am speaking with a sense of responsibility. I have got a letter signed by a person no less than a Cabinet Minister at the Centre. (Interruptions)

SHRI SOMNATH CHATEERJEE: Sir, is this way the House will be conducted? The West Bengal Ministers are not present here to defend themselves. (Interruptions). Sir, here in this House don't allow them to pollute by this kind of activity the federal structure; it is being killed.... (Interruptions)

MR. DEPUTY-SPEAKER: I am permitting him to speak. Nobody can stop him.

(Interruptions)

SHRI SOMNATH CHATTERJEE: Sir, under what rule you are permitting him to speak.....like this....?

(Interruptions)

PROF. MADHU DANDAVATE (Rajapur): Sir, I am raising a point of order.

MR. DEPUTY-SPEAKER: Under what rule?

PROF. MADHU DANDAVATE: Under 376. Sir, my point of order is that while sitting in this House or while sitting in any State Legislature, there is some rule to be followed by an hon. Member while making a speech. I will give an instance. My point of view is that tomorrow if in the Maharashtra State Legislature any aspersions are cast on the Central Government, I am sure that the Speaker of the Legislature Assembly would never permit that and in the past it has happened that whenever reference was made, any derogatory matter with regard to the Central Government, the Speaker pulled up the MLA and said "you cannot refer to that matter". Similarly in this House if any aspersions are cast on any State Government, even of a Congress-I Govern-

[Prof. Madhu Dandavate]

ment in the State, I think it is perfectly out of order and I seek your ruling on this.

SHRI R. L. BHATIA (Amritsar): Sir, sometime back, they were referring to the Bihar Chief Minister and they were referring to the U.P. Government. Now, they are raising protests in so far as the West Bengal Government is concerned. It is a matter of enquiry. Are you prepared to accept an enquiry into this matter?

SHRI SOMNATH CHATTERJEE: Don't make this allegation first.
(Interruptions)

THE MINISTER OF COMMUNICATIONS (SHRI C. M. STEPHEN): In the first instance, the Hon. Member has not made any reference to the Government of West Bengal. The hon. Member has made reference to certain instances that have taken place in West Bengal. We are discussing a Bill which will have application throughout the country and the basis of this Bill is that it is meant to prevent this sort of violence which is taking place. Irrespective of the place where the violence is taking place, incidents of violence is an absolute relevant matter without mentioning which the purposeful to debate on this Bill is absolutely impossible.

With respect to the point Shri Dandavate raised, if the opposition agrees that nothing that concerns a State Government, or happenings in the State should be discussed here, if we come to that arrangement, we are agreeable to that. Let them not mention about U.P., let them not mention about Bihar or Andhra Pradesh; but let them not try and emphasise that West Bengal and Kerala are a species apart, nothing about them, everything about the others—that cannot operate here...
(Interruptions)

The hon. Member, Shri Sharma, is perfectly within his right; he is not making any aspersions on the West Bengal Government.

SHRI JYOTIRMOY BOSU (Diamond Harbour): Mr. Deputy-Speaker, Sir, I

would not expect you to tell us immediately whether it had been the practice in this House or not, but I can assure you that many of your predecessors and hon. Speaker since 1967, I have been watching, have been against maligning a State Government on the floor of this House because there is none on their behalf to defend them. (Interruptions). Shri Stephen, or for that matter, anybody belonging to his party can make a speech maligning my party; we shall oppose it, but that is not all. I ask Shri Stephen with all humility, how is it that they ran away from the bye-elections in West Bengal if that Government was making a mass of the whole thing. It is because they would have to go lock, stock and barrel from there... (Interruptions)

SHRI SOMNATH CHATTERJEE: And their party President made such baseless allegations to the Chief Election Commission... (Interruptions).

SHRI CHIRANJI LAL SHARMA: I would like to know that if atrocities are perpetrated in a particular State and if excesses are committed, whether the Members of this august House have a right to raise that point or not. I am not talking of the State Government. If something happens in a particular part of the country, I am within my rights to raise my voice here... (Interruptions)

MR. DEPUTY-SPEAKER: Why are you afraid of his mentioning these incidents? You reply to him when you speak.

It is in order. Any incident can be mentioned in this House, provided it is not derogatory or unparliamentary.

PROF. MADHU DANDAVATE: I did not object to referring to happenings in different States. What I said was that no aspersions can be cast on any State Government in any matter.

MR. DEPUTY-SPEAKER: Mr. Sharma has himself said that he is not saying anything against the State Government... (Interruptions).

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): Will he take the responsibility of proving these facts?

SHRI CHIRANJI LAL SHARMA: Certainly.

MR. DEPUTY-SPEAKER: He has already said that.

SHRI SATYASADHAN CHAKRABORTY: We take the responsibility of proving that what he is saying is far from truth.

SHRI CHIRANJI LAL SHARMA: I know the consequences, I have thirty years standing in the Bar. (*Interruptions*).

MR. DEPUTY-SPEAKER: You must be tolerant of the criticism, and you return it. Why are you afraid and perturbed? Yes, You continue. (*Interruptions*). No, no. This Sort of thing will not help anybody

SHRI SATYASADHAN CHAKRABORTY: If you allow this thing, we can bring charges against Mr. Ghani Khan Chaudhuri.

MR. DEPUTY-SPEAKER: Mr. Sharma, you can speak now. You continue. One indiscipline is being treated by another indiscipline.

श्री चिरंजी लाल शर्मा : डिप्टी स्पीकर महोदय, मैं नहीं समझता मेरे मोअ्रज्जिज दोस्तों को क्यों इस बात पर एतराज है ? मैं जब यह अर्ज कर रहा हूँ इस सदन में तो जिम्मेदारी के साथ कह रहा हूँ । मैं उन लोगों के नाम, उनकी वल्लिदयत, उनकी पैरेन्टेज, उनकी सकूनत, उनके गांव और जिलों के नाम बता रहा हूँ । जो चार आदमी क्लाइन्ड होकर आए हैं I have a photograph in my possession of those unfortunate persons

अगर यह झूठ है तो मैं इस सदन में इसकी इक्वायरी की अपील करता (व्यवधान)

MR. DEPUTY-SPEAKER: I make it very clear. In the discussion or in any such meeting in this House, if any Hon. Member thinks that he can stall the discussion or prevent the speech against the right of Hon. Member to speak, I shall not allow it. I will have to be hard with it. Nothing. I will allow everybody to speak. If you think that you can control the House, I will not allow it. Nobody should interrupt. You speak out when you have a chance. You cannot obstruct the deliberations like this. You must all guide me.

SHRI CHIRANJI LAL SHARMA: Sir, unfortunately I am not allowed to proceed further.

MR. DEPUTY-SPEAKER: You continue.

श्री चिरंजी लाल शर्मा : डिप्टी स्पीकर महोदय, कल मेरे मोअ्रज्जिज दोस्त श्री सोमनाथ चटर्जी ने फर्माया था कि यह कानून हम वैस्ट बंगाल, केराला में या जहां भी सी० पी० एम० की हुक्मते हैं वहां नहीं चलने देंगे । यहां पर इस सदन में कल आपकी तकरीर हुई है । अगर हम यह कहें कि कलकत्ता में या बंगाल में बंगाल की सरकार जो कानून बनाएगी, हम लोगों को तरगीब देंगे इस चीज की कि वे उनके हुक्म को न मानें तो क्या आपको यह चीज पसन्द आयेगी ?

डिप्टी स्पीकर साहब, आपको याद होगा कि जब मोरारजी भाई प्रधान मंत्री बने थे तो उन्होंने तकरीर की थी कि हमने लोगों को निर्भय बना दिया, फीयरलैस बना दिया लेकिन निर्भय और फीयरलैस कौन बने ? गुण्डे, बदमाश, चोर-डाकू, ब्लैक-मार्केटीयर्स, होर्ड्स निर्भय हो गए लेकिन शरीफ आदमी को वही

[श्री चिरंजी लाल शर्मा]

डर रहा । मुझे माफ करेंगे, राज-पाट हाथ जोड़ने से नहीं चलता है, राजपाट डण्डे से चलता है । डण्डे से मेरा मतलब यह नहीं है कि डण्डा इस्तेमाल किया जाए (व्यवधान) डण्डे से मेरा मतलब यह है कि प्रजा को एहसास होना चाहिए कि कोई राजपाट है, कोई कानून है । अगर ट्रैफिक का सिपाही चौराहे पर खड़ा है और कोई रैश गाड़ी चला रहा है, उसे कोई डर नहीं है कि सिपाही उसका चालान कर देगा तो फिर राजपाट का कोई मतलब नहीं है । डण्डे से मेरा मतलब यह नहीं है कि डण्डे से लोगों को पीटा जाए । (व्यवधान)

आज अखबार में पंजाब के साबिक मुख्य मंत्री श्री बादल का बयान आया है जिसमें उन्होंने कहा है कि अगर 35 रुपए क्वीटल गन्ने का दाम नहीं दिया गया तो हम शुगर मिल्स चलने नहीं देंगे । इसका मतलब यह है कि उधर तो शुगर मिल्स बन्द करायें और उधर इस सदन में आवाज़ उठायें, श्री ज्योतिर्मय बसु, की चीनी नहीं मिल रही है, और चीनी का भाव 13-14 रुपया किलो हो गया है । (व्यवधान)

उपाध्यक्ष महोदय, बुखार में कुनीन दी जाती है, कुनीन वसे बड़ी कड़वी और जहरीली भी मालूम होती है, मगर उसका असर दूर तक हो । है ? प्रीवेंशन-इज-बेटर-डैन-क्योर—बजाए इसके आपका मतलब यह है कि ब्लक मार्केटियर्स को होरडर्स को छुट्टी दे दी जाए, जसे कि जनता राज में दी गई थी कि "बेटा—खाओ, कमाओ और लूटो, मीज करो और हमें भी खिलाओ" । जरूरियात चीजों की कीमतें आसमान को छूने लगी

थीं—यह है जनता पार्टी की देन । हमारे राज में जो इटें 115 रुपए प्रति हजार बिकती थीं उसको इन्होंने ढाई सौ—तीन सौ ६० हजार तक बिकवाया । . . (व्यवधान) जब विरोधी दल के भाई तकरीर करते हैं तब हम बिल्कुल खामोश रहते हैं, लेकिन जब हम बोलना शुरू करते हैं, यह प्रेक्टिस बन गई है, तब फौरन इंटरप्शन करना शुरू कर देंगे—मेरे ख्याल में यह अच्छी बात नहीं है ।

यह जो बिल आपके सामने आया है इसका विरोध ये क्यों करते हैं, हमारे इरादे नापाक नहीं हैं । जैसा मैंने कल कहा था, उपाध्यक्ष महोदय, एक चीज मैं आपसे पूछना चाहता हूं कि इस नेशनल सेक्योरिटी बिल का खूब ताकत से विरोध किया जा रहा है, लेकिन स्पेशल कोर्ट्स बिल जनता पार्टी अपने राज में लाई—वह क्या था, वह कानून क्या था, खास अदालतें क्यों बनाई गई थीं ? खास नेताओं के लिए, खास लोगों के लिए, कांग्रेसियों के लिए वे बनाई गई थीं । लेकिन हम अगर देश के अन्दर अमन कायम रखना चाहते हैं, देश के अन्दर बढ़ती हुई महंगाई को रोकना चाहते हैं, देश के अन्दर अमन चन बहाल रखना चाहते हैं, इसके लिए हम यह कानून लाए हैं । बजाए इसके कि आप हमें सहयोग दें आप इसका विरोध करते हैं ।

MR. DEPUTY-SPEAKER: Please conclude.

श्री विरोधी जाल शर्मा: उपाध्यक्ष महोदय, मेरे दिमागी समुद्र में बहुत स्थानात और जजबात है और आप बार-बार मुझे हुकम दे रहे हैं कि मैं कन्क्लूड करूं, तो मुझे कन्क्लूड करना पड़ेगा, लेकिन मैं एक चीज कहना चाहता हूँ। विरोधी दल के नारे तो क्या, जमीन की ताकत तो क्या, समुद्र के तूफान और आसमान की बिजलियां भी हमारे रास्ते में हायल नहीं हो सकतीं। इंदिरा जी समाजवाद लायेंगी और जो कानून को हाथ में लेने की कोशिश करेगा, मुल्क के निजाम को दरहम-बरहम करने के लिए, यह कानून उस पर लागू होगा, परन्तु शरीफ आदमियों पर नहीं। अन्त में मैं एक शेर पढ़कर खत्म करना चाहता हूँ:

बे खौफो-खतर जो बढ़ता है, मंजिल को वही पा लेता है। अन्जाम से घबराने वाले, क्या जलव-ए-जानां देखेंगे।

THE MINISTER OF COMMUNICATIONS (SHRI C. M. STEPHEN): Mr. Deputy Speaker, Sir: It was a very interesting and very entertaining sight—viz. the fretting and fuming that was coming from the Opposition benches. As the old saying goes, I feel like saying, "The lady is protesting too much". I refer this only to hold the mirror to their face, and to show them their face in relation to the concept of preventive detention. All our arguments will be just the arguments which the leaders of the Opposition gave in the past; and if I do that, my job will be done.

The Janata Party, as everybody knows, went to the polls in 1977 with a definite commitment that they will remove preventive detention from the Statute, from the Constitution and everywhere. Let us see how they implemented this commitment. The first thing is that there was the MISA; a one-line Act was enough to cancel that MISA. But they did not bring that Bill. Month after month they waited. MISA was on the Statute Book. They brought in the Cr. P. C. amending Bill on the

23rd November 1977. After that, along with that, they said, MISA will be removed. Mr. Vajpayee was saying that they had withdrawn it because of the pressure and all that. It is like somebody saying somebody attempting to commit a rape and the woman was raising a noise and the people coming up and the man ran away saying that he did not commit a rape. He was saying as if it was his credit.

Now I will quote what the Home Minister of the Janata Party said on 23-12-1977. It says, "The country expects rightly that law and order will be maintained. Government has a moral obligation to fulfil this expectation, for, the maintenance of law and order is the primary responsibility of the State and in fact the basis *raison d'etre* of its existence. The House is aware of the complexity and the nature of the problems of security and public order with which the country is faced and I need not dwell now upon the recent acts of sabotage and terrorist threats, the proneness to violence of certain sections and the divisive forces that are always seeking free rein to undermine the polity. The administration seeks legal sanctions from this House in coping with these problems and denying it these sanctions, would be handicapping it sorely against forces that, in any case, have only contempt for law, society, indeed human life itself". This is the speech of the Home Minister which he made on behalf of the Janata Party in this House. Now, they defended it completely. What was the Criminal Procedure Amendment Bill? You just compare the Criminal Procedure Amendment Bill with the MISA. The MISA minus section 16(a) is the Criminal Procedure Amendment Bill. The Bill that we are discussing, except one or two minor clauses, it practically the same verbatim the same. They wanted to incorporate the MISA into the criminal procedure code. It is exactly the same Bill that we are discussing. They defended it at that stage so valiantly as this. My friend Shri Vajpayee said that the Congress I

[Shri C. M. Stephen]

opposed that and they must stand by the Opposition. I must put the records straight. Our position was absolutely clear, our position was you will have to redeem your election commitment and you cannot bring it into the permanent law of this country. This is what I said at that time speaking for the party.

Now, this government, before it went to the elections, in their election manifesto, had made a very definite commitment. The commitment was to take immediate steps to annul the MISA. After that one year went by. The President in his Address earlier, last year, had made a commitment that there will be no preventive detention except with the provision for judicial review. Now that we have got is the introduction of this Bill. What the original Detention Act was we converted it into a permanent Act and you put it as a part of the Criminal Procedure Code, the most permanent statute for this country. The question I am raising is this, there is a dichotomy in thinking which is very clear. The administration, the Government, the authorities that are, the power that be, what is their attitude to the commitment made in the election manifesto? This is the question we raised." It is on these bases that we opposed this making it a permanent part of permanent statute on the one side and challenging them to redeem to the commitment that they made not on the merit of it.

Let it be made very clear. The other member who spoke Mr. O. V. Alagasan, he also took exactly the same stand. Therefore, their position was that preventive detention was absolutely necessary if the law and order had got to be maintained. Then they withdraw this Bill in 1978, but still MISA continued; in March 1978, they withdraw the Bill, but the MISA

continued. The MISA was withdrawn only in August 1978. They came to power in 1977. They waited for full 20 months to withdraw the MISA. They were holding that MISA, holding it to their heart. They were very sorry to part with it. This was their attitude to Preventive Detention and to MISA.

MR. DEPUTY SPEAKER: Mr. Stephen, will you take some more time?

SHRI C. M. STEPHEN: Yes, Sir.

MR. DEPUTY-SPEAKER: We will continue tomorrow.

SHRI SOMNATH CHATTERJEE: Renewed vigour.

SHRI C. M. STEPHEN: Reduced Vigour?

MR. DEPUTY-SPEAKER: The House now stands adjourned till 2 P. M.

13.00 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the clock

(The Lok Sabha re-assembled after Lunch at Seven Minutes past Fourteen of the Clock)

[MR. DEPUTY-SPEAKER in the Chair]

MOTION RE. REMUNERATIVE PRICES TO FARMERS FOR AGRICULTURAL PRODUCE

SHRI CHITTA BASU (Barasat): I beg to move :

"That this House is of the opinion that the support prices announced by the Agricultural Prices Commission in respect of sugar-cane, jute, cotton, wheat and other foodgrains, and other agricultural produce, are not just and remunerative in view of the escalation of the cost of production and urges upon the Government to reject the recommendations of the APC and take necessary steps to ensure for farmers the remunerative prices of their produce without further delay."

I think the entire House would agree with me that this motion is very important and significant, because of the situation which is existing today. The motion, it is quite clear and obvious, refers to two specific issues; firstly, a remunerative price for the agricultural produce to the growers and, secondly, the role and recommendation of the Agricultural Prices Commission. These two issues; you would agree with me, are agitating the minds of the millions of peasants of our country.

The peasantry in our country today is in ferment. The discontent, the dissatisfaction, the indignation and wrath, if I may be allowed to say, has found profound expression against the Government's policy in the mounting agitation of the peasantry in different parts of the country, mainly from your State of Tamilnadu, Karnataka, Maharashtra, Uttar Pradesh, Punjab and Haryana.

AN HON. MEMBER: He is a Stateless person.

MR. DEPUTY-SPEAKER: If I am in Ceylon, I am like that.

SHRI CHITTA BASU: Sir, in the context of this mounting agitation of the entire peasantry of our country on these two just demands, namely, the remunerative prices for the agricultural producers and as a protest against the anti-peasant attitude taken by the Agricultural Prices Commission, this House is discussing this motion.

Sir, at this stage I only warn the Government that it is a signal for new waves of peasant movements in the country and the Government would do well if they take proper note of it and become wiser enough to revise the existing policy which is against peasantry and against consumers also.

Sir, this question of remunerative prices of agricultural produce is to be discussed in the context of the raw

deals which the peasantry of our country have been receiving from the Government since long. Since there is very little time at my disposal, I would prefer that apart from the host of raw deals which are being meted out to the agriculturists of our country, I only want to identify two issues for today's discussion because I do not like to bring other issues at this stage for discussion today. The first is in the matter of raw deals to the peasants in our country and the adverse terms of trade between agriculture and industry. The second issue is the increasing disparities between the prices of agricultural inputs and those of the agricultural outputs. These are the two issues which I want to discuss with a little elaboration just to show, just to convince the House that raw deals have always been made towards the peasantry and the agriculturists of our country.

Coming to the point of adverse trade terms between agriculture and industry, I want to cite some examples which will go to prove as how the terms of trade between the agriculture and industry are absolutely unfavourable for the agriculture. Sir, according to the Government's statistics available with me—I am happy to see that the Minister has been pleased today to distribute certain briefs to his own party men, I do not know for what. Any way, at the late stage I have been able to secure one. (*Interruptions*). Had it been supplied earlier, I could have made use of it and made certain points out of that. Anyway, the facts or statistics which are available with me, because the Government did not supply such kind of material to me....

THE MINISTER OF AGRICULTURE AND RURAL RECONSTRUCTION AND IRRIGATION (SHRI BIRENDRA SINGH RAO): I have supplied.

SHRI CHITTA BASU: Just now. Before I began my speech he was

[Shri Chitta Basu]

distributing the brief amongst his friends. I said: 'Why this partisan attitude? Why don't you give me also?' Then he gave me one grudgingly and reluctantly.

SHRI BIRENDRA SINGH RAO:
Happily.

SHRI CHITTA BASU: Therefore, I am relying on the statistics available with me, and that also is from Government sources.

SHRI SOMNATH CHATTERJEE
(Jadavpur): which Government?

SHRI CHITTA BASU: Government of India.

According to statistics available from Government sources, the prices of manufactured products as against the prices of agricultural products have always been on the increase. It was 102.5 in 1977-78, it rose to 104.4 in 1978-79 and has further risen to 113.2 in 1979-80. Therefore, it is continuously on the increase.

If you take the trouble of analysing the price indices of agricultural products and industrial products for the last few years or decades, it would be evident to you that the price indices of agricultural products are subject to wide fluctuations, sometimes up sometimes down. The graph records ups and downs, and that too very frequently. On the contrary, if you analyse the price trend of manufactured goods, you will find that the curve shows constant rise in prices, and that also more frequently and at a faster rate. Therefore, the conclusion is irresistible that the agriculturists suffer because of fluctuations, ups and downs, while the manufacturers continue to reap a harvest by the constant rise of prices. This is an important aspect which I want the House to take note of.

I want to elaborate this point further. According to the latest information available with me, namely for July, 1980, the index figure of

agricultural products, products sold by a peasant in the market is 204, while the index figure of industrial products, products which a peasant has to buy from the market, is 284.

MR. DEPUTY-SPEAKER: The difference is more than your age.

SHRI CHITTA BASU: What does it mean? It means that the agriculturists has to pay at least 40 percent more than what he gets by selling his products. It is estimated that in 1979-80 the total cost of agricultural products was of the order of Rs. 18,000 crores, and because of this 40 per cent difference, a huge amount of Rs. 4,500 crores has been lost by the peasant to industry. This is the adverse term of trade.

MR. DEPUTY-SPEAKER : This was for both rice wheat?

SHRI CHITTA BASU: I have taken all agricultural commodities together. This is what is called the adverse term of trade between agriculture and industry. This particular figure of Rs. 4,500/- which the peasant lost is not for 1979 alone. Had it been so, I would have felt that that might have been due to some economic phenomenon. But this exploitation goes on for decades. That is the outcome of the monopolistic economy. That is the outcome of the capitalistic economy. This is the result of the exploitation of the industrialists as it goes to the interest of the monopoly houses and Multi-national Corporation.

I have given figures in regard to the exploitation—the amount lost by the agriculture to the industry was Rs. 900 crores in 1971-72. It was Rs. 1200 crores in 1972-73, Rs. 1500 crores in 1975-76 Rs. 1680 crores in 1976 77. I think the entire House will agree with me that this system of exploitation of the peasantry of our country should not escape the attention—searching attention, of this august House. This is how the peasantry of our country is being exploited at the behest of the big industrialists, monopolists, multi-national corporation,

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I come to the disparity between the prices of agricultural input and output. In this connection I would only like to quote the calculations made by an eminent agronomist. He made an analytical study for the period 1970-71 to 1976-77.

"While the increase in the prices of the agricultural inputs (fertilisers, power, seeds, etc.) has ranged between 53 and 133 per cent and may safely be presumed to average at 75-80 per cent, the increase in the agricultural output has ranged between 27 to 100 per cent, and may safely be assumed to average at 35-40 per cent."

The agricultural input has risen on an average by 75 to 80 per cent and the price of agricultural output has risen by 35 to 40 per cent. What is

its affect? The result is that the agricultural sector has not been fully compensated. It is because the rise in the cost of production has been caused by inflation. Moreover, officially fixed minimum wages for the agricultural labourers have never been taken into consideration while computing the cost of production of agriculture. Inflation, therefore, has become a potent weapon in the hands of the industrialists, traders, hoarders, profiteers, speculators and black money operators. This is the result of the disparity of price between the agricultural inputs and agricultural outputs.

We are faced to-day with a very bad cycle. What is that cycle? it has been our sad experience that production in the agricultural sector increases and the prices fall. In this connection I would only like to quote from a document circulated by NAFED. I would say, NAFED is a reliable organisation. This document was circulated by NAFED at the Eighth Indian Cooperatives Conference. What does it say? I quote:

"During 1976-77 and 1977-78, the production of six commodities, namely, wheat, groundnut, mustard, raw cotton, tobacco and sugarcane increased. The increase was the order of: wheat—18 per cent, groundnut—15 per cent, mustard—4 per cent, raw cotton—22 per cent tobacco—6 per cent and sugarcane—18 per cent. But the value realised registered a fall of 20.7 per cent because of the sharp fall in their prices."

The document further goes on to say—NAFFD has sounded a note of warning I quote:

"It will be seen that whenever there has been a production increase, it has resulted in a disproportionate fall in the prices. If this situation is allowed to continue, it may either lead to stagnation in production or it may lead to impoverishment of the agricultural producers, community as a whole."

[Shri Chitta Basu]

I think, the warning has been clear. It is for them to understand whether it is a warning or not.

Sir, you would agree with me that the effect has already started. What is the end result of this cycle? There is a cycle: more production, less prices and less production. This is the cycle. I think, it is not necessary for me to further elaborate on it. The end result of this cycle of more production, less prices and less production is nothing but stagnation in production. This is to be understood from the economic point of view. The production cannot be raised in this cycle continues. I do not claim that I am an economist; I do not claim that I am an authority on the subject. But common man's experience will show that if this cycle continues, the end result cannot but be the stagnation in production. This is already evident. The stagnation in agricultural production has already set in. This is evident from the share of agriculture in the gross national product. It was 49.8 per cent in 1973-74. It has come down to 38.6 per cent in 1978-79. That means, the stagnation in agriculture has already set in. The economists should take note of it. The Government of India should take note of it. if this cycle continues uninterrupted, the entire wealth, the prosperity of the nation, cannot be won.

Of this situation, who reaps the harvest? I would like to quote a CNI study on this. According to that study, it is the industry which reaps the benefit out of this economic situation which I have explained. According to that study, the sugar mill magnates reaped huge profits by pushing up retail prices of free sale sugar despite the low production in 1979-80. I quote:

"Industry and trade are chasing each other in pushing up prices sky-high specially in the last few months of 1979-80 season in the face of a countrywide sugar scarcity."

On the basis of the published figures of production cost, the industry as estimated to have well over Rs. 100 crores as its net profit after absorbing the loss on account of the levy sugar. In spite of that, Government policy is to give more concessions to the sugar mills by way of rise in excise relief, rise in ex-factory price of levy sugar of Rs. 285. Similar is the case—I have no time to explain of reaping profits—fabulous super-profits—by the jute barons by exploiting the jute growers in my State and five other States in the Eastern region. I have got figures to show that. On an earlier occasion on the very floor of this House I had explained how the jute growers of my State had been fleecing away the growers. One estimate says that during this century, more than Rs. 30,000 crores had been taken out of West Bengal by this fleecing of the jute growers, That trend of exploitation began with the East India Company and that trend of exploitation still continues even for the jute growers in the eastern region. This is a colonial approach of exploiting the State. This House should raise a protest against this kind of thing.

Then I come to another aspect. That is about the role of Agricultural Prices Commission. The A.P.C. is outright anti-peasants and pro-industry—not only pro-industry but pro-industrial—big—houses also. It is there to serve the interests of the jute barons. It is there to serve the interests of the monopolists. This is the role of the Agricultural Prices Commission. The recommendations of the A.P.C. are in all the cases, below the cost let apart the marginal profit and the risk allowance for the growers. The scientific method of determining the support price or remunerative price is the cost of production plus a reasonable marginal profit plus this risk allowance. This is the scientific basis of computing the price, the remunerative price. But, what has been done by the A.P.C. is this. I can give you some examples.

MR. DEPUTY-SPEAKER : Mr. Basu, you have got to conclude now. You have taken more than thirty minutes.

SHRI CHITTA BASU: Only two or three minutes. This is what the A.P.C. has recommended for paddy—a price of Rs. 105 per quintal. Do you know that Tamilnadu Government had made it known to the A.P.C. that the cost of production of paddy is Rs. 124/-? (Interruptions) I hope my hon. friend will support it. Andhra Pradesh has fixed it at Rs. 125.46; Maharashtra Government has fixed it at Rs. 116 while Gujarat Government has fixed it at Rs. 149 a quintal. Why is this so? I do not know where is the APC sitting—maybe, they sit in Krishi Bhavan inside in a comfortable environment, produced a recommendation for the paddy growers, a price of Rs. 105 per quintal—absurd and monstrous.

Regarding cotton, the price has been fixed at Rs. 304 if I am not mistaken. The Punjab Agricultural University has recommended that the cost of production is not less than Rs. 400 per quintal. Then again it is less than the cost of production of sugarcane for which the A.P.C. has fixed a price of Rs. 13. The Maharashtra Government—I think Prof. Dandavate will agree with me—has said that Rs. 20.82 is the cost of production. This is calculated by the Maharashtra Government as the price for this current season.

Coming to jute, the APC has fixed at Rs. 167.00. I say this is a monumental fraud committed against the jute growers of West Bengal, Bihar, Orissa, Assam and other area of the Eastern region. They have fixed at Rs. 167 whereas the cost of production is Rs. 300 per quintal. I have got enough figures to prove that and this has been pointed out to the APC by the peasants' organisations of West Bengal, the West Bengal government and other academicians. But APC is there to serve the interests of Jhunjhunwallas, Bajorias and other jute barons of our country.

Now, I come to wheat. Wheat price has been fixed at Rs. 127 and according to some State governments the cost of production is Rs. 136 per quintal. Now, what does it prove? It proves that in all the cases the APC has fixed a price which is much below the cost of production.

MR. DEPUTY-SPEAKER: APC is a subordinate body of the government. They recommend to the government and the government announces it. So, you should attack the government instead of APC.

SHRI CHITTA BASU: Sir, I am grateful to you. You have correctly pointed out to me the correct enemy. Thank you very much. I think you are convinced that this government is inimical to the interests...

MR. DEPUTY-SPEAKER: I did not say that. I said that you attack the government and not APC.

SHRI CHITTA BASU: It is the APC who recommends and it is the government who accepts and announces.

Sir, earlier I have covered the point that APC or the government has never fixed the floor price on the basis of cost of production, plus marginal profit and plus risk allowance. On the other hand the floor price has been determined at a rate much below the cost of production what to say of profit and risk allowance.

Now, Sir, I would like to point out another figure to show as to how the prices of agricultural inputs move faster than the procurement price. In 1970-71 the diesel oil index figure was 131 and July 1975 it was 324.25 showing an increase of 167.7 per cent. In the case of fertilisers in 1970-71 it was 135.6 and in July 1975 it became 292 showing an increase of 115.3 per cent. In respect of insecticides in 1970-71 it was 129.4 whereas in July, 1975 it became 256.6 showing an increase of 98.3 per cent. Therefore, while the agricultural inputs prices rose by 167

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per cent, 115 per cent and 98 per cent the procurement price of wheat in 1970-71 was Rs. 76 per quintal and it rose to Rs. 105 in July 1975 thus showing an increase of 38.16 per cent only. While input price rose by 167,115 and 98.7 per cent, procurement price was increased by only 38.16 per cent. Why? Is it not exploitation? I want to conclude by quoting the Planning Commission's Fourth Plan Document which says:

"Although the new technology offers a prospect of bigger returns, their cultivation costs are higher and hence the special significance of encouraging the production efforts by assured minimum prices. Once the farmers are assured of reasonable minimum price they will try to secure the production requisites".

Having regard to these facts which I have elaborated, what is needed today is a comprehensive integrated policy formulation in regard to fixation of remunerative price for agricultural produce as well as proper procurement policy of the Government; and fair and just wages for agricultural labourers. Government should take note of the mounting agitation of the peasants. They should take note of the march of the peasants from Malegaon to Nagpur. They should take note of the fact that peasants have started stopping sugarcane to the sugar mills. The Punjab peasantry has stopped selling sugarcane to sugar mills. These are all warnings to the Government. The jute-growers of West Bengal will not take things lying down. I recommend, even at this late stage, for the setting up by the Government of a National Commission to consider the issues in depth. They should formulate an integrated comprehensive policy in the matter of fixation of remunerative price, procurement policy and fair and just wage for agricultural labour. Pending that step, all repressive measures to quell down peasants' agitation should be stopped forthwith. An interim increase should be announced forthwith to meet escalation of prices

of agricultural inputs. If repressive measure is not withdrawn, if interim increase is not announced, it will indeed be a bad day for the Government. The peasants know that their demands are legitimate. Their legitimate demands will be won by fighting for them here by their representatives and they are prepared to fight even outside to secure their legitimate demands. This is the demand which is addressed to the nation. The peasantry says that they strengthen the nation's economy and their demand really accentuates the faster growth of prosperity of our nation. Therefore, it would be anti-national if the Government does not pay heed to the peasants demands of today. Therefore, Sir, my last word is that the Food Council should prevail upon the Government. My last appeal is that the Food Council should prevail upon the Members and the Ministers of the ruling party so that good sense will prevail upon them, so that the ruination of the peasantry does not take place and if it takes place, it means the ruination of the nation as a whole.

SHRI MOOL CHAND DAGA (Pali):
Sir, I beg to move:—
That in the nation,—

add at the end—

"but before doing so the present delicate economic situation, rising prices and widespread poverty must be kept in view". (1)

SHRI B. K. NAIR (Quilon): Sir,
I beg to move:—

That in the motion,—

add at the end—

"aimed at securing for them a reasonable standard of living". (2)

SHRI RAM SINGH YADAV (Alwar)
I beg to move:—

That in the motion,—

add at the end—

"and it should be made obligatory on the part of the Central and State

Governments to purchase compulsorily the surplus agricultural commodities at least at the support price rates." (3)

SHRI K. LAKKAPPA (Tumkur):
Sir, I heard my friend Shri Chitta Basu. I have also been hearing in this House for a long time on this subject. Sir, this time he has pleaded for the cause of farmers. We all know that our country's economy is based on the contribution of the farmers and I hope that the nation has a duty to see that the farmers' conditions are improved and farmers are protected by this Government. Sir, a number of measures have been taken and a number of commissions have been appointed from time to time by the Government of India to ameliorate the conditions of the poor peasantry in this country. The representatives of this House is a living example that 80 per cent of the Members of Parliament are the real representatives of the farmers. Therefore, a duty is cast on them to see that the will of the peasantry is prevailed and as far as their problems are concerned, their conditions are concerned and the remunerative prices for their produce are concerned, they must have a major say, a major participation in those matters which concern them. Our nation's economy is based on the farmers' contribution in various ways. Even by way of taxation, the farmers are contributing more towards the national exchequer, than most of the industrial houses. While pleading for the cause of the farmers, I do not agree to the manner in which my friend was siding the farmers by way of inciting them for agitation or a confrontation with the Government. Instead of that, the people's representatives of this country should involve themselves to find out a solution for their problems so that there is peaceful living and increase in the standard of living of the peasantry of this country.

Sir, Government of India has taken a lot of measures. But still we feel that it is not enough. That is why I want to fight for the cause of the farmers of this country. There are major

issues confronting the farmers today. In many States the Opposition is exciting and inciting for an agitation and other sorts of subversive activities, I condemn that kind of activity. The peasantry do not belong to any political party and they belong to the nation. Those people should not be excited or incited by such kind of cheap propaganda which ultimately lead to gherao, wrongful confinement, blockade, etc. This would not be conducive to the development of this country. We are well conversant with the general condition of the farmers in various parts of the country, and the difficulties that they are facing.

In this connection, I would like to draw the attention of the hon. Minister to the working of the Agricultural Prices Commission. On many occasions, hon. Members of this House have expressed their opinions. The functioning of the Agricultural Prices Commission, which is appointed by the Government of India is prejudicial to the development of agriculture and it has no relevance to the realities and prevailing conditions of the farmers in this country. Even the States are not provided an opportunity to have a meaningful discussion and deliberations with the Agricultural Prices Commission on the question of remunerative prices to the farmers and other matters connected with the improvement in their conditions and development of the agriculture.

Today, there is a lot of disparity between the money that has percolated to the urban areas for the urban development and the money that has percolated to the rural areas for rural development, that is development of the peasantry and landless labourers. There is a wide disparity in this.

Further, as we know, the farmers are not organised they are not in the organised sector. Whosoever is not organised today is not able to put forth his ideas effectively. Though the peasantry and the persons working in the agricultural fields represent 80 per cent of the population, they continues to remain unorganised and thus

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suffer. The organised sector is able to get more benefits; the organised labour is getting more remuneration, bonus etc, but these poor peasants who are contributing more to the exchequer and national development have been completely neglected. Their conditions have deteriorated day by day and continue to deteriorate.

The Indian farmer mainly depends on the Monsoon and the uncertainties and vagaries of weather. While some parts of the country are hard-hit by drought conditions, there is flood in certain other areas. In spite of all these difficulties when he is able to produce something, he does not get a remunerative price for his produce.

It is very un-fortunate that a number of irrigational projects have been held up for one reason or the other and water is a scarce commodity. Even the available water is not distributed properly with the result that the farmer continues to suffer as before.

We should also give all encouragement to the farmers of the country, which represent 80 per cent of our population, to unite and organise themselves. So that they can put their viewpoints properly and the Government pays attention to that.

I do not understand why there should be a disparity in the allocation of budget for development of rural areas and urban areas. We must make all efforts and pay proper attention to the rural peasantry to ameliorate their conditions. Today, there is no crop insurance; all the rural areas have not been covered with the drinking water supply. At certain places, the water resources have not been properly harnessed with the result that though land is available at certain places, that has not been put to use. Further, 90 per cent of the seeds supplied by the National Seeds Corporation are completely adulterated. I am glad that my hon. friend has brought forward this motion to focus the attention of the Government to the vari-

rious problems confronting the peasants of this country, but I do not agree with him about the agitational approach and the attitude of confrontation by the farmers. I, of course, agree that there should be allocation of more money for the agricultural sector.

Sugarcane is a non-food item. Sugarcane growers are completely indifferent. They are getting different prices in various States. The water policy and the fertilizer policy is different in the different States. The fertilizer prices and the wage policy are different. Various connected things also differ from State to State.

The farmers are not getting their remunerative prices for sugar-cane. The sugar factory owners have not paid them their dues. Rs. 60 crores are still locked up and the farmers have not been paid and prosecution has not been launched and hundreds and thousands of farmers in U.P., Bihar, Maharashtra, Karnataka, have not been paid the price of the sugar-cane they have supplied to the factories.

Sir, regarding these khandsari units, 4 to 6 per cent is the national rate and they are not utilising the bagasse properly. That they have been using for some other purpose and it is a national waste and the sugar recovery in Maharashtra is different, Bihar is different, U.P. is different, and sugar factories are dictating terms to the farmers and farmers have no say as far as their remunerative prices are concerned.

What is the representative character of the Agricultural Prices Commission, I am asking. Is there any representative, is there any small grower, is there any agricultural expert, is there any agriculturist, sugar-cane grower, rabi grower, paddy grower, a seed grower in this Agricultural Commission? Sir, all the facts that have been collected by the bureaucratic machinery bear no relation to the situation pre-

vailing in this country, prevailing among farmers and the land-*scape* and the utility. The value of the labour charges, the wages and the tariff land or electricity charges are not rationalised throughout the country and it is different in different States and today Maharashtra has announced a remunerative price for commodities. Karnataka has organised and announced a remunerative price for the farmers. But the other States are not coming forward and the Reserve Bank of India is saying that they are not getting aid,

Therefore, Sir, the entire peasantry, 80 per cent of the population who stand for the nation, form part of the nation, is completely disorganised, completely in doldrums and, therefore, you must understand the real situation of this country and see that they do not allow the farmer to have confrontation or violent activities on their side.

Sir, if they are organised, they could have dictated terms. But, they are not organised. Dock labourers are organised, monopolists are organised, the black-marketeers are organised. Poor peasant has to face middle-men who are pocketing all the profit, whatever they get.

Therefore, Sir, this is a very serious matter. In this entire House, there is no party politics involved so far as farmers are concerned and they are not belonging to any group, this group or that group. The farmers are the real people of this country, the backbone of this country and whatever natural resources are available in this country, they are exploiting them for the benefit of the country. But what is our wage policy? The poor farmer and his entire family is working for 12 hours, 13 hours and 14 hours. Nobody is fixing any wage for him. Nobody is paying anything extra for him. Nobody is getting any extra remuneration for extra work. Today, if you work in the Indian Airlines, you get extra money. If you work in the Railways, you get extra money. But, if you work in the field, amidst

the vagaries of nature in the hot sun and in the dust, where is the remuneration? What is our wage policy for the poor farmer?

Sir, we have to understand the real situation in this country which is prevailing today. I am a representative of the farmer, the first representative of the farmer and the 80 per cent of the people from every side, 80 per cent of workers belonging to any political party are the farmers of this country, and these who toil in this country should not be neglected in any manner by rules and regulations, by Commissions. Commissions are only talking up and down, and not creating a situation which is conducive to the farmer. They are asking for small help. There is no crop insurance system throughout the country.

15.00 hrs.

There is no wage policy for the farmers throughout the country. So, the entire system has to be looked at afresh. Whatever Commission you might have appointed, has to be dismantled, and re-organized. We should study the situation in the rural areas. Why should there be disparity between khandsari and sugar mills? Why should there be a sugar policy under which prices paid vary—Rs. 300/- at one place and Rs. 150/- or Rs. 100/- at others? It is so with paddy and wheat also. Whatever concessions we have announced in the case of fertilizers will not meet the situation. We must create facilities and infrastructure. What is the length of roads provided in the rural areas, to facilitate the carriage of manure to the farmer's land? There is no road available.

The representatives of farmers frequently raise a hue and cry for the provision of roads. To-day, the rural economy is based on the bullock carts. The 2-1/2-year-period when the Janata Party was ruling, represented dark days for the peasantry, and they disturbed the life of the entire peasantry. After taking votes in the name of peasants, Mr. Charan Singh disturbed the entire edifice of the far-

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mers. He yielded only to the sugar mill owners of UP and Haryana. He is now saying: 'Don't supply sugarcane to the mills'. What was he doing when he was the Prime Minister?

We are not criticizing any political party, so far as these problems are concerned. While fixing priorities and taking up developmental activities, I want a separate provision to be made for the farmers. We have to improve the living conditions of the farmers. Why are we giving so much of funds to the cities? You have not provided employment or infrastructure in the rural areas. You must also see that for such a huge percentage of people, employment potential is created and provided for. But now only affluent sections, their succeeding generations and kith and kin are getting benefits. The industries in the cities are getting all sorts of concessions from the Government of India. A major concession should be given to the farmers. I am asking for a major proportion of the Budget being allocated to farmers. The interests of the farmers should not be treated lightly. We must see that the first priority is given to people living in rural areas, who earn their wages through agriculture. So, please build roads, provide remunerative prices, provide water and give concessions in electricity tariff to them, and also fix wages for them and provide them implements and employment. Please evolve a water policy and see that water is not wasted and allowed to go into the sea. Please see that the irrigational facilities are utilized properly in order to create a Green Revolution. This has to be done immediately. Unless we have a meaningful change in their economic conditions, political freedom is useless.

So, I submit that a meaningful change should take place in our policies relating to agriculture in general, and agricultural prices and provision of facilities and amenities to the farmers, in particular. I also strongly

urge that there should be a meaningful participation of the rural peasantry in all the decision-making bodies. It may be that you are revamping the entire Agricultural Prices Commission. You must see that the interests of the rural masses and of farmers are reflected there, and that their will will prevail. The deliberations and discussions in such commissions should ensure that their interests are translated into action in a meaningful way, in order to bring out a meaningful change in the economy of rural areas and in the lives of farmers.

श्री रणबीर सिंह (केसरगंज) :

उपाध्यक्ष जी, पसीना-बहानेवाला कृषक अपने श्रम का उचित एवं न्यायपूर्ण मूल्य चाहता है—इस बात से इन्कार नहीं किया जा सकता। यह बात और भी महत्वपूर्ण हो जाती है जब हम अधिक उत्पादन की बात करते हैं और ग्रामीण विकास की बात करते हैं। अभी माननीय चित्त वसु जी एक बात की तरफ बार बार ध्यान दिला रहे थे कि हमेशा मूल्य निर्धारण करने के पूर्व एक अजीब सा नाटक किया जाता है, जिस की पीड़ा हम सब कृषकों को है। क्या होता है—मूल्य तय करने के पूर्व ए०पी०सी० के मेम्बर्स बैठते हैं, उस के बाद राज्यों के मुख्य मन्त्रियों को बुलाया जाता है। नाटक यहां से शुरू होता है—ए०पी०सी० कम दाम तय करती है, मुख्य मन्त्रीगण जो विभिन्न प्रदेशों से आते हैं, ऊंचे दाम मांगते हैं और थोड़ी देर के बाद दोनों में समझौता हो जाता है, दोनों मिल कर एक मूल्य तय कर देते हैं और इन दोनों के निर्णय के बाद मैं समझता हूँ किसान अपनी पीड़ा से कराह उठता है। यहां मैं, वसु जी से, यह भी कहना चाहूंगा कि आप ने अपने शासन काल में भी इस नाटक को बन्द नहीं किया था, आप उन्हीं तर्कों पर चलते रहे थे।

विरोधी दल की तरफ से एक तर्क यह रखा जाता है कि जब वस्तुओं का मूल्य तय किया जाता है तो जो दलील दी जाती है उस से ऐसा प्रतीत होता है कि कृषकों का जो

उत्पादन होता है, यदि उस के भाव बढ़ा दिए जायेंगे तो उपभोक्ता पर उस का प्रतिकूल प्रभाव पड़ेगा। ऐसा प्रतीत होता है जैसे सब के प्राचल पोषण का भार कृषक पर है, सारा देश कृषक के सामने हाथ जोड़े खड़ा है और अपने भरणपोषण के लिए उस से प्रार्थना कर रहा है और मूकदेवता कृषक ए०पी०सी० की तरफ से जो थोड़े से फूल चढ़ाने जाते हैं, उन से ही अपने को सन्तुष्ट कर के रह जाता है। मैं इस बात को मानता हूँ कि हमारी सरकार को दोनों के बीच में समन्वय स्थापित करना होता है, विरोधी दल की तरह से सारी बातों को नहीं देखना होता है। जब उत्पादक का भाव सरकार तय करती है तो उस वक्त उपभोक्ता की बातें भी ध्यान में रहती हैं—लेकिन साथ ही साथ कुछ ऐसा प्रयास किया जाय कि खर्च कम हो सकें, तो इस का लाभ किसानों को दिया जा सकता है। उदाहरण के तौर पर हमारे यहां कई ऐसी त्रुटियां हैं, जैसे एफ०सी०आई० में रख-खाव पर बहुत खर्च किया जाता है, उस को कम किया जा सकता है, इस से बचत की जा सकती है। अभी हाल में हम ने फ्लोर-मिल्स को गेहूं दिया, जिस में 200 करोड़ रुपये का अनर्गल व्यय हो रहा है, इसको बचा कर आप कृषकों को सबसिडी के रूप में दे सकते थे या इस बचत के आधार पर उन की उत्पादित वस्तुओं के दाम बढ़ा सकते थे।

एक बड़ी विचित्र बात है—चित्त बसु जी का ध्यान उधर नहीं गया है, उन को कृषि का कोई ज्ञान नहीं है, वे हमेशा श्रमिकों के लिए नाकामयाव ढंग से आन्दोलन करते रहे हैं। आज फिर उन को इस में फायदा दिखाई दिया तो इस में कूद गए। हमारी जो जल्दी नष्ट होने वाली चीजें (पैरिशेबिल कमाडिटीज) हैं, जैसे आलू, प्याज, गन्ना, इन के लिए हम कई बार मांग कर चुके हैं कि एक बोर्ड बनाया जाय ताकि कृषकों को मालूम हो कि हमारी सरकार के पास उनके क्रम की कितनी क्षमता है, ताकि उन का उत्पादन उस से ज्यादा न हो और उन को

उस हानि से बचाया जा सके। एक तरफ हम अधिक उत्पादन चाहते हैं, लेकिन दूसरी तरफ हम यह चाहते हैं कि हमारे उपभोक्ता को सस्ता माल मिले या सस्ते दाम पर ये वस्तुयें मिलें। इनका समन्वय बढ़ा कठिन है, खास तौर से हमारे कृषि मन्त्री जी के लिए और कठिनाई तब हो गई जब हमारे खेती के मसीहा ने हमारे कृषि के सारे तन्त्र तोड़कर रख दिए हैं। कृषकों के लिए यह कहा जाता है कि उन्हें सही मूल्य दिया जाए, लेकिन इसके अलावा उनकी और बहुत सी समस्याएं हैं अगर उनका निराकरण कर दिया जाए तो उन्हें बहुत सन्तोष मिल सकता है और उसे महत्वपूर्ण तथ्य है अनिश्चितता। एलीमेंट आफ अनसर्टिनिटी। बाढ़, सूखे से जो हमारी पूरी की पूरी फसल नष्ट हो जाती है, उसके लिए हमारे पास बीमे का कोई प्रावधान नहीं है, ताकि उस नुकसान से बचा जा सके।

मान्यवर, महाराष्ट्र में आन्दोलन की बात हम सुनते हैं, बड़ी अजीब बिडम्बना है। महाराष्ट्र में हमने लायंस शेयर दिया है, वहां के कृषकों के पीछे के ऋण माफ कर दिए हैं और उत्तर प्रदेश के कृषक जहां बाढ़ से पीड़ित हैं, सूखे से पीड़ित हैं, वहां पर अभी इसकी व्यवस्था नहीं हुई है जो असन्तोष का कारण है, इस कारण से उनके हृदय में उग्रता व्याप्त हो सकती है। मैं महाराष्ट्र के किसानों से अपील करना चाहता हूँ कि जो कुछ उनको दिया जा रहा है, जो कुछ उनके लिए कर रहे हैं, उससे वे सन्तुष्ट हों और साथ ही एक सजग प्रहरी की तरह हिन्दुस्तान की तरक्की में अपना हिस्सा बटाएं।

आप हरिकेश जी जोर जोर से बोल रहे हैं, मैं जानता हूँ कि किस तरह से आप इस समस्या का निराकरण करना चाहते हैं। अपने शासन काल में, मैं स्टेट्समैन 25 नवम्बर, 1978 की ओर आपका ध्यान दिलाना चाहता हूँ आप इस महत्वपूर्ण बात को, जिसको चित्त बसु जी के माध्यम से उठवाकर प्रसन्न हो रहे हैं, जितने भी कृषकों के हिमायती

[श्री रणवीर सिंह]

हैं, मैं बताना चाहता हूँ कि आपकी सरकार ने समस्या का हल किस प्रकार किया था। मंगलवार हमें यह कहा जा रहा है कि समस्या को वार फुटिंग पर तय किया जाए। मैं बताना चाहता हूँ कि किस वार फुटिंग पर आप तय कर रहे हैं, डिनर टबल पर। मैं स्टेट्समैन का उद्धरण देना चाहता हूँ। बड़ी हास्यास्पद बात है कि किस प्रकार से हमारे कृषकों के भाग्य का निर्णय किया जा रहा था। मैं उसे पढ़ना चाहता हूँ, आपकी अनुमति से :—

'Most of the Janata Chief Ministers, six Central Ministers from Janata and other party office bearers met here over a dinner tonight—"met here over dinner tonight" to tackle the farmers' problems.'

They met over a dinner table to tackle the problems of the farmers!

हमारे कृषि मन्त्री खेतों में घूम-घूम कर सारे आंकड़े लाकर जो बात कर रहे हैं उसको आप हास्यास्पद समझ रहे हैं और आप हिन्दुस्तान के कृषकों की बात तय कर रहे थे डिनर पार्टी पर।

(Interruptions)

MR. DEPUTY-SPEAKER: Not about you, why do you get up?

Are you supporting the policies of the other party? (Interruptions)
Order, order, Please, Order.

श्री रणवीर सिंह : उपाध्यक्ष जी, उस डिनर पार्टी में वे व्यक्ति भी थे जो हिन्दुस्तान के कृषकों को भड़का रहे हैं, शरद जी, वे भी डिनर पार्टी में थे और वे भी इस बात को तय कर रहे थे और आपके जनता पार्टी के शासन में उत्तर प्रदेश के मुख्य मन्त्री नहीं आए, न ही कृषि मन्त्री आए, जानते हैं कौन आए थे, एजूकेशन मिनिस्टर आए थे, खेती की बात

तय करने के लिए। यह मजाक उड़ाया जा रहा था कृषकों का। आज कह रहे हैं कि हम किसानों के मसीहा हैं। सी०पी०आई० के श्री कोडियान साहब को शायद याद होगा, जब इस सम्बन्ध में बात कर रहे थे, कृषकों की बात नहीं कर रहे थे, कह रहे थे :—

Shri Kodyian had said, "the wheat colonialism of North is about to gulp down the rice colonialism of Kerala". Don't talk in those terms in this House.

AN HON. MEMBER: How are you going to solve this?

SHRI RANVIR SINGH: How am I to solve the problem? That I know. I will not borrow your knowledge for it.

(Interruptions)

MR. DEPUTY-SPEAKER: Solve the problems of the farmers anyway.

श्री रणवीर सिंह : मेरी आप से प्रार्थना है कि जितना समय हमारे विरोधी दल हमें टोकने में ले रहे हैं उतना समय मेरे समय में से काट लिया जाए ताकि मैं कुछ और बता सकूँ।

मैं चाहता हूँ कि आप ट्रेटर्ज और फटिलाइजर्स के दामों की तरफ भी देखें। जिस गति से इनके दाम बढ़े हैं उस गति से हमारे उत्पादन के दाम नहीं बढ़े हैं। अगर आप उचित समझें तो एक्साइज ड्यूटी जो इन दोनों पर लगती है उस भी आप फिर से विचार कर लें।

जहां तक मूल्य निर्धारण का प्रश्न है जब फसल बोई जाती है उस समय ही इनका निर्धारण कर दिया जाना चाहिये ताकि कृषकों को मालूम हो सके कि किस वस्तु का क्या मूल्य मिलेगा ताकि वे अपना उत्पादन जिस तरह से चाहे कर सकें।

आज की जो बांग है वह न बीछी 0माई 0
की है और न हरिकेश बहादुर भी की पार्टी
की है। यह उन सब की बांग है जो वास्तव में
कृषकों की प्रगति में रुचि रखते हैं, उनकी
भलाई चाहते हैं। इस वास्ते मैं चाहता हूँ
कि आप मेरी बातों का मजाक न उड़ाएं। यह
आप दिखाने की कोशिश न करें कि आपने
डिमाण्ड्स पेश कर दी हैं। आपको इससे
कोई मतलब नहीं है कि कृषकों के लिए क्या
किया जा रहा है और क्या नहीं।

आपके एक मन्त्री थे, एक नेता थे जिस
ने हिन्दुस्तान में एक काम किया था और वह
वह कि कोका कोला को कैम्पा कोला में बदल
दिया था। अब वह कैम्पा कोला से प्याज में
कूद कर आ गए हैं। किसानों को आप उनके
रहम पर छोड़ दें। आप न कोका कोला
बना पाए हैं और न कैम्पा कोला। अब आप
उनको डिनमाइट से न उकसाएं। अगर
आपने ऐसा किया तो भारत का तन्त्र ध्वस्त
हो जाएगा।

आपकी सरकार में कृषकों का एक ही
मसीहा था और वह के चौधरी चरण सिंह
मुझे लगता है कि अभी वह हाईबरनेशन में हैं
सर्दी बीतने पर उनकी आवाज आ जाएगी।
वही उनके लिए उपयुक्त समय भी होगा।
उन्होंने एक वक्तव्य दिया था अपने कार्यकाल
में और कहा था कि एक सीमा के आगे कृषकों
की उपज के मूल्य नहीं बढ़ाए जा सकते हैं।
उस वक्त गेहूँ का दाम 105 रुपये का था।
मैं जानना चाहता हूँ कि क्या वही सीमा
हमेशा के लिए रखी जाएगी और क्या वह
उचित और हितकर है? अगर आप इसको
उचित और हितकर मानते हैं तो आप जो
उनकी पार्टी के लोग हैं उनको कोई अधिकार
नहीं है कि 135 के प्रस्तावित मूल्य के खिलाफ
आप कुछ बोल सकें।

हमारे जिले में एक नेता था जो जिन को
मैं उनकी पार्टी का एक ही नेता मानता हूँ
और उनकी पार्टी भी उनको ही नेता मानती

है। वह कृषकों के अपने आपको बड़े हिमायती
समझते थे वह थे श्री अटल बिहारी
वाजपेयी। उन्होंने हमारे जिले में किसानों के
साथ वादा किया था शायद चुनाव जीतने के
लिए और वोट लेने के लिए कि 150 रुपये
क्विटल गेहूँ उतका बिकेगा। वह समझते थे
कि इससे उनकी पार्टी जीत जाएगी। उनका
नाम है अटल बिहारी जी और हम समझते थे
कि वह वादे पर अटल रहते होंगे लेकिन
निकले वे केवल बिहारी। विदेश मन्त्री बने
और बाहर घूमते रहे। उनकी पार्टी अब
हार गई। आज तक मुझे कोई ऐसा केन्द्र
नहीं मिला जहां 150 रुपये का भाव मिलता हो
और जहां मैं अपने गेहूँ को इस भाव पर
बेच सकता।

जब वह राष्ट्रीय सुरक्षा विधेयक के
ऊपर कल बोल रहे थे तो उन्होंने एक बात
कही थी। उसी को मैं उद्धृत करना चाहता
हूँ। बहराइच के कृषकों के साथ उनकी
यह बात बिल्कुल सही उतरी है। कल उन्होंने
कहा न कोई दलील, न कोई बकील और न कोई
कोई अपील। न दलील, न अपील और न
वकील वाली बात बहराइच के किसानों के
साथ थी है। उनके कार्यकाल में बहराइच
के ट्रैक्टर बहराइच में खड़े रहे, तेल का ईंसान
में और दाम आसमान में और हम सब थे
हिन्दुस्तान में। मैं नहीं समझता कि अलंकारी
भाषा बोलने वाले लोग सचमुच धरती पर
उतरे हैं। भाषा से बहुत दिनों तक उन्होंने
लोगों को बहकाने की नाकाम कोशिश की है।
कृषकों को इन लोगों ने उकसाने का अच्छा
मौका आज देखा है। लेकिन मुझे खुशी है
कि उनका दल भी हम कृषकों के बारे में
सोचने लगा है।

डायर जी से भी एक बात कहना चाहता
हूँ कि जब मैं पिछली बार बोल रहा था तो
वह कहते थे कि कृषकों की बात छोड़ो अधिक
की बात करो। मैं आशा करता हूँ कि आज वह
कृषक की तरह बात करेंगे और उपभोक्ता
और कृषक को सामने रख कर बात करेंगे।

[श्री रणवीर सिंह]

हमारे मंत्री महोदय मन्त्री बाद में हैं, कृषक पहले हैं और आज उनके ऊपर देश के कृषकों का विकास निर्भर करता है। उन्हें एक काम करना है कि कहीं यह तथाकथित आन्दोलन उन नेताओं के हाथ में न चला जाये जिन्होंने हमेशा घड़ियाली आंसू बहाये और ऐसा न हो जाय कि स्वार्थी लोगों के हाथ में वह आन्दोलन चला जाय। इस बात का ध्यान मन्त्री जी अवश्य रखें।

श्री धनिक लाल मंडल (झंझारपुर) :

मान्यवर, श्री चित्त वसु का प्रस्ताव जो किसानों को उनकी उपज के लिये लाभकारी दामों को दिलाने से सम्बन्धित है बहुत ही मौजू है। हमारे उस पक्ष के सदस्य बहुत जोर जोर से हमारी भर्त्सना करते रहे और अपनी स्तुति करते रहे। मैं कहना चाहता हूँ कि आपने जो नीति चलायी उसका फल यह हुआ कि देश का ग्रामीण जीवन पहले से ज्यादा विगड़ गया। उदाहरण के लिये जब अंग्रेज यहां से गये उस वक्त ग्रामीण अंचल की औसत आमदनी 198 रु थी और शहरी अंचल की आमदनी 408 रु थी। लगभग दुगने का फर्क था। लेकिन आज इतनी योजनाओं के बाद और आपकी गलत नीतियों के बाद ग्रामीण अंचल की आमदनी 198 रु से घटकर 196 रु हो गयी जब कि शहरी अंचल की आमदनी 408 रु से बढ़ कर 918 रु हो गयी, यानी चौगुनी का फर्क हो गया। आप अपनी पीठ थपथपा लीजिये कि आपकी नीति का फल यह हुआ कि ग्रामीण और शहरी अंचल की आमदनी का फर्क दुगने से बढ़ कर चौगुना हो गया। और भी एक कारण है, अंग्रेज जब यहां से गये थे उस समय ग्रामीण अंचल में गरीबी की रेखा के नीचे रहने वाले लोगों की संख्या लगभग 39 प्रतिशत थी जो आज बढ़ कर 66 प्रतिशत से अधिक हो गयी।

15.25 hrs

[SHRI HARINATH MISRA in the Chair]

महोदय, ग्रामीण अंचल में गरीबी की रेखा के नीचे रहने वालों की संख्या 39 प्रतिशत से बढ़ कर 66 प्रतिशत हो गई। आप और देखिए इसमें क्या फर्क है—गांव में रहने वालों की आमदनी—खेत मजदूर को ले लीजिए—खेत मजदूर की आमदनी 2.50 रु से 3 रु होती है। यदि पांच आदमियों का एक परिवार मान लिया जाए, तो 60 पैसे प्रति व्यक्ति उसकी आमदनी है। मैं बड़े बड़े किसानों, खेत मजदूरों, माजिनल फार्मर्स, स्माल फार्मर्स, मध्यम फार्मर्स—सभी को ले लेता हूँ। बड़े किसानों की आमदनी 10 रु, 15 रु से अधिक नहीं होती है रोजाना की। लेकिन शहर में रहने वालों की, इण्डस्ट्रीय-लिस्ट्स, बीजनेसमैन, डाक्टर्स, प्रोफेसर, लायर्स—ये सारे लोग और आपके जैसे पोलो-टीशियन्स—जिनका गांवों से कोई वास्ता नहीं रह गया है, वोट लेकर चले आए हैं, जो अब शहर वाले बन गए हैं, यदि इन की आमदनी को ले लिया जाए, तो लाखों लाखों में है। यह है गांव और शहर में रहने वालों में फर्क।

आज खेती और गांव की उपेक्षा हुई है। मैं माननीय मन्त्री जी का बड़ा आदर करता हूँ। मैं यह भी जानता हूँ कि सचमुच में किसानों के लिए उनके दिल में दर्द है। यह मैं अनुभव करता हूँ, यह मुझे इनकी बातों से लगता है। मैं इनकी बात नहीं कर रहा हूँ। आज तक जो नीतियां चलीं और बातें होती रहीं, गांवों में बसिए, शहर की तरफ मत जाइए, खेती में सुधार कीजिए, प्रोडक्शन बढ़ाइए, पैदावार बढ़ाइए—लेकिन हुआ क्या? हुआ यह कि शहर का पैसा तो शहर में लगता ही रहा और गांव का पैसा भी शहर में लगता रहा, गांव में नहीं लगा। कारण यह है कि खेती में मुनाफा नहीं रहा। यह दुनिया का नियम है, केवल हिन्दुस्तान का ही नहीं, कि पैसा वहीं जायेगा, जहां पैसे का रिटर्न होगा। चूंकि खेती में मुनाफा नहीं रहा, इसलिए पैसा खेती में नहीं लगा रहे हैं। बड़े किसानों के पास जो पैसा है वे भी शहर में आकर दूसरे धंधों में लगाते हैं, खेती में

नहीं लगाते हैं। मैं पूछना चाहता हूँ कि ऐसा क्यों हुआ? ऐसा इसलिए हुआ कि खेती में मुनाफे की चीज नहीं रही। मैं कहना चाहता हूँ कि आप इण्डस्ट्री वालों का मुनाफा देख लीजिए और खेत में काम करने वालों का मुनाफा देख लीजिए...

आचार्य भगवान देव (इ.० मेर) : आप लोगों ने ढाई साल में क्या किया आप ने गांव की छेती कभी देखी है, आप गांव में कभी गए हैं?

श्री धनिक लाल मंडल : आप शास्त्री जी जरा दिमाग ठण्डा रखिए। आपको पता नहीं, खेती क्या होती है। हम किसान हैं। अभी माननीय सदस्य, श्री चित्त बसु कह रहे थे...

श्री रामाचतार शास्त्री (पटना) : सब को शास्त्री मत बनाइए।

श्री धनिक लाल मंडल : मूर्ख शास्त्री होंगे।

आचार्य भगवान देव : ढाई साल में क्या घास काटी है।

श्री धनिक लाल मंडल : अभी जैसा माननीय सदस्य ने कहा, मैं आपको बताना चाहता हूँ कि खेत में जो पैदावार होती है, उसका लाभकारी दाम उनको नहीं मिलता है। इसको उन्होंने प्रूव भी कर दिया है। मंत्री जी इस बात से सहमत हों या नहीं, लेकिन उसको लाभकारी दाम नहीं मिलता है। लेकिन जो इण्डस्ट्रीज में लगे हुए हैं, यदि उनकी तरफ देखा जाए कि उनका कितना प्रतिशत प्रोफिट है, तो वह 100 प्रतिशत, दो सौ प्रतिशत और 300 प्रतिशत होता है। यह आप की पालीसी का नतीजा रहा है। अभी माननीय सदस्य श्री चित्ता बसु जी ने तीन बातें कहीं

और वे तीनों बहुत महत्वपूर्ण हैं। एक बात तो यह कि कृषि और उद्योग का क्या रिश्ता होना चाहिए? टर्ज आफ ट्रेड क्या होने चाहिए? दूसरी बात-खेती से जो चीजें पैदा होती हैं उन का लाभकारी दाम मिलना चाहिए। टर्ज आफ ट्रेड बैलेंस्ड होने चाहिए। कृषि-जन्य पैदावार के दाम और कल-कारखानों में पैदा होने वाली वस्तुओं के दामों में समन्वय होना चाहिए, पैरिटी होनी चाहिए। तीसरी बात-कृषि जन्य पैदावार के दामों में जो उत्तार-चढ़ाव होता है उस को रोका जाना चाहिए। होता क्या है—फसल कटने के वक्त चीजों के दाम नीचे चले जाते हैं, लेकिन जब वह सामान किसान के घर से व्यापारियों के घर में चला जाता है, आढ़तियों के पास पहुंच जाता है, जिन का आप होर्डर्ज कहते हैं, ब्लैक-मार्केटियर्स कहते हैं, जब उन के पास पहुंच जाता है तो इस के दाम बढ़ जाते हैं। इस पर नियन्त्रण होना चाहिए। यह बात बिल्कुल सही है कि आप ने इस पर भी ध्यान नहीं दिया।

मैं कृषि मंत्री जी से पूछना चाहता हूँ—हम लोग बारबार इन बातों की तरफ आप का ध्यान दिलाते रहे हैं—जब हम ने कहा कि टर्ज आफ ट्रेड किसान के खिलाफ जा रहा है, तो आप ने आश्वासन दिया कि हम ने इस की ओर ए० पी० सी० का ध्यान खींच दिया है कि वह इस बात को ध्यान में रखे। उस के बाद जब हम ने आप से कहा कि इन्पुट्स के दाम बढ़ रहे हैं, तब भी आप ने कह दिया कि हम ने ए० पी० सी० का ध्यान इस ओर खींचा है कि वह इस फैक्टर को भी ध्यान में रखे। उस के बाद हम ने सरकार का ध्यान खींचा कि किसान जिन चीजों का उपयोग करता है, जैसे डीजल, सीमेंट, लोहा, इन सब के दाम बढ़ गए हैं,

[श्री धनिक लाल मंडल]

तब फिर आप ने वही जवाब दिया कि इन की ओर ए० पी० सी० का ध्यान नहीं दिया गया है। हम ने हर बात को समय-समय पर उठाया, लेकिन आप वही जवाब देते रहे, परिणाम क्या निकला ?

मैं एक बात और कहता हूँ—अपनी खेती की साइकल को देखिए—दो साल अच्छी फसल होती है और तीसरे साल फसल मारी जाती है, कहीं-कहीं पर चौथे साल ऐसा होता है, लेकिन हमारे उत्तर बिहार में, जहाँ से कि मैं आता हूँ, हर तीसरे साल सूखा और अकाल पड़ जाता है। इस की ओर भी हम ने कृषि मंत्री जी का ध्यान दिलाया, उन्होंने फिर वही जवाब दे दिया कि इस के लिए भी ए० पी० सी० को कह दिया गया है।

हमारा किसान पूरा समय खेत में काम करता है। अभी हमारे लकप्पा साहब बड़े जोरशोर से कह रहे थे—हमारा किसान गर्मियों में भरी दोपहरी में और सर्दियों में दिसम्बर के महीने में जब कड़ाके की सर्दी पड़ रही होती है, खेतों में काम करता है। दिन को दिन नहीं समझता और रात को रात नहीं समझता। सब प्रकार के रिस्क उठाता है, इतनी मेहनत के बावजूद भी यदि वह अपना जीवन-यापन न कर सके, तो वह कितने दुख की बात है। मैं आप से पूछता हूँ—क्या आप ने कभी किसान को देखा है, उस की बीवी को देखा है—उस के बदन पर कपड़े नहीं होते, उस के बच्चों के शरीर पर कपड़े नहीं होते, पेट भर खाने को नहीं होता, फिर भी वह उस में लगा रहता है। आप की सरकार द्वारा नियुक्त कमीशन ने कहा है कि इस देश में गांवों में रहने वाले 20 परसेंट किसान ऐसे हैं जो

“नोस्ट्रड-डायन-प्रोटेक्ट” में आते हैं और उन की संख्या साढ़े-ग्यारह करोड़ होती है। उन सब की सम्पत्ति, कुछ ऐरोइस, विकलांग की सम्पत्ति से कम है—यह है आप का समाजवाद। यह आपका समाजवाद है और यह है आपकी योजना। जब हम मंत्री जी से कहते हैं कि वह पूरा का पूरा दिन काम करता है, खेत में, उसको भी भर-पेट खाने को मिले, कपड़ा मिले, घर मिले, दवा मिले, शिक्षा मिले, इस सब को भी जोड़िए तो हमारे मंत्री जी कह देते हैं कि हमने वह भी कह दिया है, इसको भी ध्यान में रखा जाएगा, हमारे मंत्री जी किसी बात से इन्कार नहीं करते, यह तो है कि कम से कम इस बात को तस्लीम तो करते हैं, इसकी हमें खशी है।

समापति महोदय : आपकी शिकायत क्या है ? ... (व्यवधान) ...

श्री धनिक लाल मंडल : : शिकायत यह है कि इनकी कोई बात नहीं सुनी जा रही है। चाहे ए० पी० सी० में धान की कीमत तय की गई, चाहे गेहूँ की कीमत तय की गई या कपास की या गन्ने की, सारी चीजों का हवाला माननीय चित्त बसु जी ने कर दिया है, हमें विशेष रूप से कहने की जरूरत नहीं है। ... (व्यवधान) ... महोदय मैं कह रहा था कि किसानों को लूट कर खाने वाले लोग ... (व्यवधान) ... मैं बता रहा था कि इन सारी चीजों की ओर बार-बार इनका ध्यान खींचा गया लेकिन ये नहीं सुन रहे हैं, मैं प्रमाण देता हूँ—जैसे सारी बातें हुईं। आप गन्ने के दाम को ले लीजिए, 13 रुपए प्रति क्विंटल तय हुआ, ए० पी० सी० ने 13 रुपए प्रति क्विंटल तय किया, इनकी सरकार है कर्नाटक में, श्री गुम्बुराब की सरकार है

जब किसानों ने आंदोलन किया, जबीरवस्त आंदोलन किया तब गुण्डुराव साहब को अकलत पड़ा और गन्ने के दाम उन्होंने 172 रुपए बीस पैसे प्रति टन कर दिया। धान की कीमत 105 रुपए से बढ़ाकर 120 रुपए की, यह उनकी सरकार है। तमिलनाडु की बात करते हैं, वहां की सरकार ने 175 रुपए प्रति टन गन्ने की कीमत तब की। जहां 8.5 प्रतिशत सुगर केन से चीनी निकलती है, उस हिसाब से वहां दाम रखा 175 रुपए प्रति टन और जैसे-जैसे यह प्रतिशत बढ़ता रहेगा, गन्ने की कीमत बढ़ती रहेगी।

अभी महाराष्ट्र में जो हुआ, लेकिन मैं कहना चाहता हूँ कि जहाँ के किसान आंदोलन करते हैं वहाँ यह सरकार कुछ न कुछ डोज किसानों को दे देती है। हमारा बिहार है, जहाँ से आप आते हैं, हम लोगों का क्या हाल है? हमारे और आपके जिले में गन्ने का क्या दाम है, धान का क्या दाम है? गुण्डुराव की सरकार से किसानों ने आंदोलन करके ले लिया, तमिलनाडु में भी किसानों ने ले लिया, महाराष्ट्र के किसान भी आंदोलन कर रहे हैं, उनकी भी कुछ मिलेगा, लेकिन जो उत्तर-प्रदेश और बिहार के किसान हैं उनके साथ ये क्या व्यवहार कर रहे हैं?

सभापति महोदय : आप ज्यादा समय मत लीजिए।

श्री धनिक लाल मंडल : अभी तो मैंने कुछ भी नहीं कहा। मेरा समय तो इन्होंने ले लिया। ये डिस्टर्ब करते हैं।

सभापति महोदय : आप डिस्टर्ब होते क्यों हैं?

श्री धनिक लाल मंडल : जहाँ किसान आंदोलन कर रहे हैं वहाँ तो आप कुछ न कुछ कीमत बढ़ा रहे हैं लेकिन जहाँ

बैं नहीं कर रहे हैं वहाँ के किसानों के लिए आप कुछ नहीं कर रहे हैं। इसका फल यह हो रहा है कि पूरे देश में किसानों के आंदोलन की लहर फैलती जा रही है उत्तर प्रदेश और बिहार की अब बारी है। उत्तर प्रदेश में यह शुरू हो गया है और बिहार के किसानों ने भी आप कान खोल कर सुन लें आंदोलन शुरू करने का नारा दे दिया है और वहाँ भी दामों के लिए किसान आंदोलन शुरू हो जाएगा। जॉर्ज फर्नेंडीस और हम सब किस लिए हैं? किसानों की आवाज नहीं उठाएंगे तो किस की उठाएंगे? इस सवाल को हम उठाएंगे, जोर से उठाएंगे, इसको आप कान खोल कर सुन लें। यदि यही आपका रवैया रहा तो पूरे देश में आंदोलन होगा। विभिन्न वर्गों के लोग खास कर जो खेती करने वाले लोग हैं जिन की संख्या अस्सी प्रतिशत गांवों में है और जिन में से 72 प्रतिशत किसान हैं और जो देश का सबसे बड़ा चेक है वह आंदोलन अवश्य करेगा और जो अन्याय उसके साथ आज तक हुआ है उस अन्याय को वह आगे चलने नहीं देगा।

ये सबसिडी की बात करते हैं। इनके राज्य को तीन भागों में बाँटा जा सकता है। 1964 से पहले का भाग, 1964 से 1972 तक और 1972 के बाद का समय मंत्री जी कहते हैं कि 1250 करोड़ की सबसिडी जी फर्टिलाइजर पर दी जाती थी उसको घटा कर उन्होंने 580 करोड़ कर दिया है। छः सौ करोड़ के लिए इतना बड़ा तूफान देश में खड़ा कर दिया गया है। आप किसानों को ही दी जाने वाली सबसिडी की बात करते हैं। लेकिन आप प्लानिंग की देखें, सरकार की देखें, इंडस्ट्री की देखें, उनको पूरी की पूरी सबसिडी नहीं दी जाती है तो क्या दिया

[श्री धनिक लाल मंडल]

जाता है ? अखबारों में निकला है कि 169 पब्लिक सेक्टर अंडरटेकिंग घाटे में चल रहे हैं—

सभापति महोदय : आप भी इस तरह के पद पर रह चुके हैं । आपने 25 मिनट ले लिए हैं । अब आप समाप्त करें ।

श्री धनिक लाल मंडल : खाद के दाम इनकी नीति की वजह से बढ़े हैं । दूसरी चीजों के दाम भी इनकी नीति की वजह से बढ़े हैं । हमारे कामों की वजह से नहीं बढ़े हैं ।

यह कहा जाता है कि किसान को दाम अधिक दिए जायेंगे तो उससे इनफ्लेशन बढ़ जाएगी, किसान की चीजों के दाम बढ़ाएं जाएंगे तो मुद्रा स्फीति बढ़ जाएगी । जो अर्थ व्यवस्था है इस में किसान भी हैं, दूसरे लोग भी हैं । केवल किसान की बात जब होती है तो कह दिया जाता है कि इनफ्लेशन हो जाएगी । लेकिन जब दूसरों की बात होती है तो ऐसा कुछ नहीं कहा जाता है । खुद सरकार किस तरह से इनफ्लेशन करती है, प्लानिंग कमिशन करती है उसको भी आप देखें । किसान का गेहूं 117 रुपए में बिकता है और कज्यूमर को वह 138 रुपए पर दिया जाता है । उस में जो घाटा होता है उसको वह दिया जाता है कि वह किसान को सबसिडी दी जा रही है । यह किसान को सबसिडी देना है या कज्यूमर को ? मैं मांग करता हूँ कि गन्ने का दाम तीस रुपए होना चाहिए और यह बिल्कुल वाजिब मांग है । धान का दाम कम से कम 125 रुपए होना चाहिए और यह भी बिल्कुल वाजिब मांग है । की गेहूं 145 रुपए की जो मांग है यह भी बिल्कुल वाजिब मांग है और इन मांगों को आपको मान लेना चाहिए ।

श्री शिव कुमार सिंह ठाकुर (खंडवा) :

सभापति जी, अभी माननीय मंडल जी मगर के आंसू बहा रहे हैं मगर के आंसू के शासन में गृह राज्य मंत्री रहे और श्री चरण सिंह जी अपने आपको किसानों का नेता कहते थे । जनता पार्टी किसानों की पार्टी थी, हलधर किसान और चक्कर में फसा हुआ किसान ।

सभापति महोदय : आपने शक्कर कहाँ या चक्कर कहा ?

श्री शिव कुमार सिंह ठाकुर : चक्कर में फंसा हुआ किसान । मेरा आरोप है कि जनता पार्टी ने किसानों की हत्या की है । हमारे कांग्रेस शासन में कपास के दाम 450, 500 रु0 प्रति क्विंटल मिलते थे, लेकिन जनता पार्टी के शासन में 200, 250 रु0 मिले । हमारे कांग्रेस शासन में गन्ने का दाम 12, 13 रु0 प्रति क्विंटल था, जबकि जनता पार्टी के शासन में 6 रु0 क्विंटल मिले दाम । क्या हक है आपको अपने को किसानों का हमदर्द कहने का ? आपके शासन में गेहूं, धान, कपास, गन्ने का उचित दाम नहीं मिला । मेरा आरोप है कि किसानों की सबसे ज्यादा हत्या जनता पार्टी ने की और मंडल जी उस समय आप उसके नेता थे ।

मैं जानता हूँ कि आज हमारे किसानों को रेस्पेक्टिव ग्राइम नहीं मिल रही है । मैं भी एक किसान हूँ, आज गांवों और शहरों में अन्तर आ रहा है, शहरों में चमकीली सड़कें और व्यूटी पार्कर हैं, लेकिन दूसरी ओर गांवों में सड़कें नहीं, किसान के तन पर कपड़ा नहीं, दो वक्त खाने की रोटी नहीं । आज गांव का किसान परेशान है । अगर किसान परेशान है तो हिन्दुस्तान परेशान है । माननीय चित्त बसु के प्रस्ताव की जो भावना है, हमारी पार्टी उसके लिये काम

कर रही है। लेकिन आपकी भावना गलत है, आप किसान के नाम पर देश की जनता को भड़काना चाहते हो और देश में अशांति का वातावरण बनाना चाहते हो, आपका केवल राजनीतिक स्वार्थ है। आज देश की जनता इंदिरा जी की ओर नज़र लगाये हुए है परन्तु हमारे काम करने में विरोधी दल जो रुकावटें डालते हैं यह उचित नहीं है। मैं पूछता हूँ कि आपके शासन में क्या रेट थे? 1980-81 के लिये हमारे शासन ने धान की 105 रु० प्रति क्विंटल सपोर्ट प्राइस तय की, जबकि आपके शासन में 95 रु० थी। इसी तरह गन्ने की हमने 13 रु० रखी, और आपके शासन में 12.50 रु० प्रति क्विंटल रखी गई वह भी आप किसान को नहीं दिला सके। मूंगफली की सपोर्ट प्राइस हमने 206 रु० रखी जबकि आपके शासन में 190 रु० थी। सोयाबीन की सपोर्ट प्राइस 183 हमने रखी, आपके शासन में 175 रु० रही। पीला सोयाबीन की सपोर्ट प्राइस हमने 198 रु० तय की, आपके शासन में 175 रु० रही। सूरजमुखी की 183 रु० हमने रखी लेकिन आपके शासन ने 175 रु० प्रति क्विंटल तय की थी। कपास का भाव 304 रु० क्विंटल फिक्स किया है और आपके शासन ने 275 रु० फिक्स किया था। हमने गेहूँ का भाव 135 रु० क्विंटल फिक्स किया है और आपके शासन ने 105 रु० क्विंटल फिक्स किया था—आपकी कथनी और करनी में फर्क है। इसलिए हिन्दुस्तान की जनता आपको नहीं चाहती है और हिन्दुस्तान की जनता श्रीमती इंदिरा गांधी को चाहती है। ये मगरमच्छ के आसू और ये आप के अन्दोलन हम सब समझते हैं। मैं कहता हूँ कि ये टिक नहीं पायेंगे। इस तरह से आप हिन्दुस्तान की भोली-भाली जनता को भड़का कर, आप टिक नहीं सकते हैं।

मैं आपके द्वारा माननीय मंत्री जी से निवेदन करना चाहता हूँ कि यदि

आज हम शहर और गांव की आय में तुलना करेंगे, तो उसका अन्तर बहुत बढ़ता जा रहा है। सन् 1950-51 में हमारी जनसंख्या 36 करोड़ थी, जिनमें से 30 करोड़ लोग शहरों में थे और 6 करोड़ लोग यगांव में रहते थे, उनकी आय में 3.5 गुने का अन्तर था। 1960-61 में शहर और ग्रामीण लोगों की आय में चार गुना का अन्तर हो गया तथा इसी प्रकार से 1970-71 में 4.5 गुना का अन्तर हो गया और 1978 में 6 गुना का अन्तर हो गया—इसका कारण क्या है? इसका कारण यह है कि हमारे किसानों को जो उनकी पैदावार का पैसा मिलना चाहिए, वह लाभ जो उनको मिलना चाहिए, वह मलाई उनको नहीं मिलती है। गन्ना वह पैदा करता है, मलाई शुगर इन्डस्ट्री वाले खा जाते हैं। मूंगफली वह पैदा करता है और मलाई मिल वाले खा जाते हैं। कपास वह पैदा करता है और मलाई टैक्सटाइल मिल वाले खा जाते हैं। मैं आपसे कहना चाहता हूँ कि देश में समाजवाद तभी आ सकता है, जब किसानों को उसकी मेहनत का, उसको परिश्रम का, उसके उत्पादन का हम उसको सही पारिश्रमिक दिलवायेंगे। मैंने शोलापुर और इच्छलरारंज महाराष्ट्र में देखा है कि वहां पर कोआपरेटिव द्वारा लोगों ने बहुत काम किया है और गुजरात में भी लोगों ने कोआपरेटिव में बहुत काम किया है जो कि काबिले तारीफ है और उनके चरणों में सिर झुकाने की इच्छा होती है। आज किसानों को कोआपरेटिव सैक्टर में लगाकर, उनके द्वारा जो उत्पादित माल है, उसका उसको मालिक बनाकर जो मलाई है, वह उसको दी जा रही है।

मैं आपके माध्यम से माननीय कृषि मंत्री जी और प्रधान मंत्री जी से कहना चाहता हूँ कि देश में समाजवाद लाने

[श्री शिव कुमार सिंह ठाकुर]

को केवल एक ही रास्ता है और वह यह है कि इन्डस्ट्रीज का मालिक भी किसानों को बना दिया जाए और जो मलाई है वह तभी किसानों को मिल सकती है, यदि हम उनको इन्डस्ट्रीज का भी मालिक बना दें। इसके अलावा और कोई रास्ता नहीं है समाजवाद लाने का।

सभापति महोदय :- जहरत से ज्यादा मलाई मत दीजिए। इससे बीमारी बढ़ सकती है।

श्री शिव कुमार सिंह ठाकुर : सभापति महोदय, मैं आपसे कहना चाहता हूँ कि डीजल की कीमतें बढ़ गई है, इन्सैकिट-साइड की कीमतें बढ़ गई है, हमारा किसान कर्ज में डूबा हुआ है, इसलिए हमको उसके उत्पादन की ऐसी कीमतें देनी चाहिए, जिससे कि वह राहत की सांस ले सके। जिससे कि वह दुगने उस्ताह के साथ दुगुनी चीजें पैदा कर सके। कभी सूखा पड़ता है और कभी बाढ़ आती है, ऐसी स्थिति में क्राप का इशों रेंस न होने के कारण किसान को बड़ा नुकसान उठाना पड़ता है। वह मेहनत भी करता है, लेकिन उसका फल उसको नहीं मिलता है और कभी कभी तो भंग-वान भी उसका साथ नहीं देता है इस प्रकार की स्थिति में हमारे विरोधी दल के सदस्यों ने जैसा कहा, मैं उससे बिल्कुल सहमत नहीं हूँ। मेरा यह निवेदन है कि यदि हम सप्लीट प्राइस को बढ़ायेंगे तो जो दूसरा सामान है, जैसे सीमेंट लोहा, इन सब की कीमतें भी बढ़ेंगी। ट्रांसपोर्ट की कीमत तो बढ़ ही रही है। इस सब से वेतन भोगी लोग भी मांग करेंगे कि कीमतें बढ़ गई है इसलिये वेतन बढ़ाइये और परिणाम यह होगा कि देश में इन प्लेशन का दुःख फैल जायगा।

मैं आपके माध्यम से एग्रीकल्चर मिनिस्टर साब से निवेदन करता हूँ—सप्लीट प्राइस न बढ़ाइये, बल्कि इनपुट्स की जी कीमतें है, खाद की कीमतें है इनको कम कीजिये या सप्लिडाइज कीजिये, ब्याज की दर कम कीजिये। महाराष्ट्र में ब्याज मॉफ किया गया है—छोटे और मध्यम किसानों का, इस से बहुत राहत मिली है, इसी तरह की सुविधा हमें अन्य स्थानों के किसानों को भी देनी चाहिए, जिससे उन्हें की एक बार फिर नया जीवन जीने का मौका मिल सके और वे अपने पैरों पर खड़े हो सकें।

मैं बहुत सी बातें कहना चाहता था, लेकिन घन्टी बज गई है...

सभापति महोदय : आप दो मिनट में सूत्र रूप में कह दीजिये।

श्री शिव कुमार सिंह ठाकुर : आज हमारी कृषि उपज मंडियों में कोई नियंत्रण नहीं है हमारे किसानों को ठीक समय पर पेमेन्ट नहीं होता है। नियम यह है कि पेमेन्ट 24 घंटे के अन्दर हो जाना चाहिये, किताबों में लिखा भी है, लेकिन मंडी समितियों के पास कोई प्रभावी अधिकार नहीं है कि जिस भाव पर किसान का माल बिका है, नीलाम हुआ है, उस की कीमत 24 घंटे के अन्दर उसको मिल जाय। इस के लिये कोई उचित व्यवस्था होनी चाहिये।

अन्त में मैं एक शेर कहकर अपना भाषण समाप्त करूंगा—

रफता-रफता आजायेगा इजहार
जजबात का ढंग

ताजा-ताजा दर्द उठा है पहला-पहला
रोना है।

श्री बालासाहेब विठ्ठल पाटिल (कोपरगांव) : सभापति महोदय, आपने वक्त दिया,

इसके लिये अपायकारी हूँ। इस प्रस्ताव को रखने वालों का भी इसलिये अभिनन्दन करता हूँ कि इस दफा उन्होंने कन्ज्यूमर का कोई जिम्मा नहीं किया। जब वह बाहर जाकर बोलते हैं तो कहते हैं कि दाम कम होना चाहिये, लेकिन जब इसमें आते हैं तो कहते हैं कि दाम बढ़ना चाहिये। इस तरह की दोहरी नीति चलाते हैं। बाहर जाते हैं तो कहते हैं कि वेतन बढ़ना चाहिये, इन्फ्लेशन का रेट बढ़ गया है, लेकिन मुझे खुशी है कि इस बार वे इन सब बातों को भुला कर किसान के पास आये हैं। पहले तमाम अपोजीशन के लोग जब भी किसान का सवाल आता था, कहते थे कि कन्ज्यूमर के दाम बढ़ जायेंगे, जिस को वह सहन नहीं कर सकेगा, लेकिन इस दफा उन्होंने अपनी नीति बदल दी है।

मेरी सरकार से एक बिनती है— उत्पादन खर्च को कम किया जाना चाहिये प्रश्न यह है कि कैसे कम किया जाये? दाम बढ़ाने की मांग हम भी करते हैं, लेकिन दाम बढ़ाने से काम नहीं चलेगा उत्पादन खर्च में यदि हम कुछ कमी कर सकें तो कन्ज्यूमर को, वेतन पाने वालों को राहत मिल सकती है। मैं चीनी की बात को लेता हूँ—इस में सरकार प्रोव्-योरमेंट कर रही है। लेकिन जब धान के ब्यापार के राष्ट्रीयकरण की बात आई थी तब आप देखिये, किस-किस ने विरोध किया था? इसलिये कि इस में दलाल और आड़ती फायदा उठाते थे। मैं आपसे कहना चाहता हूँ कि जब तक इस का राष्ट्रीयकरण नहीं होगा, काम नहीं चलेगा, इसके राष्ट्रीयकरण से ही किसानों को सही दाम मिल सकेगा और दलालों और आड़तियों की जेब में जो पैसा जाता है, वह नहीं जा सकेगा।

वह पर ए०पी०सी० का जिम्मा किया गया। मैं भी इस कमीशन को मानने

के लिये तैयार नहीं हूँ न यह एडमिनिस्ट्रेटिव बाडी है और न यह कानून के मुताबिक है। इस में परिवर्तन करना चाहिये। मैंने इसके बारे में एक बिल भी दिया है। एक बिल मैंने कम्पलसरी अप इन्वोरेन्स के बारे में दिया है। मैं ऐसा महसूस करता हूँ कि जब तक इसको कानूनी रूप नहीं दिया जावेगा तब तक काम नहीं चलेगा। आप देखिये—ए०पी०सी० ने वैडी और कोर्क राइस के लिये 95 रुपये का प्रायः तय किया, बाद में सरकार ने उसको 105 रुपये कर दिया। हिन्दुस्तान में क्लाइ-मेटिक कण्डीशन हर जगह की अलग-अलग है, कहीं पर बाढ़ है, काफी पर सूखा है, कहीं ज्यादा पानी बरसता है—इसलिये हर जगह उत्पादन खर्च भी कम और ज्यादा होता है आपको उसके उत्पादन खर्च को दृष्टि में रखकर कीमतें तय करनी चाहिये। मैं चीनी मिलों का जिम्मा नहीं करना चाहता हूँ। क्योंकि चीनी के मामले में एक्साइज ड्यूटी इन्वाल्ड है, उसका ढांचा अलग है, लेकिन मैं यह जरूर चाहूंगा कि जहां उत्पादन खर्च कम या ज्यादा है उस में पैरिटी लाने की जरूरत है। क्योंकि चीनी का एक्साइज ड्यूटी और उनका ढांचा अलग होता है, लेकिन मैं यह जरूर चाहूंगा कि जहां उत्पादन खर्च में कमी जरूरी है वहीं उसमें पैरिटी लाना भी जरूरी है। जब हम खुद ही सेल्फ रिलेयंस की तरफ जा रहे हैं, जब तक हम उसके उत्पादन खर्च को कम नहीं करते, उसको पैदावार में घाटा होगा। छोटे किसान के लिए, जिसको पैदावार में घाटा होता है, उसके लिए हम क्या सोच रहे हैं। मैं तो यह समझता हूँ कि कैपिटल इन्सेंटिव इंडस्ट्रीज हैं, इसमें ज्यादा पैसा लगाने से पैदावार बढ़ती है। छोटे किसान के व्याज को कम कर दीजिए, ऋण दीजिए, व्याज न लीजिए, जब उसकी रीपेइं कंसेसिटी आ जाए तब वह वापस करेगा, ऐसी व्यवस्था की जाए। जब तक इन बुनियादी बातों

[श्री बाला मन्वेब बिखे पाटिल]

को नहीं समझा जाएगा, तब तक काम नहीं चलेगा। लोकप्रियता की वजह से कोई आंदोलन शुरू कर दें, हम भी उनके साथ चलें और श्रेय ले लें, इससे काम नहीं चलेगा। इसलिए मैं मांग कर रहा कि ए० पी० सी० में भी पूरा परिवर्तन होना चाहिए, क्योंकि हमारा 60 प्रतिशत किसान खुद ही कंज्यूमर है, 25 प्रतिशत किसान अपने लिए जितना लगता है, उतना ही पैदा कर सकता है, ज्यादा नहीं, 15 प्रतिशत किसान ज्यादा पैदा करता है और केवल 5 प्रतिशत किसान स्टोर कर सकता है, 10 प्रतिशत तो ऐसा है जो घर की कठिनाइयां होती हैं उनको पूरा करने के लिए बेचता है। असल में आप देखें तो 90 प्रतिशत किसान खुद कंज्यूमर बन जाते हैं, इसलिए मेरा यह सुझाव है कि उसके उत्पादन खर्च को कम किया जाए तभी काम बन सकता।

16.00 hrs.

कर्जा वितरण प्रणाली में भी आपको पूरा परिवर्तन करना पड़ेगा। रीहैब्लिटेशन किसान का होता है, उससे काम नहीं चलता, जिस सही ढंग से यह होना चाहिए था उस ढंग से रिजर्व बैंक ने नहीं किया, उससे डिफाल्टर्स बन जाते हैं, सूखा पड़ता है, बाढ़ आती है, और भी बातें होती हैं, जिससे वे डिफाल्टर्स बन जाते हैं। एक आर्टिकल मैंने अखबार में पढ़ा है, उसमें एक इकनामिस्ट ने लिखा है कि भारत सरकार ने धान का दाम बढ़ाकर 105 रुपए प्रति क्विंटल कर दिया है, इससे इन्फ्लेशन बढ़ेगा, अगर आपको किसान से ज्यादा प्यार है तो आप उसके खिलाफ क्यों नहीं बोलते। आज जो मूवमेंट चल रहा है, जो हवा चल रही है, उसका आप राजनीतिक लाभ उठाना चाहते हैं।

महाराष्ट्र के बारे में बोलते हैं, मैं कहना चाहता हूँ कि जो कर्ज रिटन आफ किया है वह महाराष्ट्र सरकार की तिजोरी में गया है। वहां के लोग जितना पैसा देते हैं उससे गवर्नमेंट को री-पेमेंट किया है। जब तक हम अन-इकनामिक होल्डिंग के लिए नहीं सोचते, दूसरा कोई रास्ता नहीं ढूँढते, किसान के खर्च में जब तक कमी नहीं करते तब तक समस्या का हल नहीं हो सकता।

महाराष्ट्र आंदोलन के बारे में कहा गया। मैं थोड़ी सी उस बारे में जानकारी देना चाहता हूँ। चित्त बसु जी ने कहा कि चीनी मिलों ने काफी पैसा कमाया, आपको जानकारी होगी, लेकिन मैं भी आपको बतलाता हूँ कि सब चीनी मिलों से 450 रुपए में, बाहर ज्यादा दाम होते हुए भी पूरी चीनी सरकार ने ले ली और सरकार ने वह चीनी कुछ राज्य सहकारी समितियों के द्वारा, कुछ फेयर प्राइस शाप्स के द्वारा, कुछ निजी व्यापारियों के द्वारा वितरित कर दी। पूरी चीनी सरकार को देने के बावजूद कहा जाता है कि नफा कमाया है, सुगर मैगनेट बन गया है।

दूसरी बात यह कही गई कि लेवी की चीनी 2.85 रुपए प्रति किलो से बढ़ कर 3.50 रुपए प्रति किलो हो गई है। जब गन्ने का दाम आप बढ़वाना चाहते हैं तो चीनी के दाम बढ़ाए बगैर गन्ने के दाम कैसे बढ़ाए जा सकते हैं? लैबी शुगर के अलावा जो फ्री सेल शुगर होती है, यह जो अनि-यंत्रित चीनी होती है उसका पूरा दाम किसान के पास जाना चाहिये। 100 realisation from the freesale sugar should be passed on to the cane-growers and not to the mill owners.

सुब्रह्मण्यम साहब ने 1976 में एक शूगर केन कंट्रोल आर्डर में एमेंडमेंट किया था और कहा था कि 50 परसेंट चीनी मिलों के पास रहे और पचास परसेंट किसानों के पास जाएगी। जब आप लैबी शूगर के दाम बढ़ाते हैं तो जो डिप्रिशाेशन होता है, जो ओवर हैडज होते हैं, रिपेयर्ज इनक्ल्यूडिंग इंटेरेस्ट होता है उस सब के लिए तो उन्होंने प्रोवाइड कर ही लिया होता है तो फिर क्यों न पूरा दाम किसान को मिले ? इन मदों में कितने रुपये रखे जाएंगे यह चीनी मिलों के हाथ में आपने छोड़ा है। मनमाने ढंग से वे इसको कर देती है। कोई 20 रुपये, कोई 25 रुपये, कोई 17 रुपये एनाउंस कर देती है। इस वास्ते मैं समझता हूँ कि शूगर केन कंट्रोल आर्डर में अब एमेंडमेंट इसके बारे में करना जरूरी हो गया है।

The total realisation from the free sale sugar should be passed on to the cane growers.

ऐसा आपने किया तो किसानों को न्याय मिलेगा। चीनी मिल मालिक तरह तरह की कठिनाइयाँ किसानों के सामने पैदा करते हैं। पिछली बार हमने देखा कि गन्ने को लेने वाला कोई नहीं था और हमारे इलाके में लोगों के गन्ने को खेतों में जलाया। उस वक्त किसान की हालत क्या हुई होगी इसका अंदाजा आप लगा सकते हैं।

पिछले तीन सालों में महाराष्ट्र सरकार ने और भारत सरकार ने कपास के दाम कितने बढ़ाए हैं, यह भी आपको नहीं भूलना चाहिए। भारत सरकार ने कम और महाराष्ट्र सरकार ने बहुत ज्यादा बढ़ाए हैं। महाराष्ट्र सरकार ने इसके दाम गत वर्ष साठ से 130 रुपये कर दिए थे और आपने अभी तक केवल 25 रुपये

बढ़ाए हैं। महाराष्ट्र में कपास बहुत ज्यादा पैदा होती है। महाराष्ट्र के कुछ लोगों की मांग थी कि चावल के दाम 130 होने चाहिए और महाराष्ट्र सरकार ने इसको स्वीकार कर लिया है। प्याज को आप लें। अभी तक इसका प्रोक्योरमेंट नहीं हुआ था। पिछले साल महाराष्ट्र सरकार ने इसके दाम चालीस रुपये से बढ़ा कर साठ रुपये कर दिए थे जब कि इस साल आपने 55 रुपये कम से कम और ज्यादा से ज्यादा 70 रुपये किए हैं। मैं समझता हूँ कि हम सब को मिल कर टोटल प्रोक्योरमेंट की आवाज उठानी चाहिए। जितनी खेती की पैदावार है उसकी टोटल प्रोक्योरमेंट की मांग करनी चाहिए। इससे किसान और कंज्यूमर दोनों को हम प्रोटेक्ट कर सकते हैं।

एग्रिकलचर लेबर की तरफ भी हमें ध्यान देना चाहिए। दाम तय करते वक्त हम को यह भी ध्यान रखना चाहिए कि जो खेत मजदूर है उसकी कम से कम कितनी मजदूरी होनी चाहिए। उतनी मजदूरी दिलाने की भी हम को व्यवस्था करनी चाहिए। चपरासी जितनी तनखाह लेता है उतनी मजदूरी तो उसको मिलनी ही चाहिए। आप यह भी देखें कि साल में कितने दिन उसको काम मिलता है। सौ दिन मिलता है और 250 दिन वह खाली बैठा रहता है।

तीस साल में हमारी सरकार ने कुछ गलतियाँ की होंगी लेकिन अपने ढाई साल के कार्यकाल में आपने कितना सुधार किया है इसको भी आपको देखना चाहिए। तीन साल में कांग्रेस ने कुछ न कुछ बुनियादी बातें की हैं। प्रोक्योरमेंट पोलिसी बनाई, स्टोरेज की सुविधा उपलब्ध की, बफर स्टॉक बनाए। एक दिन में सब बदल नहीं हो सकता है। यह जो कहा जाता है कि हमारी सरकार ने किसान

[श्री बाला साहिब विवे पाटिल]

की तरफ ध्यान नहीं दिया ठीक नहीं है। यह ठीक हो सकता है कि जितना देना चाहिए था उतना नहीं दिया। थोड़ा ध्यान दिया है इसको मैं मानता हूँ। मैं चाहता हूँ कि ज्यादा ध्यान उसकी तरफ दिया जाना चाहिए।

आप नहर निकालते हैं, ट्यूबवैल निकालते हैं तो कुछ तो सरकार स्वयं निकालती है और कुछ प्राइवेट लोग निकालते हैं। जितना कैपिटल इनवेस्टमेंट करना पड़ता है ओपन वैल या ट्यूब वेल के लिए मैं चाहता हूँ कि वह सारा सरकारी खर्च पर होना चाहिए। आप बड़ा डैम बनाते हैं और उसका पानी किसान को देते हैं तो जो बॉन्डिंग बनाते हैं उसका बोझ उसके ऊपर क्यों डाल दिया जाता है यह मेरी समझ में नहीं आया है। डैम का जो लोन है वह सरकार उस पर नहीं डालती है तो बॉन्डिंग का क्यों डालती है। आप इंडिविजुअल को उस में आइडेंटिफाई नहीं करते हैं। बॉन्डिंग का लोन किसान के ऊपर आप क्यों लादते हैं। वह बेचारा अपनी जमीन मार्टगेज करता है और पूरा परिवार कुआँ खोदने के लिए जाता है उसको आप क्या आर्थिक मदद देते हैं? कुछ नहीं। वह रात में अपने खेत में पानी लगाता है, मगर मजदूर काम करे रात में तो वह ओवर टाइम मांगता है, लेकिन किसान को कुछ नहीं मिलता। जब देश में बिजली की कमी है तो किसान के काम आने वाली बिजली का मिनिमम रेट होना चाहिए। 10 परसेंट बिजली स्टेट इलेक्ट्रिसिटी बोर्ड किसान को देते हैं उसको अगर आप थोड़ी सी भी सहूलियत दें तो कितना घाटा होगा? कुछ नहीं। ऐसे ट्रेड में जहाँ आप 90 प्रतिशत बिजली देते हैं और जिस पर आपका कोई कंट्रोल नहीं वहाँ आप बिजली के दाम बढ़ा

सकते हैं, 10 प्रतिशत बिजली जो किसान को देते हैं उसमें आप क्यों राहत नहीं देते? आपको उत्पादन खर्च कम करना चाहिए। तेल और खाद के बारे में हम समझ सकते हैं कि वह बाहर से आते हैं और उनकी कीमत पर हम कंट्रोल नहीं रख सकते, लेकिन जो आपने 600 रु० खाद के लिए सब्सिडी दी है मैं चाहता हूँ कि उत्पादन और कंज्यूमर के इंटरैस्ट को सेफ़ गार्ड वागर करना है तो इस विषय में आपको जाना पड़ेगा। जब तक किसान संगठित नहीं है आप कुछ भी कर सकते हैं, लेकिन अगर किसान संगठित हो जायगा तो आपको सोचने के लिए मजबूर होना पड़ेगा। हमारे विरोधी दल के लोग जिस दिलचस्पी से किसान की पैदावार के दाम बढ़ाने की मांग कर रहे हैं उसी हिसाब से जब दाम बढ़ेंगे और इनफ्लेशन बढ़ेगा तो उसका भी समर्थन करना पड़ेगा। ट्रेड यूनियन मूवमेंट यहाँ नहीं लाना चाहिए क्योंकि यह किसानों से सम्बन्धित बात है।

किसान के घर में जब अनाज आता है तो उसको मजबूर हो कर बेचना पड़ता है क्योंकि उसको दुनिया भर के कर्जे देने होते हैं, पैसे की जरूरत होती है, वह बेतन भोगियों की तरह 10, 15 दिन स्ट्राइक कर के सस्टेन नहीं कर पायेगा क्योंकि उसके पास इकोनामिक ताकत नहीं है। इसलिए आपको ए० पी० सी० का पुनर्गठन करना चाहिए, कम्पलसरी क्रोप इन्श्योरेंस करना चाहिए और व्यापार में जो दलाल हैं उनको निकालना चाहिए और पूरी खेती की पैदावार सरकार खुद प्रीक्वोर करे इसके अलावा और कोई रास्ता नहीं है।

PROF. RUP CHAND PAL (Hooghly): Sir, the Hon. Member Mr. Chitta Basu has brought this motion and this is very timely. I listened to all sections of this House and it can be said that on one question, both parts of

the House had agreed that the peasantry are suffering. They are not having their remunerative prices. They are being deprived of even their cost of production. Can it not be said that it has assumed such a proportion today that it can be described as a national question? What is their demand? That there is general price increase, price rise, only during the last ten months or so, about 20 per cent rise in price has been taken place. In respect of the inputs, fertilisers, agricultural implements, pesticides, etc. the prices have increased several times. Moreover there are levies, taxes. The rural debt has increased several times. A few years back rural indebtedness was to the tune of 792 crores. It is about 7,000 to 8,000 crores of rupees now, and they are not being compensated for the rise in price of inputs. Their cost of production plus some margin of profit and risk allowances taken together as remunerative price they are not getting and now today we find the entire peasantry in the country is in ferment. There is unrest everywhere. It is not limited to the Northern part, that so-called area of green revolution. It has spread to the Western parts. It is in the Southern part. It is engulfing the whole country and entire peasantry. Every section of peasantry is getting involved in it. How are you to judge this question? How are you to respond to this demand of peasantry? That is the crux of the problem. One thing is clear. The peasantry are not prepared to submit to their own ruination. This process of ruination has started long ago, and now, we have reached a stage when they are not prepared to this surrender to this process of ruination. They are resisting. They have risen unitedly and protesting through several forms of protests that you find everywhere in the country. But, the question is, how the Government, the Government that works, the party which has promised the peasantry that if elected "we shall give you remunerative prices", how they are reacting today? Let us see how they are reacting to peoples grievances. National Security

Ordinance. Think of it. Thousands and thousand of peasants arrested, killed. That is how the Government that is working.

Sir, from that part of this House, I listened when they described, some of them have described the movement for remunerative price, as politically motivated agitation. Even after admitting that their grievances are genuine, political motive is being attributed. But what do we see? We see that even Congress-I people are also supporting them, they are some times participating in such movements in Maharashtra and they are speaking in two voices like that old story, of a two-faced monster—in one speaking good things, pleasant things to the people, to the peasantry, and the other face, just surrendering to the monopolists, to the big houses, and allowing them to exploit, to rob these masses of peasantry.

Sir, one argument that has been given earlier by the Agriculture Minister from the other side. It was that if they were given remunerative price, it will cause further price rise and it will affect the consumers.

THE MINISTER OF AGRICULTURE AND RURAL RECONSTRUCTION AND IRRIGATION (SHRI BIRENDRA SINGH RAO): I have not said that. Remunerative prices are being given already

PROF. RUP CHAND PAL: I am coming to that. Your calculation of cost of production. APC has become the Anti-Peasantry Combine. That is a pity. I shall come to that. And on the other hand consumers are suffering. But if we analyse any item—in the case of sugar-cane in relation to the profit made by the sugar mill owners; in the case of cotton in relation to the profit made by textile mill owners, or you may take any other item—you will find that both the consumers and the peasantry are being fleeced and huge wealth is being amas-

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sed by a handful of big business, monopolists and multi-nationals, to whom doors have been opened by this Government.

It is said that if we take up the question of giving remunerative prices to the peasants—to the cotton growers or paddy growers or producer of any other commodity consumer price will rise. I am not going into the details or statistics; Mr. Chitta Basu has given a lot of them; I shall come only to some of them. Sir you find that some subsidy is already being given—I am speaking within the framework—to the extent of Rs. 600 crores. If you give remunerative prices to the cotton growers and to the growers of sugar cane, paddy, wheat and jute who have been deprived for ages together distribute consumer goods through a strong public distribution system to which you are committed—there is a pledge by you—only by giving a fraction of this amount of the huge profit of big Houses Monopolists. You can, without raising the issue price and affecting the consumers, solve the problem.

And you speak about money. Wherefrom will that money come? If we analyse the profits made by big business, textile mills, jute barons and cotton barons, what we find is that during the last 33 years, they have made profits and amassed such an amount of wealth, which is unparalleled in history. It has been very rightly said by Mr. Mandal that these handful of big houses have fleeced the whole country—both the consumers and the peasantry. But are you prepared to do that? Are you prepared to give the subsidy? Are you prepared to touch those houses? Are you prepared to put taxes on them? Are you prepared to touch those landlords and people belonging to the higher income groups? Are you prepared to make them disgorge their black money, and prepared to punish the handful of big houses who are evading income-tax?

The whole question is not to be seen in isolation. It is a question related to the great question of land reforms. Until and unless you are serious about land reforms, you cannot bring about parity. You cannot serve the interests of the peasantry or of the consumers. But that you are not prepared to do. One hon. Member from that side was speaking about socialism. I recall the statement of somebody that socialism has become such a convenient cap that every one can wear it. People belonging to that side are trying to wear it.

Before the elections, you promised many things, and made pious declarations. You spoke about *gharibi hatao* and about the 20-point programme; but in practice, when the poor agriculture labourer demands a minimum wage, you threaten him with the National Security Ordinance; threaten to punish him. You amend your Criminal Procedure Code. The ordinary law is not enough to do it. What do we find every day as regards the police? We find that they are beating up and killing the poor peasants, the agricultural labourers and the industrial workers who are fighting for their cause. Government is not prepared to look at this question very seriously. You look at the question of sugar cane. You have said that if you increase the price of sugar cane and give them remunerative prices, say, Rs. 25/- per quintal although they are demanding Rs. 30 per quintal in Maharashtra the price of sugar will be increased. Well. I am not an expert on sugar. There are many hon. members on that side who are experts. Half of the cost of production of sugar can be accounted for by the cost of sugar cane and in one quintal of sugar cane 10-11 kgs. of sugar can be manufactured. If you work out the whole thing you will find that the mill owners are making a profit of more than Rs. 100/- on one quintal if you take into account Sugar price vis-a-vis price of sugar-cane. Sugar is sold today at Rs. 8 per kg; Rs. 9 per kg; in the villages, it is being sold at Rs. 10 per kg. or more at some places.

You say that if you increase the price of sugar cane and give remunerative prices to them the consumers will be affected. A few years back, the price of standard average cotton—I am not speaking about all the varieties—was, say, about Rs. 450 to Rs. 500 per quintal. Now, it has come down to Rs. 250 to Rs. 300 per quintal at some places. You just compare this price with the price of cloth. The price of cloth has increased more than three times during the last ten years; and it is increasing constantly. Then look at the question of jute. Mr. Chitta Basu has also said about it. I also belong to that part of the country. More than 40 lakh jute growers, from time immemorial, are serving the Indian economy. There were so many occasions in the past when the jute growers just demands were placed. I can give you one example. At the time of Dr. B. C. Ray, on the Floor of the West Bengal Assembly, a unanimous resolution was passed recommending remunerative prices. Since then much water has flown under the bridge. Now, the APC has come which is being described by the peasantry as a great anti-peasantry combine. They are working against the interest of peasants. How do they calculate the prices? It is something absurd, peculiar, not in relation with reality. But they are authorised to fix up the prices. The State Governments calculate prices in respect of paddy, jute, in respect of wheat, in respect of cotton and in respect of sugar cane another commodities and come to their own conclusion. The State universities also calculate the prices on the basis of the cost of production. But if you compare them you will find that the calculations of APC are always far far below a remunerative price.

The small farmers, the marginal farmers and the poor farmers are suffering most. The agricultural labourers have also joined them in their struggle. They understand that their minimum wage can be assured only if they are united with other sections of the peasantry. Let the peasantry

have a remunerative price, let the producers also have a remunerative price. The agricultural labourers will also demand a minimum wage. Their demand is also just. What is happening in West Bengal. Government support their cause. You can stop supplying foodgrains under the food-for-work programme but the people will judge which is the best government. The West Bengal Government has become one of the ideal governments in India. That is the picture. Someone was speaking about, in reference to some hon. Member, about dynamite. Please remember it is no question of dynamite. You are sitting on a volcano. Don't be so self-complacent. Don't be so overconfident. Don't look at things through the mirror of National Security Ordinance. Don't think that repression will do. What is the history of mankind? What have you learnt? You have learnt nothing. Self-complacent people. Do not you see the writing on the wall? You may try to drive a wedge. You may adopt deceitful tactics. You may try to divide the consumers and the peasantry who are struggling for remunerative prices. But these deceitful tactics won't do. Industrial workers, consumers and the peasantry, they are getting united. Can't you hear the footsteps of the democratic marches from Maharashtra, marches from the Southern States, they are coming up, coming up, coming up. And you people are sitting on a volcano, remember it, any day you may be thrown out of power.

(Interruptions)

You will kill people when people are coming.

(Interruptions)

When people are coming with their just demands, Lathi charge them... (Interruptions) What history has taught us, history has taught you also, but you have not learnt the lesson, but you shall be thrown out of power. This is such a situation you have created. This is a national question. I have one positive suggestion to make. Will the

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(Govt. change their policy? Their economic policy? The present crisis is to be seen in the perspective of the deepening economic crisis in our country. This agitation of the peasantry will have to be judged in that perspective. If you cannot bring about radical land reforms, if you cannot change your attitude and your capitalistic path of development, if you do not bring in some self-reliant economy, independent economy, a pro-people economy, you will not be able to solve any problem. To cover up your failures you shall go for repressive measures, some times with a National Security Ordinance, some times with Emergency. Some Congress (I) people were speaking about it the other day. You may try to change the Parliamentary system in to another system. But that won't do. You are sitting on a volcano. You shall be thrown out of power, if you do not change your basic policy.

MR. CHAIRMAN: Shri G. L. Dogra.

श्री गिरधारी लाल डोगरा (जम्मू) : मेरे से पहले बोलने वाले फाजिल दोस्त ने अभी बहुत अच्छे ढंग से तकरीर शुरू की थी लेकिन आखिर में आकर उन्होंने इसमें पालिटिक्स को इनबाल्व कर दिया। उनकी कुछ बातें बहुत माकूल हैं। अगर हम इस समस्या को पालिटिक्स से अलग कर दें तो इसका हल आसान हो जाएगा। इसी को लेकर अगर हम रास्ता निकालना चाहें तो निकल सकता है। दरअसल बात यह है कि जो डिवेलपिंग कंट्रीज हैं उनकी इकोनोमी एक नई शकल अक्सरपार कर रही है। हम एक नए दौर में से गुजर रहे हैं। मंडल साहब कुछ भी कहें इस बात को उनको मानना पड़ेगा कि हम एक खास दौर से गुजर रहे हैं। इस दौर में जब तक हम नए ढंग से नहीं सोचेंगे तब तक हमारा काम नहीं चल

सकता। प्रो० दंडवते साहब, श्री सुब्रमन्यम स्वामी जी, चव्हाणसाहब जो बिल मंत्री रह चुके हैं वे इसको मानेंगे कि डिवेलपिंग कंट्रीज की इकोनोमी को ठीक रखने के लिए एक नया ढंग अपनाना पड़ेगा, नई सोच और नया तरीका इस्तेमाल में लाना पड़ेगा। जब तक इस बात को हम सामने नहीं रखेंगे तब तक कुछ नहीं कर पायेंगे; इसमें सियासत को लायेंगे तो कुछ हासिल नहीं होगा सिवाय शोर शराबे के।

हमारे एग्रीकल्चर मिनिस्टर साहब का काम बहुत मुश्किल है। एग्रीकल्चरल प्रोड्यूस की किसानों को रिम्युनेरेटिव प्राइसिस जरूर मिलनी चाहिये। इसमें किसी को मुखालिफत नहीं है। लेकिन समस्या सिर्फ इन कीमतों की नहीं बल्कि टोटेलिटी में कीमतों की है। बात दरअसल यह है कि किसी न किसी बुनियाद को आधार मानकर आपको चलना होगा। एन०पी०सी० पर नाराज होने का क्या फायदा है। उसके मेम्बर कौन हैं यह मैं नहीं जानता हूँ। चव्हाण साहब मुझे बेअर आउट करेंगे और मैं अपने जाती तजुबों की बिना पर बोल रहा हूँ कि जितनी प्रोड्यूसिंग स्टेट्स हैं जहां एग्रीकल्चरल प्रोड्यूस और खास तौर पर अनाज पैदा होता है, वे हाई प्राइसिस की मांग करती हैं। जो कंजूमर स्टेट थीं वह हमेशा उसकी मुखालिफत करती हैं, दोनों तबके डिफर करते थे ए०पी०सी० से, और आज भी वही सूरत है। हमारे कृषि मंत्री जी किसान हैं, वह इन सब बातों को जानते हैं मगर जब प्राइस का मसला टोटेलिटी में हल नहीं करते तब तक बात नहीं बनेगी। प्राइसेज की स्टेबिलिटी में रोक लगाने के लिए एक माहील पैदा करना जरूरी है। माहील ठीक सोच और कोशिश से पैदा होगा। इस मसले को न तो यूनिवर्सिटी के प्रोफेसर और न ब्यूरोक्रेट्स हल कर पायेंगे, बल्कि पोलिटिकल इकोनामिस्ट्स ही तय

कर सकते हैं। एक नेशनल तरीके पर सोचना होगा। आप बड़े फार्मर की बात करते हैं और नाम लेते हैं माजिनल, स्माल फार्मर और खेत मजदूर को भूल कर तो आप ज्यादाती करते हैं। आपको गांवों के अन्दर रहने वाले छोटे काश्तकारों के लिये सोचना होगा और सरकार को इस तरफ तेजी से ध्यान देना चाहिये। मुझे दुख हुआ यह देखकर इसमें आप पोलिटिक्स लाये। अगर स्टेबिलिटी है तो सबके लिये है। अगर खतरा है तो सबके लिए। मुझे याद है जब इंदिराजी प्रधान मंत्री थीं और चम्हाण साहब फ्राइनेंस मिनिस्टर थे तो इन्होंने विदेश जा कर डेवलपिंग कन्ट्रीज के लिये भारत की ओर से आवाज उठायी और इस प्रकार हमने एक नए ढंग से लीड दी और कहा कि पुरानी इकोनामिक्स डेवलपिंग कन्ट्रीज के काम नहीं आ सकती, हमको खुद एक नया ढंग निकालना है। आप उन स्टेड्स का भी ध्यान रखें जो हाटिकल्चर प्रोड्यूसिंग स्टेट हैं जैसे जम्मू-कश्मीर, हिमाचल प्रदेश और यू० पी० इनमें एग्रीकल्चरल इनपुट अनाज से ज्यादा दरकार है और स्प्रे बहुत कौस्टली होता है। जो अनाज की फसल को स्प्रे जरूरत नहीं लेकिन उनके सेब आज आलू और मटर से भी सस्ते बिक रहे हैं। इसलिए हमको टोटेलिटी में देखना पड़ेगा, और अगर ऐसे नहीं देखेंगे तो कोई बात नहीं चलेगी। आप 200 रु० प्रति क्विंटल गेहूं का दीजिये मगर जो आदमी सेब पैदा कर रहा है उसको 2 रु० किलो का दाम मिलेगा तो वह आपकी बात और इन्साफ को कैसे समझेगा। सरकार को इसलिये टोटेलिटी में देखना पड़ेगा और कृषि मंत्री की इन बातों को सामने रखते हुए नुकता चीनी करनी चाहिये। कृषि मंत्री से ज्यादा किसानों का कोई हमदर्द नहीं और यदि आप उन्हें कहें कि आप दुश्मन हैं किसान के तो यह बात मैं मानने के लिए तैयार नहीं हूँ। यह एक ऐसा मामला है, जिसकी

ओर ध्यान देना होगा। प्राइस का सवाल है, जिसको हमें हल करना होगा। डेवलपमेंट के सवाल को भी हल करना होगा। सभापति महोदय, हमारे इलाके में ऐसे किसान हैं, जिनको उनके प्रोडक्शन का एक पैसा भी नहीं मिलता है और आप कहते हैं कि कम मिलता है, मिलता ही नहीं है। रास्ता न होने की वजह से उनको सामान ले जाने में दिक्कत होती है। हिन्दुस्तान का ऐसा बहुत सा हिस्सा है, जहां पर इस प्रकार की स्थिति है। लेकिन इन चीजों की तरफ किसी का ख्याल नहीं है। शायद इनको इल्म नहीं है कि ऐसे बहुत से इलाके हैं, जो कि बिल्कुल कट-ऑफ हैं। जब आप इन समस्याओं की तरफ ध्यान नहीं देंगे, तब तक समस्याओं को कैसे हल कर सकेंगे। यह सदन सारे भारत का है या चन्द प्रदेशों का। मैंने चन्द लीडरों को देखा है कि हर चीज को एक्सप्लायट करने की कोशिश करते हैं और एक्सप्लायट करने के बाद नजायज फायदा उठाना चाहते हैं। गांवों में जलूस निकालने को मैं कुछ नहीं समझता हूँ। इन जलूसों का मकसद है कि वीकर-सैक्शन को डराया जाए, माइनोरिटीज को डराया जाए और ऐसी तकरीरें दी जाएं कि हम ईंट से ईंट बजा देंगे। मैं समझता हूँ कि पोलिटिकल भावना से काम करने से अच्छी बात बनने वाली नहीं है, हमको देश में पैदावार बढ़ाने की ओर देखना चाहिए और पार्टी लाइन पर हर चीज को नहीं सोचना चाहिए। इसलिए मैं समझता हूँ कि इस तरफ ध्यान देना बड़ा लाजमी है।

सभापति महोदय, अभी श्री मंडल साहब ने कहा कि शहरों के अन्दर आमदनी बढ़ी है और गांवों के अन्दर कम है। हमारे देश में गरीबी है। अगर कहीं दो कारखाने लग जायेंगे तो वह अरबन एरिया हो गया। शहरों के अन्दर हाई-

[श्री गिरधारी लाल डोगरा]

पेड गवर्नमेंट सर्वेंट्स हैं, जो कि शहरों के अन्दर रहते हैं। दूसरी इंडस्ट्रीज में जो लोग भी काम करते हैं, वे भी अरबन एरियाज में रहते हैं। शहरों के अन्दर कुछ ऐसी संस्थाएं होती हैं जो शहर गांव के लोगों की सांझी होती हैं जैसे ग्राल इंडिया मैडिकल इन्स्टीट्यूट सारे हिन्दुस्तान भर में एक है वह सारे देश का सांझा है आप कहेंगे कि इसको उड़ा दो और घर-घर में बना दो, स्टेट-स्टेट में बना दो, गांव गांव में बना दो। इससे तो समस्या का समाधान नहीं होगा जब तक सब मिल कर देश की प्रगति के लिए काम नहीं करेंगे। मैंने बिहार को भी देखा है, आपका बिहार मेरे इलाके से कहीं ज्यादा अच्छा है। मेरा इलाका बाराणी है, मेरा इलाका पहाड़ी है और यदि मेरे इलाके में खाद अगर ज्यादा पड़ जाए और बारिश न हो तो सब फसल जल जाता है इसके बावजूद भी हमारे किसान पहले से अच्छे हैं। मैं आपको बताता हूँ कि 1947 में जितना फल, जितनी सब्जी हमारे जम्मू शहर में लगती थी, उतनी हमारे देहात में सड़क के एक-एक मोड़ पर लगती है। इस बात से क्या आप इन्कार कर सकते हैं कि हमारी पापुलेशन बहुत बढ़ी है, एक तरफ पापुलेशन बढ़ती है और दूसरी तरफ हम जितना उत्पादन बढ़ाते हैं, वह बढ़ती हुई आबादी की नज़र हो जाता है। इसलिए इस समस्या को हल करने के लिये हमको और आपको मिलकर एक साथ काम करना चाहिए... (व्यवधान)... बिहार मैंने देखा है, मैं वहां घूमा हूँ। आपकी प्रोडक्शन काफी अच्छी है, खास कर नार्थ बिहार में, साउथ बिहार की बात आप जाने दीजिए। नार्थ बिहार अब काफी अच्छा है, खेती वहां पर अच्छी चल रही है।

सभापति महोदय : आपने मधुबनी देखा है, जो कि मंडल साहब का जिला है।

श्री गिरधारी लाल डोगरा : बहुत अच्छी तरह से देखा है।

मैं एग्रीकल्चर मिनिस्टर साहब से एक बात कहना चाहता हूँ कि जहां तक प्राइ-सेज का ताल्लुक है इसको टोटेलिटी में लेना होगा, टोटेलिटी में लेने से ही यह समस्या हल हो सकती है। एण्ड-प्राइक्ट और एग्रीकल्चर प्रोड्यूस का रिलेशनशिप रहना चाहिये। आज क्या होता है--कपड़े के दाम बढ़ जाते हैं, लेकिन कपास के दाम नहीं बढ़ते इस समस्या के बारे में हमें कुछ सोचना चाहिये, इसके लिये, अगर आप कोई पार्लियामेन्ट्री कमेटी बनायें तो कोई बुरी बात नहीं है, उसमें आप तमाम लीडर्स को रखें, तजुर्वेकार आद-मियों को रखें और पार्टी-लाइन को क्रास करके इस मसले पर गौर किया जाय और किसी अण्डरस्टेण्डिंग पर पहुंचा जाय।

जो भी प्राइस आप मुर्करिर करें वह कुछ लम्बे समय तक के लिये होनी चाहिये। फिर अगर इनपुट के दाम बढ़ जायें तो उसको सब्सिडाइज करना है, तो करना चाहिये, लेकिन जैसे डीजल है, जो चीज इम्पार्ट होती है, बाहर से आती है उस का पैसा बाहर जाता है, उससे इन्फ्लेशन नहीं बढ़ेगा। इन्फ्लेशन और डेफिसिट-फाईनेन्सिंग ये सब इन्टर-रिलेटेड बातें हैं। इसी तरह से जो हमारे कट-ग्रॉफ इलाके हैं उसकी डवलप-मेंट हमें हर हालत में करनी होगी। जहां पर पानी की कमी है वहां, पानी का इन्तज़ाम करना होगा, रास्ते देने होंगे। ये लोग कहते हैं कि देहातों में कुछ नहीं हो रहा है--यह गलत बात है। फूड-फार वर्क का काम बहुत अच्छा चल रहा है। जहां-जहां एडमिनिस्ट्रेशन अच्छा है, वहां काम अच्छा चल रहा है। रुरल डवलप-मेंट की तरफ भी तवज़ह दी जा रही है, इसको और ज्यादा तेज़ किया जाय।

लेकिन यह कहना कि कुछ नहीं हो रहा है, गलत बात है।

मैं फिर एग्रीकल्चर मिनिस्टर साहब से यह कहना चाहता हूँ कि इस मामले को टोटेलिटी में देखिये और यह देखिये कि कैसे कर सकते हैं। प्राइस स्टेबिलिटी के लिये कैसे एटमास्फीयर जैनेरेट कर सकते हैं। अगर दाम बढ़ते चले गये तो डेफिसिट फाइनेंसिंग बढ़ता जायगा, हमको लोगों की परचेंजिंग पावर को बढ़ाना होगा। इसलिये हम को सही रास्ता अख्तियार करना चाहिये। इसका रेडीमेड जवाब कुछ नहीं दिया जा सकता, जब तक कि इस के बारे में थारो-स्टडी न की जाय। इसलिये इस सारे मामले पर गौर करके फैसला करना होगा, चाहे आज करें, कल करें या परसों करें लेकिन यह करना ही पड़ेगा।

SHRI R. S. SPARROW (Jullundur):
Hon'ble Mr. Chairman, Sir, remunerative prices for the producer peasant has come to be a much discussed subject. To find a proper answer to this, we all have to focus our attention very closely. I will try to grapple with the problem, that has been thrown up, in the best manner possible and as pragmatically as I can put across. The aspirations of any developing country carry also the bulging burden of varied economic requirements. It is a normal happening. It does happen that way. In this regard, therefore, the jostling reactions concern the pulls and pressures caused in between the producer, the consumer and the middleman coupled with the priority demands emanating from other sectors within the orbit of economic set up of a country. So, all these points on the plane of economics have to be carefully adjusted. To maintain all-round stability, therefore, one has to strike a correct balance among them. When we talk of remunerative prices, it should be remembered that millions

of under-fed, millions of have-nots, have to be catered for. So, the subject is not all that easy both from the point of view of the Treasury Benches and the opposition. It is a national question, but we have to call a spade a spade. Where some people faltered has also to be highlighted.

This much one can say. It is heartening to notice that the present Government is, on all accounts, doing the best possible to strike a correct balance *apropos* the price line as also the remunerative prices that have to be given to the producers. Starting from the Prime Minister herself, the Finance Minister, the Agriculture Minister and the heads of various ministries have time and again explained how the price level is being handled. In that regard I must say that their move is consistent and works in conjunction with the flow of the general economics of the country. I can give the figures; in fact, they have already been given by the Finance Minister and the Agriculture Minister, about the support price, what it used to be in the last seven years and what it is now.

16.51 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

They have given the prices for both kharif and rabi. So, without dwelling on them, I shall move forward.

One thing that causes a little bit of anxiety is the jolt that we were given under the aegis of the previous Government, now sitting in the opposition benches. I will try to highlight and explain that.

You have said that it is controversial, but we have seen it in proper form, as it was. You talk about any aspect of it. In fact, I personally feel that throughout our progress as a country, these three years was the only period when we suffered a type of economic jolt as a country, and that has a direct bearing on the kisan,

[Shri R. S. Sparrow]

the *kheth mazdoor*, the poorer sections of society and the economic plane in general.

May I only recall one or two examples? That will possibly satisfy my friends. We cannot forget what happened to sugar, the stock of which was thrown to the four winds. I can give you a full account as to how long the various sugar mills were kept waiting in the 1977 crushing season. You will be surprised. It was one month and ten days in certain cases, and then in a rush the whole of the sugar which was stocked in the mills was just squandered away, with the result that even the kisan could not bring the sugarcane in time, and there was a terrible shortfall in sugar production in that crushing season. Everybody knows the figures are there. Not only that, the burning of the sugar cane is well known to all. The result is that the kisan felt that for the coming season of the kharif crop which is the annual crop, one year crop, he was not going to sow that much. Why should he? He reverted to wheat and something else. It gave you added shortfall in sugar. Not only that, it was only one year crop and for the third year crop he had also to think twice as to what he should do. This is the third year. The sugar cane is in the fields. The sugar cane now being crushed. The Sugar mills are crushing. The reactionaries say that there is going to be some kind of *andolan*.

There is another thing where we have to contribute mutually for the sake of the country and not just harping on political differences and ideology to let people at large suffer.

Do I have to quote how gold was made to disappear? The less said the better. Do I have to say something more about the rotten potato—24 lakh tonnes or so? I distinctly remember that, because, I had to come here to the Centre to meet the Minister concerned and also to the Director of NAFED

and other organisations that were responsible for dealing with that problem. After three months the crop was going to be so much and it was for them to make arrangement to dispose that of properly. We used to send this crop even to U.K., Middle East, right upto Indonesia; and so its disposing off was worked out economically to the advantage of the farmer of the country as a whole. Nothing happened. Nobody moved a hair to do anything. As I said, lakhs of tonnes of potatoes in Haryana, in Punjab, in Himachal Pradesh rotted in the field. No one would lift them for Rs. 5/- a quintal. And in the rest of the country there are some pockets where people were stomach hungry. The defunct Government did not arrange any thing. This had hit the farmer very badly. Now we have to keep the balance. In that context we have to work out what to do.

As to the plight of the farmer, I have a couple of things to bring to your kind notice and also to my high command that we should know where we stand. Many of my friends have already stated. But I cannot resist pointing that out to you.

We all should accept the fact that farmer or kisan along with his mate i.e. *mazdoor*, *keth mazdoor* or farm labourer they comprise of 70 per cent of the population of India. Their basic profession is to work in the fields and they do that. When we think of the price fixation and any kind of assistance...

MR. DEPUTY-SPEAKER: There are many speakers to speak. I have allotted ten minutes to each Member. If you take more time, it means you are taking the time of your party Members.

17.00 hrs.

SHRI R. S. SPARROW: Sir, please allow me to point out that previously it was accepted that a member who moves any resolution or motion

should be allowed to speak for half an hour and so on and, after that, we have to have the yardstick common to everybody. That is my point. I have seen and I have been watching the time taken by various members here. My humble request to you is to give me a little more time. I will try to finish as soon as I can do. But I will do it very soon.

I was pointing out to you about the kisan, about the basic problems faced by the kisan. We must have in our mind what is kisan and what he is doing. That is the first point I have made.

The second point that I want to make is that all of you should bear in mind that he has also his demands, many type of requirements, as a flow of evolution to progress. He also does require to have a better living standard. He also deserves the scooter, the cycle, the T.V. and other affluent type of requirements that are very catching. He also wants his children to get better education. Why should he not? Therefore, all the demands from his side are justifiable.

In that context, I may also point out that he does understand in what way he earns his livelihood. He says, according to the Factories Act, a worker has to put in 8 or 10 hours of work a day whereas he has to do a minimum of two shifts alongwith his wife and, possibly, his own son also. Therefore, his requirements must be understood as a flow of evolution to progress. We have to keep that in mind.

As I have already said, the Government are doing their best. What promises have been made are being met to the utmost limit possible. I do not want to go into pros and cons as to how it should be done.

I have to give some recommendations for the House to consider. I would make five recommendations as to what we should keep in our mind

and what we should try to do for that particular section of our society. The first recommendation that I would like to put up for the consideration of the House is—the people forget about it; whosoever is in power forgets about it—the easy facilities for loans to farmers. At the moment, when a kisan in the village has to apply for loan to land mortgage bank or cooperative bank or to any such institution, he has to go through a tremendous rigmarole and the people take away a little share of it before he gets it. We have to concentrate on that aspect that he gets loan easy enough.

I want to remind you that from the Reserve Bank of India, when the money starts percolating down to different banks, it starts with about 5—1/2 per cent to 7—1/2 per cent rate of interest and, by the time it lands in the lap of the kisan, if it is 15 per cent. There is a tremendous gap. We have to reduce the gap as soon as we can. Not only that. He sometimes quotes that in the case of industry, it may be a mini industry or a small-scale industry, some of them are given loan at the rate of 3—1/2 per cent interest. So, he is angry on that. We do not want to cut out small-scale sector. We want to see that the industry flourishes in villages. But we have also to keep in mind as to how best we can keep a right balance in so far as the loaning system is concerned and how much rate of interest, not free, he should pay.

Coming to the second recommendation, the systems which are involved in relation to his own working from the field upwards are out of date. In many cases, they are hundred years out of date. Right from the days of Todarmal, they have not changed much in respect of his loaning system and his system that he has to deal with other things like cooperative societies and so on and so forth. He is sitting before the doors of a Police Station or Tehsildar or bank or at some other place One-third of his effort in the fields is wasted. He

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is one man; he cannot even irrigate the field at the right time because he is in front of the judiciary...

MR. DEPUTY-SPEAKER: Please finish it now.

SHRI R. S. SPARROW: The next point which I am giving you as a practical step is also a valuable type of recommendation. Point number 4 that I am putting up to you is about tractors and other farming aids. These centres should be established on Block basis. There is no reason why it should not be done. This is where he will gain, and the middlemen will be cut out. For this, I have a full scheme in my mind and I have reflected this before, in the Budget discussion. This is the fourth point.

The other avenues, of course, have to be looked into. That is, you move the small industry close to him; you give facilities for poultry farming and more facilities for cottage industries, so that he, his wife and his children can augment their little income through this type of openings. Unless you do that, India-wide, you are not going to make him come up to the right standard, and he will always be angry with you.

These are the few points which we have to work on...

Last but not least, he is being eaten away by middlemen. My friends have mentioned that; I will not deliberate long on that. That, somehow, has to be cut out. I am very glad that our celebrated Minister is already thinking about this as to what best we should do to cut out these ills.

I thank you very much, Sir, for having given me some time.

MR. DEPUTY-SPEAKER: Mr. Thazhai M. Karunanithi. Your Party has been allotted seven minutes.

*SHRI THAZHAI M. KARUNANITHI (Nagabattinam): Hon. Mr. Deputy Speaker, Sir, as a representative of the granary of Tamil Nadu, Than-

javar I am duty-bound to say a few words on behalf of my party the D.M.K. on the Resolution of Shri Chitta Bosu, about the remunerative prices for agricultural products. It has been said by the saint-point Tiruvalluvar that the agriculturist is the leader of men and all others are his followers. Today, unfortunately the agriculturist is in the lowest rung of our society. His living standard is worse than that of a peon in an Office. One who provides the source of life to others is bereft of all sources of his life. This situation is obtaining in the country which claims to be a land of agriculture.

What is the basic cause for this chaotic condition of agriculturists of our country? While the expenditure on cultivation is mounting, they are not remunerative prices for their products. While the prices of agricultural inputs are soaring sky-high, the prices of agricultural products have not yet taken off from the ground level. How can we expect the bureaucrats sitting in bedecked rooms to understand the economics of agriculture and fix a fair price? The bookish knowledge serves no purpose in deciding about the value of things essential for life. Here there should be practical experience to arrive at pragmatic decisions. The expenditure incurred in the running of agricultural farms under the control of the Central Government should form the basis for fixing the prices of agricultural products. I request that the Central Government should at least hereafter take this step in fixing the prices of agricultural products.

The agriculturists cannot be categorised as wheat cultivators and paddy cultivators. I am compelled to say this because the subsidy given to the wheat cultivators is much larger than that being given to the paddy cultivators. Though the cost of paddy cultivation is substantially higher than that of wheat cultivation, yet this kind of discriminatory treatment is meted out to the paddy cultivators.

*The original speech was delivered in Tamil.

The paddy subsidy is less than 50 per cent of the subsidy given to the wheat. The Central Government should ensure that the subsidy being given to paddy and wheat should be the same.

In Delhi we have the Indian Council of Agricultural Research where the agricultural scientists are expected to engage themselves in research for the growth of agriculture in the country. They seem to be making research in suicides. The Government of India is spending annually Rs. 80 crores on this Council not for research in suicide but for research in agriculture. The Government of India should go into the reasons for such a sorry state of affairs in the I.C.A.R., the premier institution in the whole country for agricultural research, and create the environment for the agricultural scientists who along can ensure the prosperity in future for our country.

It is necessary to mention here that the agricultural products contribute more than 50 per cent of national income. But the total indebtedness of the agriculturists in the country today is of the order of about Rs. 6000 crores. From this you can understand the magnitude of the misery of our farmers. How are we to mitigate their sufferings? I would like to mention here that the State Governments have equal responsibility in this matter. I will cite my personal experience in Tamil Nadu. The AIADMK Government in Tamil Nadu under the chief ministership of Thiru M.G.R. seems to be impervious to the needs of agriculturists. During the Elections he assured that his Government would write off Rs. 420 crores of their loans, even if the Central Government is not responsive to share this financial burden. But now the State Government has written off only Rs. 42 crores. It is not that the peasants are disinclined to pay back the loans. But they cannot do it because of the cyclone, the floods and the drought recurring the monotonous intervals, besides the unremunerative

prices they are getting for their products. When their earnings are depleting, how can they return the loans? The Chief Minister of Maharashtra, Shri Antulay and the Chief Minister of Karnataka, Shri Gundu Rao have written substantial sums of agricultural loans and also they are paying higher prices for their products. When the agriculturists of Tamil Nadu demand fulfilment of the hopes aroused by Thiru M.G.R., they are being told that the Central Government is preventing the State Government from paying higher prices.

I begin to feel that even the Britishers were better than the present administrators in Tamil Nadu. Dyer waited for the people to gather before ordering the shooting. But, in Tiruchirappalli when the peasants wanted to take a procession in protest of the State Government's policy, the Police was let loose and all those wearing the green towel were beaten mercilessly and driven out even before they came near the procession's starting point. If the agriculturists resent paying the higher electricity rates, they are imprisoned for five years under emergency laws; if they refuse to take electricity they are imprisoned for five years under emergency laws. There is a wide gap between the promise and performance of the State Government of Tamil Nadu under the AIADMK. This has been proved beyond doubt by the recent Ordinance of the State Government abolishing overnight 24000 Village Officers throughout the State. Today there is no village administration in Tamil Nadu and the farmers are running from pillar to post to get their problems solved. These grass-root administrators are sitting on the steps of the Supreme Court to get justice and fairplay.

When Dr. Kalaignar Karunanidhi was the Chief Minister of the State, the problems of the farmers received the foremost consideration in the hands of the Government. He fixed even bonus price for their products. He established procurement centres throughout the State. The agricultural loans from any corner of the State

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were sanctioned in 72 hours. I wish that the Central Government takes such energetic steps for ameliorating the distress of our farmers.

Our former Prime Minister, Shri Charan Singh, has given a call that the sugarcane cultivators should not send sugarcane to the sugar mills in the Northern States. You can imagine what will happen to the country if this call is heeded to by the cultivators. The C.P.I.(M), the C.P.I., the Janata Party and other political parties are supporting the peasants agitation in all the States except in Tamil Nadu because they happen to be in alliance with the ruling AIADMK there. You can well understand their concern for the farmers. In other words their concern for the farmers is subject to political expediency.

We have seen the murder of Harijan agricultural labourers in the name of religion, caste and creed. But we are now witnessing their murder on account of political affiliations. The harijan agricultural labourer, Govindan, his wife Neelambal, his son Sivaraman and his daughter Tamilarasi in Melakorkai, Thanjavur District have been burnt to death in their own house by the followers of CPI (Marxist) Party. The only provocation for this gruesome murder is that Govindan professed faith in the leadership of Dr. Kalaingar Karunanidhi. There seems to be no sign of atonement on the part of leadership of CPI (M) for this wanton killing.

The Food for Work Programme has become a handy tool for augmenting the coffers of AIADMK. It is said that road is being constructed, the tank is being dug, desilted etc. But the benefits from this scheme accrue only to the AIADMK partymen; it has not generated any new employment. I demand a high level inquiry by the Centre so that the misappropriation and malpractice in the implementation of this worth-the-while scheme are ended forthwith and the culprits brought to book.

In the admissions in the Agricultural University, Coimbatore malpractices are galore. Even the AIADMK Ministers seem to be involved in this. The Vice-Chancellor of the University should be empowered to function independently and effectively. In Kodaikanal there is a sheep-growing centre without even a single sheep. Here also steps should be taken to root out such malpractices.

There is no permanent marketing mechanism for turmeric, cotton, onion etc. in Tamil Nadu. The Janata Government levied excise duty on turmeric. But our Prime Minister Mrs. Gandhi, realising the sacred symbol of turmeric for the women of our country, has proposed the dropping of this levy. I welcome this and demand that this should be implemented forthwith. In Coimbatore the cotton is procured through intermediaries. The cotton growers are being fleeced by them. In Maharashtra there is the system of direct purchase of cotton. Such a system should be implemented in Tamil Nadu so that the cotton-growers are rescued from the clutches of these intermediaries. The price of sugarcane should be uniform throughout the country. At the present moment, while the price of sugarcane has been fixed at Rs. 180 per ton, in Kerala and Karnataka the sugarcane cultivators are being paid a higher price. In Tamil Nadu the AIADMK Government is hand-in-glove with the sugar mill owners and the Government is helpless in getting a better price for the sugarcane cultivators. That is why I demand a uniform pricing policy for the sugarcane throughout the country.

The farmers should get remunerative prices for their products. The fertilisers, pesticides and other inputs should be given to them at a subsidised price, if necessary even by abolishing the excise duty on them because these are produced in the Central Government's undertakings. The co-operative credit institutions should be streamlined for easy availability of credit to the farmers. The co-operative marketing centres should be reor-

ganised. The middlemen should be abolished forthwith. Crop insurance scheme should be introduced immediately. The agriculturists and the agricultural labour should be covered by insurance. The Central Government under the dynamic leadership of Shrimati Indira Gandhi, who is committed to the common weal, should give succour to those whose sweat and blood feed the nation as a whole.

With these words, I think you for giving me an opportunity to say a few words and I resume my seat.

DR. DEPUTY-SPEAKER: I call Mr. Uttam Rathod. The best speaker is the last speaker. Now, before he starts let me say this: This discussion is for 4 hours. We will have to complete the discussion by 6 P.M. including the reply by the Minister and the Mover.

SHRI RAMAVATAR SHASTRI (Patna): How is it possible? Time is not enough.

SHRI MOOL CHAND DAGA: Will you allow me to speak?

MR. DEPUTY-SPEAKER: Yes.

SHRI ARIF MOHAMMAD KHAN (Kanpur): You say you will give us time to speak, including reply of the Minister and the Mover. How it is to be over at 6 O'clock? (Interruptions)

MR. DEPUTY-SPEAKER: Every speaker should take less time, I have told this. Of course it is a special discussion. I can't be very strict also. I would appeal to every hon. Member not to take more than 7 minutes.

SHRI RAMAVATAR SHASTRI: How much time you gave to him?

MR. DEPUTY-SPEAKER: DMK has 10 minutes; I have given 12 minutes; I am impartial. I am always very impartial.

SHRI RAMAVATAR SHASTRI: You should give time to others also (Interruptions).

MR. DEPUTY-SPEAKER: Hon. Members, I have an announcement to make.

At 5-50 P. M. Shri P. V. Narasimha Rao will lay on the Table a copy of the Joint Declaration (Hindi and English version) issued on the conclusion of the State visit to India of H. E. Mr. Leonid I. Brezhnev, General Secretary of the CPSU and Chairman of the Presidium of the supreme Soviet of the USSR.

Mr. Rathod, if there is no repetition in your speech, I am sure, you will be able to complete your speech in 5 minutes. There should be no repetition.

श्री उत्तम राठौर (हिंगोली) :
मैं चिन्त बसु जी का बहुत कृतज्ञ हूँ कि उन्होंने इतना अच्छा प्रस्ताव इस सदन में रखा है और जिस पर दोनों तरफ के लोगों के लिए बोलना अनिवार्य हो गया है। मुझे खुशी है कि आज एक ऐसा मौका है जबकि दोनों तरफ के लोग एक ही आवाज से यहां बोल रहे हैं। मुझे एक डर लग रहा है कि जब हम आखिरी निर्णय पर पहुंचेंगे और हमारा निर्णय मंत्री महोदय मान लेंगे और लोगों को रिम्युनरेटिव प्राइसिस देंगे तब कहीं... (व्यवधान) कंज्यूमर के हितों की रक्षा करने का झंडा उठाकर खड़े न हो जाएं। आज तो आप जहर बोल रहे हैं लेकिन तब बोलिय मत, इतना ही मुझे कहना है।

इस मुल्क का सौभाग्य है कि यहां पर खेती में बसने वाले लोगों की तादाद लगभग सत्तर परसेंट है। परसों हमारे योजना मंत्री तिवारी जी ने बताया कि देश में बेरोजगार लोगों की तादाद बहुत ज्यादा बढ़ रही है लेकिन खेती ही एक ऐसा धंधा है जो कम से कम कैपिटल इनवैस्टमेंट पर हम शुरू कर सकते हैं। लिहाजा हमसे ऐसी कोई फलती नहीं होनी चाहिये जिससे लोग खेती करने से

[श्री उत्तम राठीर]

बाज आ जाएं और इस धंधे को छोड़कर दूसरे किसी धंधे में चले जाएं। इस वास्तव इस प्रस्ताव पर आपको ठंडे दिमाग से सोचना होगा और सब से ज्यादा सोचने का जो बोझ है वह हमारे मंत्री जी पर है। उनको काश्तकारों को ऐसे दाम देने चाहिये जिससे उनका रहना आसान हो जाय और अपने बच्चों को वह पढ़ा-लिखा सकें, अच्छी जिन्दगी बसर कर सकें।

एक वक्त था जब यह कहा जाता था कि किसान कर्ज में पैदा होता है और कर्ज में मरता है। अभी कुछ फर्क पड़ा है। तब वह साहूकार का कर्जदार होता था आज वह इंस्टीट्यूशनल कर्जदार है। लेकिन उस की वह हालत बरकरार है इसको भी हमें नहीं भूलना चाहिये। अगर हम चाहते हैं कि किसान की हालत दुरुस्त हो तो उनको जो इनफ्रास्ट्रक्चर चाहिये उसको हमें मुहैया करना चाहिये। जैसा स्पैरो जी ने कहा इरिगेशन की फैसिलिटी बिजली, खाद, पैस्टोसाइडज, कोल्ड स्टोरेज, गोडा-उंज, लॉज आदि की फैसिलिटीज हम को उनके लिए मुहैया करनी चाहिये। कम इंटरैस्ट पर लोन उसको हमको देना चाहिये। जब तक यह सब नहीं होगा और बड़े हुए दाम उसको नहीं दिए जाएंगे तब तक हम यह नहीं कह सकते हैं कि यह धंधा मुनाफे का धंधा हो सकता है।

हाल ही में हमारी ए०आई०सी०सी० ने एक प्रस्ताव पास किया है जिस में कहा गया है कि आइन्दा खेती में जो फर्टिलाइजर वगैरहा लगता है, ट्रैक्टर, डीजल आदि की जरूरत पड़ती है उसकी कीमत और एग्रीकल्चर से जो कुछ मिलता है उसकी कीमत में पैरिटी लाने की कोशिश करेंगे। इस प्रस्ताव के लिए मैं कांग्रेस का तहे दिल से शुक्रिया अदा करता हूं और मन्त्री जी से प्रार्थना करता हूं कि वह इस दिशा में जल्दी कदम उठाएं।

1965 के एक एडमिनिस्ट्रेटिव आर्डर के तहत एग्रीकल्चरल प्राइसिस कमीशन की स्थापना की थी। इस के ऊपर एग्रीकल्चरल प्रोड्यूस की कीमतें फिक्स करने की जिम्मेदारी डाली है। उस में यह भी लिखा गया है कि वह कंज्यूमर के हितों का भी ध्यान रखें। लेकिन महसूस ऐसा होता है कि यह कमिशन एग्रीकल्चरिस्ट्स के हितों का ख्याल रखने के बजाय कंज्यूमर के हितों का ज्यादा ख्याल रखता है जिस डंग से ये लोग कीमतें केलकुलेट करते हैं उसको देख कर अफसोस और अचम्भा होता है एक बार इस बात को लेकर महाराष्ट्र एसेम्बली में एक एम०एल०ए० ने कहा था कि जितने दिन तक काश्तकारी की बैल की जोड़ी खेत में काम करती हैं उतने दिन का पैसा ही उस में लगाया जाता है। आप सोचें कि यह कोई ट्रैक्टर तो है नहीं कि जब इसकी जरूरत न हो तो इसको गैरेज में बन्द कर के रख दिया जाए। रोजाना बैलों की जोड़ी को खली खिलानी पड़ती है, कुछ अच्छा दाना खिलाना पड़ता है। लेकिन उसका खर्चा शामिल नहीं किया जाता है। एग्रीकल्चरल प्राइसिस कमिशन का जो काम करने का डंग है वह हमारे सामने आना चाहिये और उस पर डिस्कशन करने का हम को मौक दिया जाना चाहिये। और इसी के लिये श्री विखे पाटिल का बिल है कि इस बौडी को स्टेट्यूटरी बौडी घोषित किया जाय ताकि उसकी रिपोर्ट पर हम विचार कर सकें और निर्णय कर सकें। ए०पी०सी० के बारे में मन्त्री जी कहते हैं कि इनके फैसले बहुत अच्छे हैं। होते होंगे, पता नहीं, लेकिन चार सदस्यों में से एक भी सदस्य नर्मदा के दक्षिण से नहीं है। क्या उधर अच्छे काश्तकार या इकोनामिस्ट्स नहीं हैं? इस देश के हर हिस्से से एक एक आदमी इसमें होता तो मुमकिन है कि ठीक पिक्चर हमारे सामने आती।

महाराष्ट्र में काश्तकारों का बड़ा भारी आन्दोलन चल रहा है वह आज कपास की

कीमतें बढ़ा रहे हैं। महाराष्ट्र सरकार ने ए० पी०सी० से भी ज्यादा कपास के दाम दिये हैं, 130 रु० का ऐलान किया है। अगर इतना न देती तो न जाने आज का आन्दोलन क्या रूप धारण करता। जब हम पूछते हैं कि आप कीमतें क्यों नहीं बढ़ाते हैं तो यह कह कर छूट जाते हैं कि महाराष्ट्र सरकार ने मोनोपली परचेज किया है, कीमतें उन्होंने बढ़ायी हैं, वह और दे सकते हैं। हम क्या करें। ऐसे काम नहीं चलेगा। महाराष्ट्र ने कपास में मोनोपली परचेज किया इसलिए उनके पास थोड़ा पैसा बचा है और उसी में से ज्यादा कीमत दे रहे हैं किसानों को। यह जो उनका नुकसान हो रहा है इसको भरने के लिये आप लोग स्टेपिल काटन की कुछ वैल्स बाहर भेजें तो मुमकिन है कि वह अपना नुकसान पूरा कर सकें। अगर ऐसा नहीं किया तो मोनोपली परचेज खत्म हो जायगी। और यहां के काश्तकारों को अपना माल उन्हीं लोगों को बेचना पड़ेगा जो माल आने के बाद कीमतें घटा देते हैं और कीमतों का स्वरूप बदल कर ज्यादा कीमत लेते हैं। मन्त्री जी इस पर विचार करें और काश्तकारों को न्याय दें।

मुझे एक ही चेतावनी देनी है कि ऐसी स्थिति पैदा न करें जिससे 70 फीसदी लोग आज देहातों को छोड़ कर शहरों में बस जायें और आपके ऊपर बोझ बढ़ जाये। इतना ही मुझे कहना है।

श्री रीतलाल प्रसाद बर्मा (कोडरमा) : मान्यवर, मैं माननीय चित्त बसु के प्रस्ताव के सम्बन्ध में माननीय सदस्यों का ध्यान आकर्षित करना चाहता हूँ कि आज देश में किसानों की जो समस्या विकट होती जा रही है यह पिछले 33 सालों की अदूरदर्शिता के कारण हो रही है। हमारे देश में देश की राष्ट्रीय आय का मूल आधार कृषि है जिसमें से 51 प्रतिशत पूरी राष्ट्रीय आय का केवल कृषि से आता है और वहां पर 70 फीसदी लोग कृषि पर ही निर्भर करते हैं। लेकिन आज उनकी हालत बहुत खराब है। 75 फीसदी लोग गरीबी की

रेखा के नीचे जीवन गुजार रहे हैं। तो इसके पीछे जो औद्योगिक शक्ति का केन्द्र शहर हैं वे भारत के कृषकों का शोषण कर रहे हैं। जिस प्रकार से अंग्रेजों द्वारा औपनिवेशिक परम्परा के साथ शोषण हो रहा था उसी तरह से अंग्रेजों के जाने के बाद, जो बड़े बड़े औद्योगिक शहर हैं, जैसे मद्रास, पूना, बम्बई, दिल्ली, रांची बोकारो इत्यादि, वहां पर बैठे हुए बड़े बड़े पूंजीपति व्यापारी तथा कुछ सरकार के संस्थाग भी भारत के किसानों का शोषण कर रहे हैं। वे किसानों द्वारा उत्पादित वस्तुओं के मूल्य बांध देते हैं जो कि उचित नहीं होता है उस मूल्य को तय करते समय किसान की लागत, उसके पारिश्रमिक पर उचित विचार नहीं किया जाता है। 1965 में ए०पी०सी० की स्थापना हुई थी ताकि किसानों को उनकी वस्तुओं का उचित मूल्य दिया जा सके लेकिन वह ए०पी०सी० किसानों के लिए बिल्कुल हेडेक साबित हुआ ए०पी०सी० में कुछ आई०ए०एस० आफिसस और कुछ चीफ मिनिस्टर्स होते हैं जोकि किसानों के दुःख दर्द को नहीं समझते, आपस में बातचीत करके कोई एक दाम बांध देते हैं। किसानों को उचित मूल्य देने के बारे में वहां पर विचार नहीं किया जाता।

ऐसी दशा में आप जानते हैं आज सारे देश में किसान आन्दोलन और क्रांति के मार्ग पर अग्रसर हों रहे हैं। सबसे पहले तामिलनाडू में कुछ वर्ष पहले इस प्रकार का आन्दोलन प्रारम्भ हुआ था। रास्ता रोको, काम रोको, बंध, सत्याग्रह आदि कार्यक्रम चलाकर किसानों ने दाम फिक्स करवाये थे और आज कर्नाटक, महाराष्ट्र तथा अन्य प्रान्तों में इस प्रकार के आन्दोलन चल रहे हैं। मेरा निवेदन यह है कि केवल भाषण दे देने से हरित क्रांति नहीं आ सकती है। जो कार्यक्रम आपके भाषणों में आते हैं उनको जब तक आप वास्तविक रूप से जमीन पर नहीं उतारेंगे तब तक किसानों की समस्यायें दूर नहीं हो सकती

[श्री रति लाल प्रसाद वर्मा]

हैं। ए० पी० सी० किसानों के दर्द की दवा नहीं बन सकी है, वह तो किसानों को गुमराह कर रही है। आज महाराष्ट्र में किसान जो आन्दोलन कर रहे हैं कि गन्ने की प्राइस 130 रुपए प्रति टन की जगह पर 300 रुपए प्रति टन की जाए और प्याज का मूल्य 100 रुपये क्विंटल किया जाए उसका कारण यह है कि देश के 50 फीसदी प्याज का उत्पादन महाराष्ट्र में होता है और कुल गन्ने का एक तिहाई वहां पैदा होता है लेकिन अगर सिंचाई की व्यवस्था देखी जाए तो 9.2 प्रतिशत जमीन की सिंचाई वहां पर उपलब्ध है। किसान परिश्रम करके अपना पसीना बहा कर इन चीजों को पैदा करता है लेकिन उसको उसका उचित दाम नहीं मिलता है। आप फर्टिलाइजर भी सस्ता नहीं देते। आज उर्वरक के दाम कितने बढ़ गए हैं और ट्रैक्टर के दाम कहां पहुंच गए हैं? एक किसान जो ट्रैक्टर लेता है उसको उसके लिए वित्तीय संस्थाओं का ऋण 7-8 किस्तों में चुकाते-चुकाते एक लाख से ऊपर भुगतान करना पड़ता है। इस प्रकार से किसान समाप्त हो जाता है। कृषि उपकरणों के दाम कभी नहीं घटते, सिंचाई की व्यवस्था नहीं की जाती, बिजली की कोई गारन्टी नहीं रहती, पंपिंग सेट्स का दाम निश्चित नहीं रहता। पिछले बजट सत्र में वित्त मंत्री जी ने कहा था कि हम जीवनीपयोगी वस्तुओं पर से एक्साइज ड्यूटी खत्म कर रहे हैं, तीस लाइफ सेविंग ड्रग्स के दाम घटाने की बात कही गई थी लेकिन एक के भी दाम नहीं घटे। इसी प्रकार से उन्होंने कहा था कि स्प्युइंग मशीन सस्ती मिलेगी लेकिन रीटा स्प्युइंग मशीन के दाम 435 से बढ़कर 500 रु० हो गए हैं। फिर एक्साइज छोड़ने से क्या लाभ हुआ? साइकल, बल्ब, टूथ-पेस्ट, प्रेशर कुकर—हर चीज के दाम पहले से ज्यादा हो गए हैं।

इससे क्या फायदा हुआ, किसानों की कौन सी प्रगति हुई। इसलिए मैं कहना चाहता हूँ कि जब भी प्राइस फिक्स करना हो, तो किसान की प्रगति को ध्यान में रखते हुए विचार करना चाहिए। औद्योगिक उत्पादन के मूल्य में और कृषि उत्पादन के मूल्य में विरोधाभास नहीं होना चाहिए, संघर्ष नहीं होना चाहिए इन सब बातों को ध्यान में रखकर विचार करना होगा। औद्योगिक उत्पादन के लागत मूल्य को और किसान के लागत लागत मूल्य को ध्यान में रखकर निर्णय करना चाहिए, लेकिन ऐसा होता नहीं है इसलिए मिल-मालिक और सारी प्यापारिक संस्थायें बाजार में हावी हैं और नियंत्रण रखा हुआ है, इसी वजह से किसानों का शोषण होता है। किसान को जो दाम मिलता है, उससे उसका जीवन स्तर सुधर नहीं सकता है और न ही वह प्रगति कर सकता है, इसलिए इस और भी सरकार को विचार करना होगा

आज हर चीज के दाम बढ़ गए हैं, मंहगाई बढ़ती जा रही है। हमारे देश में 70 फीसदी किसानों की आबादी है, इनकी तरफ किसी ने भी ध्यान नहीं दिया कि उनकी प्रगति होनी चाहिए। हमने बड़ी-बड़ी इंडस्ट्री लगाई और उन पर काफी पैसा भी इनवैस्ट किया और इसी तरह से मैं यह कहना चाहता हूँ कि हमने अधिक पैसा कृषि पर न लगाकर हैवी इंडस्ट्री पर लगाया, जिसके कारण से हमको छः हजार करोड़ रु० का अनाज विदेशों से मंगाना पड़ा। अगर इसी तरह से यह सिलसिला चलता रहा तो हमारे देश के 70 फीसदी किसानों की प्रगति नहीं हो सकती है। इसलिए इस संबंध में मैं दो-तीन सुझाव देना चाहता हूँ, जिससे कि इस समस्या का समाधान हो सके।

आप कहते हैं कि हम किसानों को लाभकारी मूल्य देंगे। माननीय मंत्री जी ने

राज्य सभा में घोषणा की थी कि हमने लंबी की खत्म कर दिया है, लेकिन बिहार में हमारे मुख्य मंत्री ने प्राइस-पैडी प्रोक्वोरमेंट आर्डर, 1980 को परसों साइन किया है और उसक द्वारा जो मिल बाले हैं, वे दो हजार क्विंटल पाउडिंग देते हैं, तो उसको माफी होगी। लेकिन इसी तरह से होल-सेलर्स लैबी में एक हजार क्विंटल देते हैं तो उससे मुक्ति मिलती है और इस प्रकार बड़े-बड़े बिजनेसमैन और मिल वाले 20-25 रु० प्रति क्विंटल काट कर उसकी क्षतिपूर्ति करेंगे। इससे किसानों को भारी समस्या होगी। इस प्रकार का आर्डर बिहार में दो दिन पहले ही पेश हुआ है।

श्री बीरेन्द्र सिंह राव : लैबी तो होनी चाहिए।

श्री रीत लाल प्रसाद वर्मा : : मैं दूसरी बात प्राइस फिक्शेशन के बारे में कहता हूँ। ए० पी० सी० देश भर के लिए नहीं कर सकता है, क्योंकि बहुत सा अनाज जो किसान पैदा करता है, वह हर राज्य में अलग अलग है। कहीं तम्बाकू पैदा होती है, कहीं मूंगफली और कहीं कपास पैदा होती है, तो इसलए मैं कहना चाहता हूँ कि एक स्थिर प्राइस बोर्ड का गठन होना चाहिए, जिसमें किसानों के प्रतिनिधि, खेत मजदूरों के प्रतिनिधि और जनता के प्रतिनिधि होने चाहिए और इसके साथ जो आंकड़ों में एक्सपर्ट हों, उन सबके इसमें रिप्रजेंटेटिव होने चाहिए, जो कि दाम को ठीक से बाँधें, जिससे किसान और देश दोनों की प्रगति हो सके और विकास हो सके। इस तरह की व्यवस्था जैसे कि दिल्ली पचास मील तक फैल जाए, चारों तरफ जगमगाहट हो, लकड़ी रुम बनाए जाएं, इस तरह की व्यवस्था से देश की प्रगति नहीं हो सकती है। किसानों की प्रगति तभी होगी, जब हम शोपिंगों में रहने वाले जो किसान हैं,

उनको डीजल, पेट्रोल, सीमेंट, लोहा, और कोयला और जो उसके काम में आने वाली चीजें हैं, वे आसानी से मिल सकें और इसके साथ-साथ कपड़ा, रहने के लिए मकान की ओर भी हमको ध्यान देना पड़ेगा, तभी किसानों का भला हो सकता है, जो कि गरीबी की रेखा से नीचे रहते हैं। महात्मा गांधी, लोकनायक जयप्रकाश नारायण और दीनदयाल जैसे महान नेताओं ने भी कहा था कि यदि देश की प्रगति करनी है, तो हमें किसानों की प्रगति की ओर देखना चाहिए।

इन शब्दों के साथ मैं आपको धन्यवाद देता हूँ कि आपने मुझे बोलने के लिए समय दिया।

श्री जंजुल बशर (गार्जीपूर): माननीय उपाध्यक्ष जी, आज खेत की पैदावार के लाभकर दामों के सिलसिले में यह माननीय सदन विचार कर रहा है और आज की सब से खास बात यह है कि यह प्रस्ताव लेफिटिस्ट कही जाने वाली पार्टी की तरफ से आया है और लेफिटिस्ट नेताओं ने किसानों को अधिक दाम दिये जाने की बड़ी जोरदार वकालत की है। मैं कम्युनिस्ट पार्टी के सिद्धांतों को अच्छा समझूँ या खराब, लेकिन मैं एक बात मानता था कि वे सिद्धांत के पक्के होते हैं, लेकिन आज के उनके भाषण को सुन कर मुझे अपनी यह राय भी बदलनी पड़ेगी आज से 6 महीने पहले अगर कोई आदमी किसानों की पैदावार का लाभकारी मूल्य देने की बात कहता था तो वे लेफिटिस्ट कहे जाने वाले लोग उस को "कुलक" कहते थे।

आज एग्रीकल्चर प्राइस कमीशन के खिलाफ हमारे बहुत से विद्वान सदस्यों ने अपने विचार प्रकट किये, जैसे यह कमीशन कोई ऐसी चीज है जो बहुत घृणित है, जिस ने बहुत बुरा काम किया है।

[श्री जैनुल बशर]

उपाध्यक्ष जी, मुझे दुख इस बात का है कि आज किसानों के इतने बड़े मामले में विरोधी दलों के बड़े-बड़े नेताओं ने भाग नहीं लिया। आज चौधरी चरण सिंह यहां होते, अटल बिहारी वाजपेयी जी यहां होते, दूसरे बड़े नेता यहां बैठ होते तो मुझे कहने में कुछ अच्छा लगता, फिर भी मैं कह सकता हूँ—1977 के पहले जब जनता पार्टी नहीं थी, अलग-अलग पार्टियां थीं, उन्होंने गेहूं का 125 रुपये क्विंटल का भाव मांगा था और गन्ने का भाव 20 रुपये से 25 रुपये का मांगा था जब उन पार्टियों की जनता पार्टी बनी और वे सरकार में आये तो ए. पी. सी. ने उन को भी प्रभावित कर दिया और कमीशन के तर्क को उन को भी मानना पड़ा—वे 105 रुपये क्विंटल गेहूं का भाव और 13 रुपये क्विंटल गन्ने का भाव देकर हट गये। इस का मतलब है....

17.50 hrs.

PAPER LAID ON THE TABLE

JOINT DECLARATION ON STATE VISIT
TO INDIA BY MR. LEONID I. BREZHNEV

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): I beg to lay on the Table a copy of the Joint Declaration (Hindi and English versions) issued on the conclusion of the State visit to India of H. E. Mr. Leonid I. Brezhnev, General Secretary of the CPSU and Chairman of the Presidium of the Supreme Soviet of the U.S.S.R. [Placed in Library. See No. LT-1549/90]

17.52 hrs.

MOTION RE: REMUNERATIVE PRICES TO FARMERS FOR AGRICULTURAL PRODUCE—Contd.

श्री जैनुल बशर (गंजीपूर) : मैं निवेदन कर रहा था कि ए. पी. सी. के जो आर्ग्यूमेंट्स थे, उनसे जनता पार्टी के नेता भी प्रभावित हो गये और उन्होंने भी किसानों के दाम नहीं बढ़ाये। मेरे पास अधिक समय नहीं है, मैं बहुत डीटेल में नहीं जाना चाहता, लेकिन मैं अपने इन साथियों से पूछना चाहता हूँ कि इस देश में जो 70-75 फीसदी किसानों की बात की जाती है उन में कितने फीसदी किसान स्माल-फार्मर्स हैं, कितने फीसदी किसान माजिनल-फार्मर्स हैं और कितने फीसदी लैण्ड लेस फार्मर्स हैं। खुद डा० लोहिया ने, जो इन बहुत सारे लोगों के पैगम्बर थे, कहा था—सवा छः एकड़ से कम की जोत अलाभकार है। सवा 6 एकड़ से कम की जोत अलाभकारी है उसका लगान माफ होना चाहिए। तो कितने फीसदी सवा 6 एकड़ से कम के किसान हैं? केवल 20-30 फीसदी किसान ऐसे होंगे जो कि अपने अनाज को, अपने गल्ले को या और चीजों को बाजार में बेचते होंगे। आप देखिए कि आज किस चीज का टकराव है। आज बड़ा किसान यह सोचता है कि उद्योगपति को और व्यापारी को लाभ हो रहा है वह कमा रहा है और बड़े किसान को पैसा नहीं मिल रहा है, इसमें दो राय नहीं हैं उपाध्यक्ष जी कि आज उद्योगपति और व्यापारी पैसा कमा रहे हैं, उन पर काबू पाया जाना चाहिए, लेकिन सरमाएदारों का एक और क्लास हम पैदा नहीं कर सकते। गांव में रहने वाले पूंजीपतियों का एक और क्लास हम पैदा नहीं कर सकते जो बिना पूंजी के, बिना सरमाए के लोगों का शोषण कर रहा है, अगर उसके पास पूंजी दे दी जाए तो फिर इस देश में समाजवाद की बात आप नहीं कर सकते। इस देश में आप लोगों को न्याय दिलाने की बात नहीं कर सकते,

इस देश में आप कमजोर और पिछड़े लोगों को और हरिजनों को ऊपर उठाने की बात नहीं कर सकते आपको पूरे साम्राजिक और आर्थिक दृष्टिकोण से इस समस्या को समझना होगा। बड़ा दीजिए दाम। अभी एक सवाल के जवाब में कहा गया है इस पार्लियामेंट में कि 48.13 प्रतिशत लोग इस देश में गरीबी की रेखा के नीचे हैं और उपाध्यक्ष जी, कल्पना कीजिए कि जितने प्रतिशत लोच गरीबी की रेखा के जस्ट अबव हैं, गरीबी की रेखा के थोड़ा ऊपर हैं क्या वे सब अपनी पैदावार बेचते हैं? कितने किसान हैं जिनके पास 6 महीने खाने के लिए गल्ला होता है, 3 महीने खाने के लिए गल्ला होता है? 9 महीने खाने के लिए गल्ला होता है? क्या आपने कभी अंदाजा लगाया उपाध्यक्ष जी कि यह जो फौज खड़ी हुई है लैण्ड लैस फार्मर्स की, भूमिहीन किसानों की जो बहुत बड़ी फौज हमारे देश में बनी हुई है वहां अपना गल्ला बेचता है, उसको जो मजदूरी देना है, उसके बारे में कभी आपने सोचा? कुछ कम्युनिस्ट दोस्तों ने 70 फीसदी में उनको भी मिला लिया, छोटे किसानों को भी मिला लिया, ये तो सिर्फ इसलिए बात करते हैं कि आंदोलन चल रहा है, इससे राजनीतिक लाभ उठाना चाहिए। आप राजनीतिक लाभ नहीं उठा सकते। कांग्रेस किसानों की पार्टी है, किसानों की समस्याओं को वह समझती है। किसान समझते हैं कि आप किसानों की बात कह कर उनके मित्र नहीं हो सकते। आज प्राइस बढ़ा दीजिए, 60 से 70 प्रतिशत, उससे उपभोक्ता हिट होगा, किसानों के पास पैसा जाएगा, वह पैसा लेकर बाजार में जाएगा, उतना प्रोडक्शन आपके पास है नहीं, उसे प्राइस बढ़ेंगे, प्राइज इंडेक्स बढ़ेगा, मजदूर वेतन बढ़ाने की बात करेंगे, महंगाई भरे की मांग करेंगे, तब

आप कहा जायेंगे। तो सोच समझ कर सरकार को कदम उठाना चाहिए। बहुत सोच समझ कर सरकार को कदम उठाना होगा। ऐसे उपाय अवश्य निकाले जाने चाहिये जिन से छोटे किसान, मार्जिनल फार्मर्स को फायदा हो। सवा छः या सात एकड़ जितनी भी आप सीमा निर्धारित कर दें उससे नीचे के किसानों को किस तरह से फायदा हो सकता है यह आपको सोचना पड़ेगा। उनको आपको सबसिडी देनी पड़ेगी, उन के लिए सिंचाई की दर कम रखनी होगी, बिजली की दर, खाद की दर, कम रखनी होगी और उनकी जो पैदावार है उसके आपको अधिक दाम उनको देने पड़ेंगे।

SHRI CHITTA BASU (Barasat): It is nearing 6 o' clock.

MR. DEPUTY-SPEAKER: The time allotted was four hours. But some more speakers are there from both sides. What is the pleasure of the House?

SHRI RAMAVATAR SHASTRI (Patna): You can extend it by two hours tomorrow.

MR. DEPUTY-SPEAKER: No; we have to complete the discussion today. What is the pleasure of the House?

PROF. MADHU DANDAVATE (Rajapur): The pleasure of the House is that remunerative price should be given to the peasants.

SHRI YESHWANTRAO CHAVAN (Satara): Time can be extended by 2 hours.

MR DEPUTY-SPEAKER: So, it is the pleasure of the House that time should be extended by two hours. Time is extended by two hours.

श्री जैनुल बशर : मैं यह कह रहा था कि जो छोटे किसान हैं और उनके लिए आप कोई सीमा निर्धारित कर सकते हैं उनके लिए

[श्री जैनूल बशर]

आपको सबसिडी की व्यवस्था करनी पड़ेगी, हर चीज उनके लिए आपको सबसिडाइज्ड रेट्स पर देनी होगी। ऐसा आपने किया तब जा कर बड़ी संख्या में जो किसान हैं, सत्तर फीसदी जो ये किसान हैं, इनको लाभ होगा। थोड़े से बड़े-बड़े किसानों की बात नहीं होनी चाहिये। और उन थोड़े से किसानों को पूंजीपति बना देने की बात करना देश हित की बात नहीं है। हमारे मंत्री महोदय इस बात को अच्छी तरह से समझ लें और इस सम्बन्ध में जो भी उचित कार्रवाई हो सकती है, करें।

श्री नाथू राम मिर्धा (नागौर) : जो प्रस्ताव रखा गया है यह सीमित उद्देश्य को लेकर रखा गया है। इसमें कहा गया है कि किसान से जिन चीजों को पैदा करवाया जाता है उन के दाम आज की देश की अर्थ व्यवस्था को देखते हुए और दूसरी चीजों के बढ़े हुए दामों को देखते हुए तय किए जाने चाहियें। उनके मुकाबले में आज इनको कम दाम मिल रहे हैं।

मैं समझता हूं कि छोटे किसान और बड़े किसान का जो विवाद खड़ा किया गया है यह उचित नहीं है। छोटा और बड़ा किसान जो कुछ भी पैदा करता है उसको वह बेचता है। गांव में हम भी रहते हैं और हम भी इस चीज को जानते हैं। जब उसकी पैदावार सामने आती है उस समय उसको पैसे की जरूरत होती है। थोड़े पैसे की जरूरत होती है तो थोड़ा बेचता है और ज्यादा पैसे की जरूरत होती है तो ज्यादा बेचता है फिर बाद में उसको स्वयं चाहे उसको उस चीज को बाजार से खरीदना ही क्यों न पड़ता हो। कीमतों के मामले में छोटे बड़े का भेद कि आजकल ज्यादातर हो रहा है इसको ज्यादा न करें तो अच्छा होगा।

कीमतों का सवाल एक बड़ा मोटा सवाल है। इन्होंने प्रस्ताव के अन्त में कहा है कि एक कमिशन और बिठाया जाना चाहिये।

18.00 hrs.

आज इन चीजों की जांच पड़ताल करें कि हमारी अर्थ व्यवस्था में ऐग्रीकल्चर की चीजों की क्या कीमत हो।

कृषि तथा ग्रामीण पुनर्निर्माण और सिंचाई मंत्री (श्री बीरेन्द्र सिंह राव) : स्टेट्यूटरी कमीशन बनवाना चाहते हैं जो सरकार का अख्तियार ही न रहे।

श्री नाथू राम मिर्धा : पता नहीं इनका क्या इरादा था। राष्ट्रीय कृषि आयोग 1971 में बना था जो 1975 तक चला था, जितने भी खेती के विशेष मुद्दे हैं खास तौर से जो ज़मीन से उत्पादित होने वाली चीजें हैं, जानवरों और जंगल से उत्पादित होने वाली चीजें हैं उन सब पर उसने काफ़ी विचार विमर्श किया है। उसमें किसी प्रकार की कमी की कोई गुंजाइश नहीं मिलेगी। ऐसे अहम मसले पर जहां 38 वोल्यूम्स लिखी गई हों कम से कम उन वोल्यूम्स को माननीय सदस्य पढ़ें और आगे के लिये दिशा दें जो किसानों के बारे में इतने चिंतित हैं। कृषि के किसी भी आस्पेक्ट को नहीं छोड़ा, आज तक ऐसा विवेचन दुनिया के किसी मुल्क में नहीं हुआ। कितने लोगों ने उन रिपोर्ट्स को पढ़ा है? सरकार के सामने मैंने इस सवाल को उठाया था कि इसकी जो मुख्य सिफारिशें हैं विशेष तौर से उन पर आप गौर करें।

श्री बीरेन्द्र सिंह राव : बहुत सी मानी हैं।

श्री नाथू राम मिर्धा : जो मेन सिफारिशें हैं हाट बाजारी के बारे में वह क्या आपने मानी हैं? आप 5, 6 करोड़ रु० भी हाट बाजारी व्यवस्था पर खर्च नहीं करते। बाजारी की व्यवस्था को जब तक आप ठीक नब करेंगे जो हमारे लोकतंत्र के अनुकूल हो नहीं

तक काम नहीं चलेगा। किसान कोई चीज पैदा करे, अंडा हो, दूध हो, कीमत तय करने वालों का जो पैटर्न बना हुआ है, जंगल में पैदा होने वाली चीजों का जो पैटर्न बना हुआ है कहां उसमें सारी बातों का ध्यान होता है? कितना माजिन किसान को मिल रहा है कितना कंज्यूमर को मिल रहा है इस सारी व्यवस्था को चलाने के लिये तरीका बताया हुआ है लोकतंत्र के अनुसार। उसको आपको मानना चाहिये। रिपोर्ट में खास तौर से कोऑपरेटिव मारकेटिंग पर बड़ा जोर दिया गया है। हमारी मंडियां बनी हुई हैं कोऑपरेटिव मारकेटिंग की। लेकिन उनमें से 99 प्रतिशत डिफ़क्ट हैं। इसी तरह से स्टेट्स और सेन्टर के बेयर हाउसिंग कोरपोरेशन्स बने हुए हैं, लेकिन उनमें माल किन का स्टोर किया जाता है? बड़े बड़े व्यापारियों का। किसानों का माल एक, दो परसेंट भी नहीं है। अगर किसानों का माल बेयर हाउसिंग में रहने लगे और उसकी रिसीट के आधार पर उनको ऐडवांस दे दें और फिर उनका माल बिचवा दें तो किसान को बहुत लाभ हो। आखिर यह मारकेटिंग किस के लिये बनी है? जिस परपज के लिये बनी है क्या वह काम हो रहा है? हमने लिखा है जो आलरेडी इंस्टीट्यूशन बने हुए हैं उनका काम वह नहीं है जो होना चाहिये। और जो दूसरी तरह से ऐक्सप्लायटेशन होता है वह जारी है। मंडियों को रेगुलेट करने के बारे में काम हुआ। पर जितना होना चाहिये उतना नहीं हुआ। आज गांवों के अन्दर कोई चीज खरीदने वाला नहीं है। गांव में टमाटर चार आना किलो मिलता है लेकिन वही चीज शहर में 4 रु० किलो मिलेगी। इतना फर्क कैसे हो गया? मैं एक चीज की मिसाल दे रहा हूं। ये सारी चीजें दूध पर लागू हैं, अंडे पर लागू हैं, और दूसरी चीजों पर लागू हैं। गेहूं की आज क्या पोजीशन हो रही है? गेहूं के दाम ए पी सी ने कहा 117 से 127 करने के लिए, आप

कितना करेंगे मुझे पता नहीं। लेकिन आज गेहूं का हाल क्या हो रहा है? आप के गोडाउन्स में गेहूं नहीं हैं। आगे स्टोर कैसे करेंगे? स्टोर नहीं करेंगे तो आगे गेहूं का हाल क्या होगा? गेहूं की हालत जैसी बाजार में चल रही है और जैसा आज कल यू० पी० वालों को जबाब दे रहे थे, मैंने अखबारों में पढ़ा, आप कह रहे थे कि पहले परचेज नहीं किया, प्रोक्योर नहीं किया अब हमारे पास गेहूं नहीं है। दिल्ली वालों को आटा दे रहे हैं ता और वह नाराज हो रहे हैं। यह गेहूं की पोजीशन क्या होने जा रही है? चावल की पोजीशन जरूर ठीक है। इसी तरह कभी आप गेहूं में फंसते हैं कभी गन्ने में फंसते हैं कभी किसी और चीज में फंसते हैं, कभी आलू कभी ओनियन ग्लट होता है। इन सारी चीजों के बारे में मार्किटिंग की व्यवस्था करने की बात कमीशन ने कही है। देश की और कुछ नहीं बढ़े तो पापुलेशन तो बढ़ती ही जा रही है और पापुलेशन बढ़ती ही जायेगी। कब कितनी बढ़ेगी इसके आंकड़े भी हैं, इसका भी एस्टीमेट आप के लोगों ने लगा रखा है। उसी के हिसाब से कितनी चीजें कैसे पैदा करेंगे उसका रास्ता बताया है। आज आप की तरफ से एक एक कमोडिटी बोर्ड बना कर इन सारी चीजों के बारे में सोचने की जरूरत है कि इन इन चीजों को पैदा करने की जरूरत है और आप इस विंग में यह काम होगा यह तय करना पड़ेगा। उत्पादन बोर्ड बनाने पड़ेंगे। एरिया डाइवर्शन करना पड़ेगा। जिन क्राप्स की जरूरत है उसको अगर नहीं पैदा करेंगे और शुरू से, प्रोडक्शन से लेकर मार्किटिंग तक उसकी सिस्टेमैटिक व्यवस्था अपने तरीके से नहीं करेंगे तो काम नहीं चलेगा। इसके ऊपर डीटेल में

[श्री नाथू राम मिर्धा]

यहां डिस्कस करने का टाइम नहीं है। मैं यह कहना चाहता हूँ इन कि सारी चीजों को कौन देख रहा है? यह जो एग्रीकल्चर का विषय है यह सारा का सारा स्टेट्स के पास है। कितनी स्टेट्स मनमाने ढंग से चल रही हैं? अभी कह रहे थे महाराष्ट्र वाले कि बाहर भेजने की इजाजत दे दो। हर स्टेट मनमाना कर रही है। सेंटर स्टेट का क्या रिलेशन हो, उत्पादन से लेकर मार्किटिंग तक क्या व्यवस्था हो यह कौन सोचेगा? आज अगर आप की सरकार यह नहीं सोच सकती तो मेरे ख्याल से आगे कोई सोचने वाला नहीं होगा क्योंकि आज हालत यह खड़ी हो रही है—कभी किसान को आप ने देखा बाजार में खड़े होते हुए और सड़कें रोकते हुए? कभी आज तक नहीं ऐसा सुना और आज आप सोचिये किसान बाजारों में आ कर खड़े हो रहे हैं जब कि उनको अपने खेत के काम से मरने के लिए फुर्सत नहीं। कारण यह है कि आज गले तक यह भर गया। आज किसानों की हालत क्या हो गई है यह तो देखिए। जिन्हें आप बड़े किसान कहते हैं वह बड़े किसान लाखों के कर्ज में पड़े घूम रहे हैं। आप खुद खेती करते हैं जानते होंगे। मैं भी खेती करता हूँ, माननीय सुखाड़िया साहब को पता होगा 'आज हमारी क्या हालत हो रही है। जिन को आप बड़े बड़े किसान कहते हैं वह लाखों के कर्ज में हैं, ट्रैक्टर की किस्त देने के लिए उस के पास पैसा नहीं है। ट्रैक्टर के दाम आप देखिए कितने बढ़ गए। आज से छः सात साल पहले जो ट्रैक्टर 20 हजार रुपये का था वह आज 80 हजार का हो गया। तो कहां दाम पहुंच गए ट्रैक्टरों के, हूँ कहां दाम पहुंच गए दवाइयों के, फटिलाइजर के? फसल में रोग लग रहे हैं, पानी की कमी थी तो लोगों ने सरसों बोयी, उस में रोग आ गया।

उस की दवाई नहीं मिल रही है और अगर मिल रही है तो उस में मिक्सचर मिल रहा है, दवाई एफेक्टिव नहीं साबित हो रही है। ये सब एक दूसरे से जुड़ी हुई प्राबलम्स हैं। इन प्राबलम्स को अगर आप की सरकार नहीं सोचेगी, पानी नाक से ऊपर बह जायेगा तो देश के अंदर जबर्दस्त बगावत होगी और किसान अगर गलियों के अंदर आ गया तो मारे जायेंगे। यह किसी के हित में नहीं है, न आप के हित में है न हमारे हित में है। इन सारी चीजों के बारे में आप गहराई से सोचें। मंत्री महोदय स्वयं किसान हैं, किसानों की क्या क्या कठिनाइयां हैं वह स्वयं जानते हैं। मैं यह कहना चाहता हूँ कि इस आयोग की रिपोर्ट के ऊपर कम से कम चार पांच दिन डिस्कशन हो (व्यवधान) मैं उन से क्या मांगूँ, आप जोर देंगे तो वह भी मानेंगे, मेरे कहने से कौन करता है? आप कहिए कि यह हाउस चार पांच दिन नेशनल कमीशन की रिपोर्ट को डिस्कस करने के लिए बैठ और उस को डिस्कस करे। यह बड़ा अहम सवाल है क्योंकि और दूसरी चीजों में मजदूर आन्दोलन करेंगे तो कुछ ले दे कर आप उन को मना लेंगे। राज कर्मचारी मांग करेंगे, सूचनांक बढ़ेगा तो उन का भत्ता आप बढ़ा देंगे। बाकी दूसरे ब्लक मार्किटिंग करेंगे, या कुछ भी कर के पैसे कमाएंगे। जो रात दिन काम करता है, हड्डी तोड़ता है, उस के पानी नाक तक आ जाये और फिर यह कहा जाये कि आन्दोलन कर रहे हैं, ठीको इनको लाठियों से, यह चीज नहीं चलने वाली है। देश बर्बाद हो जायेगा, इसलिए मैं विशेष तौर से आप की सरकार से कहना चाहता हूँ कि आप के पास थोड़ा सा कन्ट्रोल है, आप कोई फैसला कर लीजिए तो दूसरे भी उसमें हां कर देंगे। हमारे करने से यह नहीं होना। आप सारे मामले

पर सोच विचार कर लीजिए। इन्होंने की स्थिति आ रही है। अगर सारा देश खराब हो गया तो बड़ा नुकसान हो जायेगा। मैं और ज्यादा कहना नहीं चाहता। आप जरा चेत जायें और जरा ठीक ढंग से काम करें। अभी काम करने का वक्त है। ए पी सी के क्या फंक्शंस हैं, यह भी उस कमीशन की रिपोर्ट में लिखा हुआ है। सारी बातें आप के सामने हैं जिन पर आप को गहराई से विचार करना है। वह कोई पोलिटिकल कमीशन नहीं था, वह एक बड़ा भारी टेक्निकल कमीशन था।

श्री बोरेन्द्र सिंह राव : आप ए पी सी की रेकमेंडेशन तो मान ली है।

श्री नाथूराम मिर्धा : मैं राष्ट्रीय कृषि आयोग की बात कर रहा हूँ जिसने 2333 बातें बतलाई हैं। सारी बातें बड़ी गहराई के साथ दी गई हैं। आप पढ़ेंगे तो 6 महीने लगेंगे और इतना टाइम है नहीं। दूसरे मंत्रियों के पास तो होने का सवाल ही नहीं है। कोई टेलीफोन में, तो कोई नाटक में, रंगीन दूरदर्शन में लगा हुआ है। अच्छा है, अपनी अपनी मिनिस्ट्री के लिए वे नोचा-चोथी करते रहें लेकिन अगर आप की मिनिस्ट्री की जड़ कहीं उखड़ गई तो उनका पता ही नहीं लगेगा क्योंकि पहला काम रोजी-रोटी का है। आज किसान की कमर टूट रही है वरना वह कभी आन्दोलन पर उतारू नहीं होता। इसमें 5-10 रुपये बढ़ाने से उसकी समस्या का कोई हल नहीं निकलेगा। आप मेहरबानी करके चार-पांच दिन लगातार बैठ कर राष्ट्रीय कृषि आयोग की रिपोर्टों पर विचार कीजिए। पहले मेम्बरों को उसकी प्रतिशं गांठी गई थी, अब दूसरों को भी आप उसकी प्रतिशं बांट दें।

श्री बोरेन्द्र सिंह राव : जो मांगेंगे उनके पास भेज दी जायेगी।

श्री नाथूराम मिर्धा : उसके बाद गहराई के साथ अध्ययन करके इस पर चर्चा हो और आप किसी निर्णय पर पहुँचें।

इतना ही कहकर मैं अपनी बात समाप्त करता हूँ।

श्री सुन्दर सिंह (फिल्लौर) : डिप्टी स्पीकर साहब, देश में नेशनलिटी नहीं है, इंडिविजुअलिटी है। जो मर्जी आप कर लें, काम होने वाला नहीं है क्योंकि लोगों में नेशनलिटी नहीं है, उनमें इंडिविजुअलिटी है। अगर लोगों में नेशनलिटी हो तो हड़तालें कभी नहीं होंगी। विलायत में मैंने लोगों को काली पट्टियां बांधे हुए देखा, मैंने उनसे कहा कि आप हड़ताल क्यों नहीं करते तो उन्होंने कहा कि नेशन का नुकसान हमें नहीं करना है। तो यह फर्क है हम में और उन लोगों में जिनसे कि हम मुकाबला किया करते हैं। जो हमारे किसान हैं जोकि चीजें पैदा करते हैं वे तो एजिटेशन कर नहीं सकते, यह एजिटेशन तो लैण्डलार्ड कर रहे हैं और वही लोगों को उकसाते हैं। देश में अभी लैण्ड रिफार्म हो नहीं सका है। जो ज़मीनें थीं उनको बड़े बड़े लैण्डलार्ड्स ने अपने बच्चों, लड़के लड़कियों के नाम पर रखा है। यही वजह है कि आज बड़े बड़े लैण्डलार्ड्स के पास ट्रैक्टर हैं। वह जिसके पास ट्रैक्टर होगा वह किसान कैसे हुआ? जो ट्रैक्टर का 73 हजार रुपया दे सकता है, वह किसान है। किसानों का नाम लिया जाता है, लेकिन लैण्डलार्ड्स किसानों की परवाह नहीं करते।

अभी यहां पर बड़े-बड़े शानदार तरीके से सदस्य बोल रहे थे, मैं उनसे पूछना चाहता हूँ कि हल कौन चलाता है—हल चलाता है हरिजन—जिसका कि नाम नहीं लिया जाता है। एक दफा पंडित जवाहरलाल

[श्री सुन्दर सिंह]

नेहरू डलहौजी 1954 में गए थे। मैंने उनसे कहा कि यहां बुरी हालत है, लोगों को ज़मीन से निकाल रहे हैं। उन्होंने कहा कि जिसके हाथ में खुरपा है, ज़मीन उसके पास जाएगी। मैं पूछता हूँ कि ज़मीन जिसके हाथ में खुरपा है, उसके हाथ में है या जो कारों में चलते हैं, उनके पास है। जब तक लैंडरिफार्म नहीं होगा, तब तक कुछ नहीं हो सकता है। देश में आबादी बढ़ रही है। 33 हजार बच्चा नया रोज जन्म लेता है, इसका क्या आप इन्तजाम करोगे।

मैं आपको पंजाब और हरियाणा की बात बताता हूँ। वहां ज़मींदार मौज करते हैं, ऐश करते हैं। अभी लैंडलैस के बारे में कुछ नहीं किया गया, अगर किया गया होता तो चौ० चरणसिंह लोगों को मार नहीं सकता था। हरिजनों को वोट नहीं डालने दिया गया। देवी लाल ने वोट नहीं डालने दिया। यह किस का कसूर था, क्या हमारा कसूर है। चरण सिंह की सात एकड़ ज़मीन होती, जिसको वोट नहीं दिया था उसकी भी सात एकड़ ज़मीन होती, उसके पास भी लाठी होती, उसके पास भी लाठी होती। लेकिन आज जिसके पास ज़मीन है, उसके पास लाठी है, जिसके पास ज़मीन नहीं है, उसके पास लाठी नहीं है। इसलिए यह जो आन्दोलन हो रहे हैं, ये बिग फार्मस करा रहे हैं। वे भी जो हरिजन गरीब होते हैं, उनको आगे कर देते हैं और खुद पीछे हो जाते हैं। कारें रखी हुई हैं, बच्चों के लिए कारें हैं, स्कूल जायेंगे तो कार में जायेंगे। मैं कहना चाहता हूँ यदि सारी ज़मीनें बांट दी जाएं तो न तो ट्रैक्टर की ज़रूरत है और न ही डीज़ल की ज़रूरत है। इससे डीज़ल का मसला भी हल हो जाएगा। इसलिए मेरी पहली तजवीज़ यह है कि आप पहले लैंड रिफार्म को देखें जिससे डीज़ल का मसला भी हल हो जाए, आपको चाहिए प्राइस मुकरर कर दें,

उसको इधर-उधर न होने दें। अगर कीमत बढ़ जाए, तो सब्सिडाइज कर दो। मैं यह भी कहना चाहता हूँ कि हिन्दुस्तान में जो भी कानून बनाये गए हैं, उनका इम्प्लीमेंटेशन नहीं हुआ है। जिसका यह नतीजा हो रहा है और कोई दूसरी बात नहीं है।

मैं बड़ा हैरान हूँ, आप कहते हैं कि पंजाब में गन्ना जमींदार नहीं लाता है। सारी मिलें चल रही हैं। हर एक आदमी लाता है। महाराज यह जो कोआपरेशन है, यह तो करप्शन है। आप कहते हैं कि हमारा सिस्टम खराब है, कुछ नहीं हुआ है हिन्दुस्तान में।

श्री रामावतार शास्त्री : कौन कहते हैं ?

श्री सुन्दर सिंह : आप कहते हैं। चीन मानता है कि डवेलपमेंट हुआ है। रूस मानता है। आपके गुरु मानते हैं। पता नहीं आप गुरु को मानते हैं या नहीं मानते हैं। लेकिन सब मानते हैं कि डवेलपमेंट हुआ है। लेकिन शास्त्री जी नहीं मानते हैं।

तुम अपने गुरु के रास्ते पर ही चलो
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MR. DEPUTY-SPEAKER: Who was that guru?

श्री सुन्दर सिंह : पता नहीं इन का रूस गुरु है या चीन गुरु है, लेकिन ये उनकी बात को भी नहीं मानते। हम तो डवेलपमेंट चाहते हैं, डवेलपमेंट करते हैं, लेकिन तुम बच्चे पैदा करते हो। यह सारा सिलसिला आबादी का है, इस को नहीं घटाया गया, तो सब गड़बड़ हो जायेगी।

आप क्या प्रार्थना करते हैं—अपने परमात्मा से यह प्रार्थना करते हैं कि सारे दुनिया के अख्तियारात हम को मिल जाये, सारी दुनिया की ज़मीन हमें मिल जाये, हम चाहें किसी को दें या न दें।

यह है आप की प्रार्थना । लेकिन यह नेशनैलिटी की बात नहीं है । आप चाहे जो बात कर लीजिये, लेकिन इस तरह से यह सिलसिला चलने वाला नहीं है । आप मशीन की बात करते हैं—महात्मा गांधी जी कहते थे—आप डेड-मशीन को तरजीह देते हैं, लिविंग-मशीन को नहीं देते हैं । हमारे पास इन्सानों की बहुत बड़ी फौज है ।

आज क्या हो रहा है—जो एजीटेशन हो रहा है उस को बड़े किसान चला रहे हैं, अपने लिये चला रहे हैं, जैगा कानारा लगा रहे हैं । जैसे हमारे यहां पंजाब में नारा लगाते हैं—सिख धर्म खतरे में है । कहीं सिख धर्म खतरे में नहीं है, जमांदार लोग खतरे में हैं । इस लिये आज छोटे जमांदार और किसान मिल जायें और उन के साथ हरिजन मिल जायें तो हमारी आबादी 85 फीसदी हो जायेगी । ये जो एक्सप्लायटर्स हैं वे कारों में चलते हैं, बड़े अच्छे तरीके से हिसाब-किताब रखते हैं, बड़ा शानदार फीसदी का हिसाब बनाते हैं—यह फीसदी ठीक नहीं है । इसलिये मैं कहता हूं—अगर आप चाहते हैं कि सिलसिला ठीक हो जाय, तो इकट्ठे हो जाओ । क्यों नहीं हो रहा है ? इसलिये कि अपोजीशन निकम्मी है । वह ठीक हो तो हम भी ठीक हो जायें । इस लिये सीधी बात यह है कि ठीक हो जाना चाहिये, फिर दूसरे पर असर होगा । सब गरीब आदमियों को इकट्ठे हो जाना चाहिये । बिग जमांदारों से, इण्डस्ट्रीयलिस्ट्स से, होर्डर्स से, बचना चाहिये । होर्डर्स तो आज बिग-जमींदार हो रहे हैं, सब देहातों की तरफ जा रहे हैं । इस लिये जरूरी है कि लैण्ड रिफार्म किया जाय । लैण्ड रिफार्म के बगैर काम नहीं चलेगा ।

यह भी देखना चाहिये कि कौन आदमी नेशनैलिटी के लिये लड़ता रहा

है—उस का पता लगाना चाहिये । वे कौन आदमी हैं जो आज कांग्रेस में आ गये हैं, उन की जायदाद का पता लगाना चाहिये । ये वे लोग हैं जो किसी वक्त अंग्रेजों के हक में थे और आज चौधरी बने हुए हैं ।

श्री मोती भाई आर चौधरी : (मेहसाना) : देश के एक बड़े हिस्से के लिये, जो देश की आबादी का 70 प्रतिशत है उस की छोटी से छोटी मांगों के लिए उचित मांगों के लिये, हमारे माननीय सदस्य श्री चित्त बसु यह प्रस्ताव सदन में लाये हैं, लेकिन इस के लिये सिर्फ 4 घंटे का समय निकाला गया है, यानी देश की 70 फीसदी आबादी के लिये सिर्फ 4 घंटे का समय...

श्री रामावतार शास्त्री : 6 घंटे हो गये हैं ।

श्री मोती भाई आर चौधरी : क्या हो गया । यह 70 फीसदी आबादी का मसला है । आज जब किसान जागा है उसके बाद ऐसा प्रस्ताव लाया गया है और तो राजकीय पार्टी वाले भी उस में शामिल हो गये हैं ।

आज तक इस देश में खेत की पैदावार के बारे में सरकार का क्या रवैया रहा है ? हमेशा देश में पैदा होने वाली खेत पैदाइशी वस्तुओं के भाव कम रख कर और बाहर से ऊंचे मूल्य पर उस चीज को मंगा कर जरूरत को पूरा करने की कोशिश की गई है । उनकी तरफ खेती के नीचे दाम दूसरी तरफ किसानों के इस्तेमाल की जो वस्तुयें हैं, जैसे खेती में काम आने वाले इनपुट्स हैं उन के दाम ज्यादा रहे हैं, उन की पदाईश की जो भी प्राइस निश्चित होती रही है, उस का अलग तरीका चलता रहा है । किसानों के प्राइज के लिए दूसरा तराजू चल रहा है देश में । माननीय सभापति

[श्री मोती भाई आर० चौधरी]

18.25 hrs.

[SHRI HARINATH MISRA in the Chair]

जी, उद्योगपति द्वारा जो माल पैदा किया जाता है उसका प्राइस कैसे तय किया जाता है, उसमें हर प्रकार की लागत का खर्च शामिल होता है, उद्योगपति के बादशाही खर्च भी उसमें शामिल होते हैं, इसके डेप्रीसियेशन, इन्वेस्टमेंट रिबेट, डेवलपमेंट रिबेट आदि निकाल दिया जाता है, इसके बाद ऊंचा मुनाफा जोड़ा जाता है, बाद में प्राइस निश्चित होता है और किसान की पैदावार का भाव किस तरीके से तय होता है, उसका पैदाइश के पीछे जितना खर्च होता है वह भी उसको नहीं मिलता है। और हम 30 साल से देख रहे हैं कि किसान कहां है। किसान आज जागा है, आंदोलन कर रहा है, कभी कभी हिंसक आंदोलन भी हो जाता रहा है, जो कुछ चल रहा है उसके लिए हम आप जिम्मेदार हैं ऐसा कहा जाता है, कि शांति से आंदोलन करने चाहिये लेकिन शान्ति आन्दोलन की बात तो कोई नहीं सुनता, फिर इच्छा न होते हुए भी आंदोलन हिंसक हो जाता है फिर दोष दिया जाता है हिंसक आन्दोलन को। किसान के आन्दोलन के बारे में भी यही हालत है। अपनी चीज के जितने दाम वह मांग रहा है, उचित दाम मांग रहा है अधिक दाम नहीं वह भी हम देने को तैयार नहीं हैं।

आज आप देखिए कि किसान को आप क्या दे रहे हैं। किसान भी एक श्रमिक है जो कि 15-15 घंटे तक काम करता है। रात दिन, सर्दी में, धूप में काम करता है, लेकिन उसको क्या मिलता है। रात के 12 बजे भी अगर गाय ब्याह रही है तो उसको जागना पड़ेगा। रात को भी बिजली मिलती है, तो खेती

ज्यादातर रात को ही करनी पड़ती है। सर्दी हो चाहे कुछ हो, कई-कई दिन अपने बच्चे का मुंह तक नहीं देख पाता, लगातार काम करता है, तब भी उसको दाम उचित नहीं मिलता उसके लिए बोनस की कोई परवाह नहीं करता है, उसके लिए प्रावीडेंट फण्ड का कोई प्रावधान नहीं है। आरगेनाईज्ड सेक्टर में हाउस रेंट भी है, मेडीकल अलाउंस है, ओवर टाइम भी है कृषि के लिए क्या है। दूसरों का मंहगाई का अंक बढ़ेगा तो मंहगाई मिलेगी, लेकिन कृषक जो खर्च करता है वह भी आप देने के लिए तैयार नहीं हैं, फिर कहते हैं कि आंदोलन कर रहे हैं। आंदोलन न करें तो क्या करें। यह देश बौद्ध, गांधी का अहिंसावादी देश है, इसलिए अभी तक वे बैठे रहे, अब जब देखा कि उनकी मांग पूरी करने का इसके अलावा और कोई चारा नहीं रहा तब आंदोलन किया है। इनकी मांग उचित है। जो पैदावार में खर्च होता है वह भी हम देने के लिए तैयार नहीं हैं। उसकी फसल की सुरक्षा के लिए क्या प्रावधान है? अकाल होता है, सूखा होता है, बाढ़ आती है, उसकी पूरी फसल साफ हो जाती है, उसकी फसल के बीमे का प्रावधान नहीं है, क्या आपने उसकी सुरक्षा निर्धारित की है?

कृषि की पैदावार में दूध है जो कि 5 घण्टे से ऊपर नहीं रख सकते, स्टोर करने की बात तो दूर रही, इसको कोओपरेटिव के माध्यम से वितरित करते हैं तो उपभोक्ता को भी अच्छी चीज मिलती है और उसका मूल्य भी अच्छा मिल जाता है। आज जब चारे का दाम बढ़ गया, फिर भी, फेट रेट बढ़ाया गया। खलिहान का दाम बढ़ गया फिर भी मोलासिस पर टैक्स लगाया गया। गाय-भैंस का दाम बढ़ गया, डीजल पेट्रोल का दाम बढ़ गया, फर्नेस आइल का

दाम बढ़ गया तब हमारे कृषक ने मांग की कि दूध का दाम बढ़ा दिया जाए तो गुजरात में क्या हुआ, फौरन आवश्यक धारा के अंतर्गत दूध को लाया गया। और किसानों की दूध उत्पादक कोओप्रेटिव सोसाइटी पर कब्जा करने की उनकी कोओप्रेटिव डायरी पर कब्जा करने की तैयारी की गई और दूसरी तरफ डीजल की कमी का जो सामना देश को करना पड़ता है इस समय कोयला रिफाईनरी के मजदूरों ने जब आन्दोलन किया तो मंत्री लोग दौड़े उनके पास पहुंच गए और उनकी सब मांगें स्वीकार कर ली लेकिन किसान जन दूध के उचित दामों की मांग करता है तो आवश्यक धारा निकाल कर उसको दबाया जाता है, उसको डांटा जाता है, पीटा जाता है। आज किसान जाग उठा है। वह मरने के लिए भी तैयार है। किसान अहिंसा में विश्वास करता है हिंसा में नहीं। लेकिन किसान देख रहा है कि औद्योगिक मजदूरों को क्या मिल रहा है, औद्योगिक पैदावार के दाम क्या हैं। फिर क्यों नहीं उसकी पैदावार के दाम के साथ न्याय होता? आज वह न्याय की मांग कर रहा है लाखों की संख्या में किसान एकत्र होते हैं और शान्त से आन्दोलन करते हैं। लेकिन कोई उनकी तरफ ध्यान नहीं देता है। शान्त प्रतिकार करने वालों के साथ क्या हुआ है इसका उदाहरण मेरे निर्वाचन क्षेत्र में देखने को मिल गया था। मेहसाना में इन शान्त प्रदर्शनकारियों पर पुलिस ने लाठी चार्ज किया और बैरहमी से उनको मारा, टीयर गैस के गोले छोड़े, गोली वार किया। जिस तरह से डायर ने जलियांवाला बाग में निहत्थे लोगों पर अंधाधुंध गोली वार किया था, उसी तरह से मैदान को चारों ओर से घेर कर किसानों पर गोलीबार किया गया है। और वहां के लोगों का कहना है कि जब किसानों को पकड़ कर बसों में बिठाया जा रहा था तब यह सब कुछ किया गया। शान्त प्रदर्शनकारियों को इस तरह से पीटा जाएगा और उनके साथ इस तरह से व्यवहार

किया जाएगा तो यह मसला हल नहीं होगा।

कोओप्रेटिव ढंग से पैदावार को बेचने की कोशिश की जाती है तो मार्किट नहीं मिलता है। कभी कभी तो ऐसा होता है कि किसान को आलू और प्याज आदि का दो रुपया के हिसाब से मूल्य मिल पाता है जबकि उपभोक्ता को दो रुपये प्रति किलो के भाव पर प्याज और आलू को खरीदना पड़ता है। ऐसी बात न हो इस के वास्ते यह जरूरी है कि कोओप्रेटिव को आप प्रोत्साहन दें, उनकी आर्थिक मदद करें। डा० कुरियन जैसे लोगों का आपको इसमें सहयोग लेना चाहिये।

जनता पार्टी के राज में सभी चीजों की क्या कीमतें थीं इनको भी आप देखें। तब क्या स्पॉर्ट प्राइस थी इसकी बराबरी करके आप देखें। गन्ने का भाव साढ़े बारह रुपये था उस समय और चीनी ढाई पौने तीन रुपये किलो बिकती थी। अब गन्ने का भाव तेरह रुपये है जबकि चीनी का भाव 12, 15, 17, 18 और 20 रुपये तक पहुंच चुका है। मूंगफली का भाव तब 200 रुपये प्रति क्विंटल था और सात आठ रुपये किलो तेल मिलता था। आज तेल का क्या भाव है, काटन का क्या है इसको आप देख सकते हैं। उद्योगों को बढ़ावा देने के लिए आप कई प्रकार की रियायतें देते हैं। वही रियायतें यहां भी कृषकों को मिलनी चाहियें, उनकी सहकारी समितियों को मिलनी चाहिये। जहां पर कोओप्रेटिव न हों वहां आपको मार्किटिंग की व्यवस्था करनी चाहिये। किसान की पैदा की हुई वस्तु का पूरा भाव उसके सब खर्चों को देख कर उसको मिलना चाहिये। यह चीज सारे देश में और हर वस्तु पर लागू होनी चाहिये। किसान कोओप्रेटिव के माध्यम से अगर कोई काम करें तो उनकी आपको मदद करनी चाहिये।

[श्री मोती भाई आर० चौधरी]

हर चीज का दाम बढ़ा है। कृषि के दामों में जो लोग संलग्न हैं उनको पता होगा बैलों से खेती करने में ट्रैक्टर के मुकाबले में ज्यादा खर्च होता है। बैलों को बारहों महीने किसान को खिलाना पड़ता है। सिंचाई की व्यवस्था हर जगह पर नहीं है। जिससे कृषि का काम साल में कितने दिन होता है। इसको आप देखें जबकि उसको साल भर बैलों को खिलाना पड़ता है जिस लिये छोटे छोटे लोग मिलकर ट्रैक्टर और इलैक्ट्रिक मोटर रखते हैं। जो रख भी सकते हैं उन पर कितना बोझ बढ़ गया है इसको भी आप देखें। डीजल के भाव बहुत ज्यादा हो गए हैं। इन सब चीजों को ध्यान में रख कर खेती की उपज के भाव तय होने चाहियें और किसानों को मिलने चाहियें। इतनी ही उनकी मांग है।

काटन कारपोरेशन काटन की खरीद के लिए बना है। अब वह करता है कि पंद्रह लाख बेल्ट एक साल में खरीदी जायगी। लेकिन उस साल में पांच सात लाख भी नहीं खरीदी जाती हैं। जब काटन बाजार में आने लगती है तब तो वह खरीद ही नहीं करता है। बीच में या जब किसान बेच चुकता है तब वह मार्केट में आता है और व्यापारियों से भी माल खरीदता है। काटन की खरीद को महाराष्ट्र ने जो दबाया है। इसको आपको देखना चाहिये। इसी तरह से गुजरात में दूध के बारे में क्या हो रहा है, यह भी आपको देखना चाहिये। इन सब से सबक सीखने के बाद किसान की हर पैदावार के लिए ऐसा कुछ रखा निकालना चाहिये। जिससे खाने वालों को भी महंगा न मिले और किसान को भी कुछ लाभ हो। किसान उत्पादक ही नहीं, बल्कि वह उपभोक्ता भी है।

छोटे बड़े किसान की बात कर के इस आन्दोलन से आपको आंख नहीं मूंदनी

चाहिये। इस देश में अगर लैंड रिफार्म नहीं हुआ तो उसके लिये हम आप जिम्मेदार हैं। इस देश में बहुत बड़ा हिस्सा तो छोटे किसानों का ही है। तो किसानों को उचित दाम मिले इसके लिये राष्ट्रीय कृषि आयोग ने सब कुछ बताया है इसे सरकार को मानना चाहिये। आज किसान जागा है। वह 30 साल तक बैठा रहा। इसलिये उसकी मांग को नजरंदाज नहीं करना चाहिये।

बिहार की पुलित ने कैदियों की आंखें फोड़ी। लेकिन हम तो किसान को उचित दाम—इस बारे में आप ही आप अंधे बन चुके हैं किसानों की मांगों के बारे में जैसे पांडवों ने मांग की थी कौरवों से कि सिर्फ पांच गांव हमें दे दीजिये जो उन्होंने नहीं दिये, ऐसे ही किसानों की यह छोटी सी मांग है उचित दाम की, उस मांग के प्रति भी अगर आप आंख मूंदें और धृतराष्ट्र बन जायें तो इस देश में महाभारत होगा। ऐसी स्थिति न हो, इसलिये मैं प्रार्थना करता हूं कि शासन पक्ष को परमात्मा ऐसी बुद्धि न दे जिससे हालत और बिगड़े।

सभापति महोदय : महाभारत का श्रीगणेश यहां से न हो।

SHRI BHERAVADAN K. GADHAVI (Banaskantha): Mr Chairman, today we are deliberating on a very vital issue, which concerns about 79 per cent of the population of India, those who are engaged in agricultural operations and farming. The one question that I would like to ask....

MR CHAIRMAN: My only request is that question should be such as may appear to be entirely new, or fresh.

SHRI BHERAVADAN K. GADHAVI: One question that I want to ask is: what is the definition of an agriculturist? Presently, it appears from the speeches that are made on the floor of this House that it is that fellow who

is actually owning the land who is the agriculturist. But if you go to the Indian rural villages and watch the situation, you will notice that besides the owners of the land, more than 60 per cent are the persons who are helping the operation of agriculture. But when it comes to the question of payment, in Gujarat when the Government fixed the wage at Rs. 5.50 per day for agricultural worker, our friends like Shri Motibhai Chowdhary, who are now propagating the cause of the farmers, went to the villagers and said "look, here is a Government which is compelling you to pay Rs. 5.50 per day to the agricultural labour; it is not proper". So, they do double talk. This "holier than thou attitude has to be faced today. I quite appreciate that Shri Mirdha had the courage to admit that merely by increasing the ceiling of the procurement price, the question is not going to be solved. The entire question has to be examined in its totality. Because, ultimately, what is needed is this. Do we want that farmers should have just enhanced income, or do we want that farmers should have real income? If you want that farmers should have real income, then, the entire economy will have to be examined. We see people talk cheaply about grant of subsidy. We see people talk cheaply about liquidating debts of farmers. We see people talk cheaply about giving so many facilities. But what is the consequence? The consequence is inflation. Sir, a year ago I came to Delhi. I saw different lobbies. There is a lobby for industry. There is a lobby for traders; there is a lobby for industrial labourers. But, for those destitutes, for those who go into the field in this biting cold,—for these field and farm labourers,—there is no lobby at all. For people who till the land there is no lobby. But it is they who consist of 60 per cent of the population in our villages. There may be some percentage also in the cities and in our urban areas. The person is toiling on the land, he is tilling the land, he earns his bread by the sweat of his brow. He is to be given adequate remuneration. But at the same time we cannot overlook the fact that

those who are in dire need should never be forgotten. My hon. friend Mr. Nathu Ram Mirdha was quite right when he said about this. We have to see the entire system in its totality and the entire methodology will have to be looked into afresh.

The hon. Minister of Agriculture comes from a State which has got better irrigation facilities whereas in my State, Gujarat, we have not got so much irrigation facilities. What we have got is only 7 per cent or irrigation facilities in Gujarat. Let us take one example. My friend Mr. Dogra stated about Kashmir. There are areas which are still inaccessible by road. Let us take the example of the desert area of Rajasthan, North Gujarat and Kutch. Let us look to the mires and jungles of Bengal and eastern parts and let us look to the South. Let us see how we can have a viable solution to deal with different topographies of the country. So, in this matter, the entire economy of the country has to be looked into. And we expect the Agriculture Minister to have a realistic approach to this problem. We hear a lot of things about APC. There was one medicine at one time which used to reduce headache pain. There is another one now which is called APC which creates more headache for us. The Agricultural Prices Commission has to take into consideration so many things; it is true. But what is needed is a pragmatic approach to the entire problem that is there before the country. The APC consists of people who have never seen any agricultural land; they do not know how the land is being tilled. Some of my friends have stated that we must have a different concept of economic theory with regard to developed and developing countries. All right; but so far as India is concerned, what is needed is, we want pragmatic persons and we want pragmatic approach, with regard to the rural economy of the country. If the person is having limited knowledge of

[Shri Bheravadan K. Gadhavi]

our Indian rural economy then, Sir, I am sure, such a person cannot give the expected results. This is my submission.

MR. CHAIRMAN: In other words you want to increase the number of specialists.

SHRI BHERAVADAN K. GADHAVI: I would submit that as somebody had stated, I also have the view that in our country there are different categories of farmers, their problems are different, their system of ploughing the land and sowing methods are different. Therefore, with a limited knowledge, a small Commission will not be able to solve the problem and it cannot understand the mammoth problem in the countryside. Today we have been witnessing agitations.

SHRI BIRENDRA SINGH RAO: How big a Commission you want?

SHRI BHERAVADAN K. GADHAVI: Everywhere we find that kisans are making a stir and probably there might have been some violent agitations. But I would submit that all those agitations would not solve the problems of kisans. Those agitations would merely act as threats for the progress of kisans and the sufferings of the kisans would aggravate and they will face great hardship. These agitational moves would only add further problems, troubles and miseries. The hon. Member had mentioned about the incident of Mehseena. Now, who were the people behind this incident? They are not the poor agriculturists but a few people who are just wanting to thrive on the passions of the people. It is high time that these persons who are thriving on the passions of the poor farmers were thrown out of this country. I would therefore submit with humility that although the Motion moved by Mr. Chitta Basu reads well. I would very much like to know the *bona fide* intentions behind this Motion. The persons who are boasting about their progressivism, persons who profess on radicalism persons who profess on socialism and the persons

who always talk in favour of small farmers, have all joined hands to fend the fire, not to extinguish it. Therefore, Sir, I do believe that there is a need that farmers real income must be increased and for that the Government should take a lead. In this country, the inflationary trends, hartals strikes and all those things which are non-productive must be put an end to at once. With these words, I thank you very much for giving me an opportunity to take part in the debate and I hope the hon. Minister for Agriculture who is present in the House would take due notice of the expressions of various Members and do something in the matter. Thank you

श्री कमला मिश्र मधुकर : : (मोतीहारी)
सभापति जी, जो सवाल माननीय चित्त-
बसु ने सदन में उठाया है, मैं उसके संबन्ध में
बोलने के लिए खड़ा हुआ हूँ। जो माननीय
सदस्य कांग्रेस (आई) की ओर से बोल
रहे थे, उन्होंने बड़ी चालाकी से खेत
मजदूरों और किसानों की विभिन्न श्रेणियों
के विषय में ऐसा काउन्टर-पोज किया है,
जिसके लगा कि यह सैक्शनल मांग है,
कुछ लोगों की मांग है, राष्ट्रीय मांग
नहीं हैं। सही बात यह है कि आज किसानों
को उचित मूल्य मिले, लाभकारी मूल्य मिले,
यह राष्ट्रीय मांग हो गई है। राष्ट्रीय इस
सैस में कि इसके जरिए आप देश के
घरेलू बाजार को विकसित कर सकते हैं।
इसके जरिए आप फौरन-एक्सचेंज को बचा
सकते हैं, इसके जरिए आप को देश में
औद्योगिक विकास में सहायता मिल सकती
है, इसके जरिए आपको देश में अनएम्प्लाय-
मेंट की प्रब्लम को कुछ हल करने में सहायता
मिल सकती है।

मैं आपको एक उदाहरण देता हूँ कि जनता
राज में नशे का मूल्य गिरा दिया गया,
नतीजा क्या हुआ कि किसानों ने नशा
बोना कम कर दिया और आपको बाहर
से चीनी मंगानी पड़ी तथा यह सांस-आफ-

फौरन एक्सचेंज है। कृषि मूल्य की समस्या को जिन लोगों ने खेत मजदूरों की समस्याओं के साथ काउन्टर पोज किया है, उन्होंने ही इस प्रकार की देश में भ्रान्तियां पैदा की हैं बिहार में खेत मजदूरों को तीन किलों मनिहारी मिलती है और पंजाब में खेत मजदूरों को कम से कम 10 रु० मनिहारी मिलती है। तो आप ही बनाइए कि पंजाब के किसानों की अपेक्षा बिहार के किसानों की हालत कैसे अच्छी हो सकती है। वहां जब वे हड़ताल करते हैं, तो किसान कहते हैं कि हमारा मूल्य बढ़ाइए, तो हम ज्यादा मजदूरी देने के लिए तयार हैं। इसीलिए यह खेत मजदूरों के साथ समझौता हुआ है। इसलिए माननीय मंत्री जी इस को कोई सैक्शनल मांग न समझकर एक राष्ट्रीय मांग समझें और इसको एक सीमित दायरे की मांग न समझें। चाहे आपकी सरकार हो और चाहे जनता पार्टी की सरकार, इन 33 वर्षों में उनकी भयंकर उपेक्षा हुई है। नतीजा यह हुआ कि करीब 5000 करोड़ रुपया किसानों की पार्केट से चला गया है, वह उद्योगपतियों के हाथ चला गया है ब्लैक मार्केटर्स के हाथ में जला गया है मोनों पोलिकटस, के हाथ में चला गया है। क्या आप इस बात से इन्कार कर सकते हैं कि 33 वर्षों में किसानों की उपेक्षा नहीं हुई है। खाली जनता-पार्टी-जनता-पार्टी रटने से समस्याओं को हल नहीं कर सकते हैं। आपने चुनाव के वक्त में जो दीवारों पर लिखा था, उसको नहीं पहचानते हैं, जनता-पार्टी जनता-प.टी करके किसानों के बढ़ते हुए उफान को आप रोक सकने में असमर्थ पायेंगे। किसान का आन्दोलन शुरू हो गया है। उसने एक नया आयाम दायर कर लिया है। उन के साथ खेत मजदूर भी हैं, इन्डस्ट्रियल भी हैं। मुझे खबर मिली है कि बिहार के चंपारन जिले की हरिनगर चीनी मिल बन्द है। वहां की जनता और वहां का किसान साथ दे रहा है, यह केवल बड़े

किसानों की ही मांग नहीं है। आप जान लीजिए कि आन्दोलन बढ़ने जा रहा है। यह घटेगा नहीं। अगर समस्याओं का समय पर समाधान नहीं किया गया तो और कठिनाइयां बढ़ेंगी। जैसा एक माननीय सदस्य ने कहा कि तूफान आने वाला है, उस तूफान को आप रोक नहीं पायेंगे। वह तूफान आपके सिर पर मंडराने वाला है और मंडरा रहा है। आपका रुख बातचीत करके समस्याओं को हल करने का नहीं है। आपका रुख दमन का है। महाराष्ट्र गुजरात और कर्नाटक में क्या हुआ है - वहां पर किसानों की जानें गई हैं उचित मांगों के लिये। मैं आपसे पूछना चाहता हूं कि ऐसा क्यों होता है? आज कृषि मूल्य की समस्या क्यों उभर कर आ रही है? उसके उभर कर आने का एक ही कारण है और वह यह है कि इस देश की अर्थ-व्यवस्था पूँजीपतियों की अर्थ-व्यवस्था है। अगर यही स्थिति रही तो उसकी समस्याओं का हल संभव नहीं है।

माननीय सभापति जी, आप को मालूम होगा—लेनिन ने इस समस्या का हल किया था। उन्होंने बतलाया था कि जो अ विकसित देश हैं, पिछड़े हुए देश हैं, नये देश हैं, उन में किसानों की समस्या को हल किये बगैर देश की तरक्की की संभावना का द्वार नहीं खुलने वाला है। उन्होंने इस समस्या को हल किया और हमने देखा है, वहां किसानों की समस्या हल हो गई है, लेकिन आप के यहां यह उभर कर आगे आ गई है, क्योंकि आप के देश को इन्टर नेशनल मोनोपोली कैपिटल ने लूटा है और आज भी लूट रहे हैं। आज भी जो नबोवित आजाद मुल्क हैं उन में इन-ईक्वल ट्रेड के चलते लूट होती है, कच्चे माल की लूट होती है, यह चीज नये आर्थिक आर्डर के साथ जुड़ी हुई है। हिन्दुस्तान के किसानों को भी इन मोनोपोलिस्ट्स ने लूटा है, सरकार ने टेक्सों की भरमार कर के लूटा है, होर्डर्ज ने

[श्री कमला मिश्रमधुकर

लूटा है, ब्लैक मार्केटिंग्स ने लूटा है। जब ऐसी लूट जारी रहे तो क्या पैच-अप वर्क कर के समस्या हल होगी? समस्या का हल इस तरह से नहीं होगा, इस की व्यवस्था के लिये आप को गम्भीरता से सोचना पड़ेगा।

अब मैं अपने कुछ सुझावों पर आता हूँ जिन को माने दगैर आप किसानों का भला नहीं कर पायेंगे और कठिनाई में पड़ जायेंगे।

सभापति महोदय : अब आप गागर में सागर भर दीजिए और सुझावों तक ही सीमित रखिये।

श्री कमला : मिश्र मधुकर : सब से पहली बात तो यह है कि आप किसानों की तमाम फसलों का लाभकारी मूल्य तय कीजिये और एनश्योर कराइये कि उस को वह मूल्य मिल सके। जैसे आप ने सपोर्ट प्राइस दी—काटन में दी, जूट में दी, गेहूँ में दी, लेकिन वह किसानों को नहीं मिल सकी। दूसरी बात—तमाम कृषि पैदावार की होल सेल ट्रेड सरकार अपने हाथ में ले, लेकिन जिस तरह से व्यूरोक्रेसी के बल पर काम चल रहा है उस तरह से नहीं, 'इफक्टिव ढंग से यह काम होना चाहिये। साथ ही कृषि मूल्यों को तय करने के लिये तीन-चार बातों को ध्यान में रखिये—

1. कृषि पैदावार की लाभकारी कीमतों और औद्योगिक पैदावार की कीमतों में संतुलन स्थापित किया जाना चाहिये।

2. मूल्य ऐसा तय होना चाहिये कि असली उत्पादक को मिल सके, बिचौलिये बीच में न खा जायें। इस के साथ ही असली उपभोक्ता को भी लाभ हो सके। बीच की जो खाई है, उस को कम किया जाय।

3. उन नीतियों के आधार पर जनवितरण प्रणाली को और ज्यादा मजबूत किया जाय।

तीसरी बात—शुगर इण्डस्ट्री को नेशनलाइज किये बगैर काम नहीं चलेगा। तमाम चीनी उद्योगों को जो प्रइवेट हाथों में हैं, उन को नेशनलाइज किया जाय।

चौथी बात—बिहार तथा अन्य जगहों पर किसानों के ऊपर कर्ज का बोझ बहुत बढ़ गया है और वे कर्ज वापस करने की स्थिति में नहीं हैं। उस कर्ज को माफ किया जाय। इसी सवाल पर बिहार में ता० 27 को बन्द हुआ। हम चाहते हैं कि उन के इस बोझ को कम किया जाय।

किसानों को फर्टिलाइजर, डीजल, कीट-नाशक दवायें दीजिये, जिन के लिये इस समय लूट मची हुई है। इस लूट को रोकने के लिये प्रशासनिक कार्यवाही कीजिये।

लैंड रिफार्म किये बगैर, यदि आप चाहेंगे कि समस्या का हल हो जाय, तो वह नहीं होगा। लैंड रिफार्म को जल्द से जल्द पूरा कराने की व्यवस्था कीजिये।

अन्तिम सुझाव यह है कि किसानों का मूल्य तय करने के समय खेत मजदूरों की समस्याओं का भी ध्यान रखना होगा, उन की उपेक्षा कर के हम इस काम को नहीं कर सकते हैं। इसलिए जो बुनियादी बातें हैं जब तक उनमें परिवर्तन नहीं लाया जाएगा तब तक किसान और पूंजीपति के बीच की दीवार को कम नहीं किया जा सकता। आप किसानों के संकट को दूर करने के लिए शीघ्र कदम उठाएं यही मेरी अपील है।

श्री दिलीप सिंह भूरिया (झाबुआ) : माननीय उपाध्यक्ष महोदय, मैं आपका बहुत शुक्रगुजार हूँ काफी इंतजार के बाद मेरा नाम लिया गया।

उपाध्यक्ष महोदय, एग्रीकल्चर प्राइस के बारे में आज हाउस में चर्चा चल रही

है। हमारे देश में उपाध्यक्ष महोदय खेती योग्य भूमि है 13 करोड़ 90 लाख हेक्टर और हमारा किसान उसमें अनाज पैदा करता है 13 करोड़ टन। उपाध्यक्ष महोदय, साथ-साथ मैं दूसरे कंट्री के आंकड़े प्रस्तुत कर रहा हूँ, चीन में खेती योग्य भूमि है 13 करोड़ हेक्टर और 33 करोड़ 30 लाख टन वे अनाज पैदा करते हैं। तो उपाध्यक्ष महोदय, आजादी के बाद हमारे जो 70 प्रतिशत किसान गांवों में रहते हैं उनमें से 60 प्रतिशत गरीबी की रेखा के नीचे हैं।

उपाध्यक्ष महोदय, एग्रीकल्चर प्राइस कमीशन किसानों की उपज के मूल्य तय करता है। किसान चाहता है कि हमारी एग्रीकल्चर प्राइस तो कम फिक्स होती है लेकिन एग्रीकल्चर के काम में आने वाली जो चीजें हैं उनकी कीमतें बहुत बढ़ गई हैं। आइल इंजिन जो कि 10 साल पहले 3 हजार साढ़े तीन हजार का आता था आज 6-7 हजार का आता है। इसी प्रकार बिजली है। मोटा कपड़ा जो पहले 2 रुपए मीटर किसान को मिल जाता था आज 5-7 रुपए मीटर मिलता है। तो किसान यह चाहता है कि उसको जो लगने वाली चीजें हैं वे तो महंगी मिलें और वह जो पैदा करता है उसको सस्ते दाम पर खरीदा जाए, यह ठीक नहीं है इसलिए उसमें आक्रोश है।

19.00 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

मैं बताना चाहता हूँ कि हिन्दुस्तान का किसान बहुत मेहनती है। वह अपने पसीने से देश को आगे बढ़ाना चाहता है और इंदिरा गांधी के नेतृत्व में देश को उन्नत बनाना चाहता है परन्तु जो प्राइस फिक्स की जाती हैं वे बहुत ही कम हैं। मध्य प्रदेश में गन्ने का प्राइस 13 रुपए प्रति क्विंटल फिक्स किया गया है जबकि मध्य प्रदेश सरकार

22.50 रुपए प्रति क्विंटल तक दे रही है तो एग्रीकल्चर प्राइस कमीशन में कहीं न कहीं उपाध्यक्ष महोदय गलती होती है। किसान की भलाई के लिए कमीशन बनाया है लेकिन किसानों का शोषण हो रहा है, इसलिए किसानों में आक्रोश है। आज जो आंदोलन हो रहे हैं, धरने दिए जा रहे हैं यह गलत है, इनसे कोई देश आगे नहीं बढ़ सकता। हमने आसाम में देख लिया है, अगर किसान ऐसा करेगा तो देश आगे नहीं बढ़ सकता। किसान भी नहीं चाहता कि वह आंदोलन करे, लेकिन जनता पार्टी के राज में किसान टूट गया था उपाध्यक्ष महोदय, 1977 में कांग्रेस सरकार 200 करोड़ टन अनाज गोदामों में छोड़कर गई थी लेकिन जनता सरकार की गलत पालिसी के कारण किसान इतना टूट गया है वह आज परेशान है इसलिए उसमें आक्रोश है और वह आंदोलन करने पर बाध्य है। इसलिए हमें कुछ न कुछ सोचना पड़ेगा।

दूसरा सवाल मैं यह कहना चाहता हूँ कि किसान के ऊपर ही हिन्दुस्तान की इकनामी डिपेंड है। इंडस्ट्रीज के लिए आपने तरह तरह की सुविधाएं दे रखी हैं। अगर कोई इंडस्ट्री फेल हो जाती है तो उसका बैंक लोन माफ कर दिया जाता है। पावर रेट में, वाटर रेट में तथा दूसरी तरह से उनके लिए आपने सबसिडी का प्रावधान कर रखा है। लेकिन किसान को आपने ईश्वर के भरोसे छोड़ रखा है। क्लाइमेट के भरोसे उसको आपने छोड़ रखा है। वह देश के लोगों को खिलाता है। उसकी खेती बरबाद हो जाती है, तो उसकी किसी तरह से सहायता नहीं होती है। कोई इंडस्ट्री फेल हो जाती है तो केन्द्रीय सरकार या राज्य सरकार उसको टेक ओवर कर लेती है लेकिन खेती बरबाद हो जाए तो कुछ नहीं किया जाता है।

[श्री दलीप सिंह भूरिया]

एग्रिकलचर को भी आप इंडस्ट्री की तरह से लें। उनके लिए भी इन सभी सबसिडिज की व्यवस्था करें। कुएं के लिए अगर काश्तकार ने लोन लिया होता है और वह कुआं खोदता है लेकिन पानी नहीं निकलता है तो पंद्रह हजार या दस हजार का जो उसने लोन लिया होता है, बैंक उसको माफ नहीं करता है और उसकी भूमि नीलाम हो जाती है। मैं चाहता हूँ कि उस अवस्था में सारे का सारा खर्चा उसका सरकार को वहन करना चाहिये। ऐसी नीतियां आपने अपनाई तो किसान में विश्वास की भावना पैदा होगी और वह भी ज्यादा मेहनत से काम करेगा और आपको धन्यवाद देगा।

किसान का पूरा परिवार खेती के काम में लगता है। तीन साल का बच्चा, उसकी पत्नी, भाई बन्द, माता पिता तमाम लोग खेती के अन्दर काम करते हैं। बरसात, गर्मी, ठंड, में वे लोग काम करते हैं। हमारे देश के साठ प्रतिशत किसान गरीबी की रेखा के नीचे जीवन व्यतीत करते हैं। आपकी जो नीति है उस में वहीं न कहीं कोई गलती है। आपने लैंड सीलिंग किया है। बहुत से राज्यों ने इसको लागू किया। इसके बारे में बानून भी पास किए। किसान की जमीन का तो सीलिंग हो गया लेकिन शहरी भूमि का सीलिंग नहीं हुआ। आजादी के वक्त हमने नारा लगाया था कि धन और धरती को हम बांट कर रहेंगे। लैंड सीलिंग के साथ-साथ आपको शहरों में जो धन है उसका भी बंटवारा करना चाहिये। महात्मा गांधी, पंडित नेहरू आदि हमारे महान नेताओं ने समाजवाद लाने का नारा दिया था, गरीब और अमीर को बराबर लाएंगे इसका वादा किया था, इसको आप पूरा क। ऐसा आपने किया इस दिशा में

आपने पग उठाए तो किसानों में विश्वास की भावना पैदा होगी और वे कहेंगे कि जो हम कहते हैं करते भी हैं। अगर आपने लैंड सीलिंग कर दी और शहरों की तरफ ध्यान नहीं दिया तो यह ठीक नहीं होगा।

पहाड़ी इलाकों में, आदिवासी इलाकों में रास्ते नहीं होते हैं उन लोगों के पास बैल गाड़ियों नहीं होती हैं और बीस बीस और पच्चीस पच्चीस किलोमीटर गट्ठे सिर पर लाद कर बाजार में बेचने के लिए लाते हैं। वह जंगली इलाका होता है। उन लोगों ने कभी ट्रेन नहीं देखी, बस नहीं देखी। उनके लिए आपको मार्किटिंग की व्यवस्था करनी चाहिये। उनकी पैदावार का जो दाम सेठ दे देता है उसको वे ले लेते हैं, कपास, गेहूं, मक्का का जो भाव वह दे देता है, वे ले लेते हैं। इस वास्ते वहां विशेष रूप में आपको मंडियों की व्यवस्था करनी होगी। तब जा कर हमारे किसानों और खास कर आदिवासियों को लाभ हो सकेगा।

यहां बड़ा ढिंढोरा पीटा जा रहा है कि हमारे विरोधी दलों के लिए ही किसानों के, आदिवासियों के, हरिजनों के हितैषी हैं लेकिन किसान, आदिवासी, हरिजन जानते हैं कि कौन उनका हितैषी है और किस के हाथों में उनके हित सुरक्षित हैं। उनका कांग्रेस और श्रीमती इंदिरा गांधी में अटूट विश्वास है और वे उनके साथ हैं। वे समझते हैं कि कोई दूसरा उनके लिए कुछ नहीं कर सकता है। कांग्रेस पार्टी जो भाव दे रही है इसको भी वे जानते हैं। मैं उदाहरण देता हूँ। 1979 में इनके द्वारा मूंगफली का भाव 250 रुपये दिया जा रहा था। आज वह मार्किट में 350 रु० के भाव पर बिक रही है। वे कपास को 300 रुपये में लेने के लिए

तयार नहीं थे, आज यह 450 रुपये में बिक रही है। रास्ते का भाव जहाँ तेरह रुपए तक किया गया है वहाँ मध्य प्रदेश की सरकार साढ़े बाईस रुपये दे रही है। किसान, आदिवासी पिछड़े वर्ग के लोग, हरिजन लोग कांग्रेस और श्रीमती इंदिरा गांधी के साथ हैं, उनके नेतृत्व में उनका पूरा विश्वास है और वे जानते हैं कि वह ही देश को विकास के पथ पर अग्रसर कर सकती है, उनकी भलाई के काम कर सकती है।

MR. DEPUTY-SPEAKER: Mr. A.T. Patil.

(Interruptions)

MR. DEPUTY-SPEAKER: I will call everyone. Are you in a hurry? Are you going away?

SHRI A. T. PATIL (Kolaba): Mr. Deputy Speaker, Sir, the problem of fixing remunerative prices for agricultural products has been agitating the minds of the concerned, inclusive of the agriculturists, politicians, policy-makers and economists, all over the country for some time past and not today. It is not because of the agitation that is being taken up by farmers, in different States. Whether there is an agitation, or there is no agitation, the farmer or any labourer or any worker must get his dues. And therefore, this issue assumes importance. Now, it may be perhaps, that for remunerative prices or payment of remunerative prices we have to take a pragmatic view for the time being. But it is not the ultimate solution. The ultimate solution lies in setting right our economy. Sir, in 1970-71 the total income from agricultural and allied pursuits was 56 per cent of the total income from all sources of our country.

(Interruptions)

I may refer to the table appended to the Economic Survey of 1979-80. In 1978-79, it has reduced to 44.9 per cent or 45 per cent.

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This ratio has been shown, taking into consideration the relative prices of the agricultural products on the one hand and of the industrial products on the other. Now the economy is such that the surplus wealth produced in agricultural sector is transferred to the industrial sector by price mechanism. By a price twist you increase the price of the input in agricultural sector and carve out the agricultural income and let it go into the industrial sector. That is how the economy of the agricultural sector has been kept at the level at which it was sometime back, whereas the economy in the industrial sector has gone in a different direction. My submission is, therefore, that merely fixing the remunerative prices will not serve the purpose. Remunerative prices will serve the purpose for the day. Today it is important, no doubt, for the time being. But, for final solution, you have to search and set right the entire economy and therefore, find out a solution to have—you have to take measures—to have a rational co-relation between the prices of cost of production and cost of sale of industrial produce and those of agricultural produce. So long as that is not done such a resolution may be discussed every week, or every session and still it will not serve the purpose, it will not set the economy in the right direction.

Perhaps, the reason for this price muddle may be that there are some misconceptions or I should say, notions, traditional notions, which the concerned people are not prepared to give up. The first notion is about agriculture, people when they talk of agriculture, say that it is a realm of the kulaks. Fortunately, it is not so. If you look at the statistics, you will find that farmers or agriculturists possessing holdings of two hectares, that is, five acres of land or less, are to the extent of 57 to 60 per cent of the total holders. If we consider the level of holding at three hectares, it will go to 75 per cent or so. That is the statistics—not of today, but of six or seven years back. That is the figure given by the Government in the Department of Agricultural statistics. It is

[Shri A. T. Patil]

necessary therefore, to change the view to look at the farmer and to see that the farmer is the person who actually cultivates—a cultivator or the landless labourer, some thing like that—and then you will find that you yourself will have to change your view altogether. You will certainly look to the problem from a different angle.

The second notion is that agriculture is a business or an avocation or profession. Unfortunately, it is neither a business nor a profession. It is a means of living. In a business, if there is no profit, you can give up the business, and take up any other business because you have capacity and scope to do so. In case of profession, you accept it as a way of your life without reference to monetary profit or loss, because, your financial position may permit you to adopt that way of life or. But agriculture is a means of living for the poor people who have can have no other means of living. So, they cannot give it up although there is loss. Therefore, kindly look at it not from the point of view of business, profession or avocation but from the point of view that it is a means of living for the poor people who cannot and have no capacity to change their activities in life.

Thirdly, a point has been raised that the authority which is concerned with the fixation of these prices does not have consultations from somebody to the south of Narmada. I do not wish to comment on it, but this point will have to be looked into from a different angle, namely, the land on the north is mostly irrigated whereas it is not so in south. I can cite figures. It is time that in Andhra Pradesh, the land is irrigated so far as paddy is concerned. In the north, most of the States possess irrigated land for growing paddy and therefore, it is possible to have 2 crops in a year. In the south, in my State at least, irrigation is at a very low level and therefore, there is always only one crop, on which the farmer will have to de-

pend for the whole year. What does the A.P.C. pay to him? Take paddy. The items which go into the cost of production of paddy are hired labour, seed, rab material, fertilisers, plant protection, land revenue and other cesses, depreciation on implements and machinery, etc. If you take family labour, male member works for 38.25 days at the rate of Rs. 5.86 per day and female member works for 48.45 days at the rate of Rs. 4.68. Male member gets Rs. 224.15 and female gets Rs. 226.75. So, husband and wife, for one hectare get Rs. 450.90. Suppose they have got 2 hectares. They will get at the most Rs. 900 in a year. They have to maintain themselves and then family throughout the year on this amount of Rs. 900. Is this a rational calculation and a rational approach?

MR. DEPUTY-SPEAKER: He should conclude now.

SHRI A. T. PATIL: Then, I will just give my proposals only.

Measures have to be taken for a rational correlation between cost of production of industrial products and agricultural products. Price of industrial products or inputs of agriculture should be reduced in a proper proportion.

The agriculturist who gets only one crop annually works there at least for 4 to 5 months on the farm in the case of paddy. So, at least he should be given full wages for 4 or 5 months, not at the rate of Rs. 4.50 but at minimum rate of Rs. 10 or 15, because every day he will have to be on the field, to go round the field and survey the crop. There is a loss due to vagaries of nature. Suppose you spray pesticides and there is rain during the night, the pesticides are waster, and next day again you have to spray pesticides. So, he incurs additional cost of pesticides and also labour therefor. That is not taken into consideration by the Agricultural Prices Commission while fixing the price. Similar is the case of losses of

seeds, fertilizers etc. due to vagaries of Nature. That will have to be taken into consideration.

Coming to the suggestions, I would request the Government to examine the possibility of zones for production of specific crops being fixed. If there is a specific good crop in a particular area, we can think whether that area can be reserved for that crop and restrained from producing other crops. In that case, you can have a uniform price for each particular crop, throughout the country, which is guaranteed by the Government, and the Government will purchase at that price.

If that is not possible, then you can have zones having substantially uniform cost of production. For instance, agro-climatic zones should have a uniform price. In that case, all produce should be purchased by Government. The consumer may get at a comparatively reasonable rate in that zone. These prices may vary from zone to zone. The balance of the produce may go to the national pool. The deficit if any, may come from the national pool. All produce of the national pool should be distributed at a uniform price.

MR. DEPUTY-SPEAKER: Shri Hari-kesh Bahadur.

AN HON. MEMBER: How long are we sitting?

MR. DEPUTY-SPEAKER: We have decided to sit till 8 P.M.

SHRI RAM SINGH YADAV (Alwar) Sir, those who have moved amendments should be given priority while calling names.

MR. DEPUTY-SPEAKER: You have to wait for your chance. We have not come to the question of amendment yet.

SHRI A. K. ROY (Dhanbad): Sir, this debate is a very precious debate and yet this debate is not getting a remunerative price. No body is lis-

tening now. So, I suggest that it should spill over till tomorrow.

MR. DEPUTY-SPEAKER: No, that is not possible.

श्री हरिकेश बहादुर (गोरखपुर) :
उपाध्यक्ष जी, कृषि और किसान हमारे देश की अर्थ-व्यवस्था की रीढ़ हैं। हमारे देश के किसान तमाम कष्ट उठाकर इस देश की सेवा कर रहे हैं लेकिन आज की परिस्थिति में उनका शोषण हो रहा है। इसी शोषण के कारण उनको आज आन्दोलन करने के लिए बाध्य होना पड़ रहा है लेकिन अन्त में उनको मिलता क्या है ? लाठी और गोली।

श्री बीरेन्द्र सिंह राव : अगर ऐसी बात है तो आपको इससे खुश होना चाहिए, आपका काम बन रहा है।

श्री हरिकेश बहादुर : मैं लाठी और गोली चलाने वाली सरकार को चेतावनी देना चाहता हूँ कि वह ज्यादा दिनों तक नहीं चल पायेगी अगर आपने यही जारी रखा।

उपाध्यक्ष महोदय, मैं यह निवेदन करना चाहता हूँ कि आज के किसान भी आधुनिक जीवन की मान्यताओं से अपने आप को अलग नहीं रख सकते हैं। वह भी दूसरों की तरह से अपने बच्चों की पढ़ाई के लिए अच्छी व्यवस्था करना चाहता है। आज किसान बाजार में औद्योगिक उत्पादन की श्रेणी में आने वाली वस्तुओं की अत्यधिक कीमतों होने के कारण उनको खरीद नहीं सकता है। किसान को भी कपड़ा, साइकल, जूता, बिजली का सामान, दवाई इत्यादि बहुत सारी चीजें उसी तरह से चाहिए जैसे कि सरकारी पक्ष में बैठे हुए सदस्यों को चाहिए लेकिन उन वस्तुओं की कीमतें बढ़ती जा रही हैं और किसान द्वारा

[श्री हरिकेश बहादुर]

उत्पादित चीजों के दाम नहीं बढ़ रहे हैं जिससे किसान को लगातार परेशानी उठानी पड़ रही है। जो समर्थन मूल्य आप निश्चित करते हैं उसमें आप 15 प्रतिशत लाभ जोड़ते हैं लेकिन जो उत्पादन मूल्य आप कैलकुलेट करते हैं वह दो वर्ष पुराने मूल्यों के आधार पर किया जाता है। आज आपने डीजल और खाद के दाम बढ़ा दिए। अगर डीजल का दाम दो साल पुराना देखा जाए, बहुत सी ऐसी चीजें हैं, जिनका कि कृषि में उपयोग होता है, तो उससे किसान को कभी लाभकारी मूल्य नहीं मिलेगा। 1971 से 1980 तक जो गेहूँ के मूल्य में वृद्धि हुई है, वह केवल 35 फीसदी की वृद्धि हुई जब कि औद्योगिक उत्पादन की बहुत सी वस्तुओं में 130 फीसदी की वृद्धि हुई है। इस प्रकार से यह वृद्धि होती जाती है। जो दूसरी वस्तुएं हैं, जिनको किसान भी खरीदता है, उनकी कीमत बढ़ जाती है, लेकिन उसकी वस्तुओं के दाम में जो वृद्धि होती है, वह इतनी कम होती है, जिसकी वजह से उनकी आवश्यकताओं की पूर्ति नहीं होती है। यदि कृषक अपना उत्पादन बढ़ा दे तो उनकी सारी चीजों के दाम घट जाते हैं।

मैं आपको एक उदाहरण देना चाहता हूँ। विदर्भ में किसानों ने कहा कि धान का उत्पादन चूँकि नई पद्धति से करते हैं, इस लिए बहुत अधिक उत्पादन होता है, लेकिन अब हम छिटकवा पद्धति से धान की बुवाई करेंगे तो उसका उत्पादन कम होगा और जब उत्पादन कम होगा तो उनका दाम बढ़ेगा। अगर यह स्थिति देश के अन्दर पैदा होती है तो इससे राष्ट्र का उत्पादन कितना घटता है, राष्ट्र का कितना नुकसान होता है, इसको सोचने की आवश्यकता है। यदि इस सरकार ने इन बातों की ओर ध्यान नहीं दिया तो इसके लिए यह सरकार ही जिम्मेदार होगी।

उधर उद्योगपति अपने उद्योग में अगर कोई अधिक उत्पादन करता है, तो मुनाफा भी अधिक कमाता है और उसकी चीजों के दाम भी बढ़ जाते हैं। इस तरीके से यह एक शोषण की व्यवस्था जो देश के अन्दर कायम है, उसे रोकने की दिशा में सरकार को कोशिश करनी चाहिये।

किसान के द्वारा उत्पादन की गई वस्तुओं के दाम बढ़ाने चाहिये और जो वह इन्पूट्स इस्तेमाल करता है, जैसे डीजल है, खाद, कृषि के औजार, इन्सैक्टिसाइड्स वगैरह— इन सब की कीमतें घटानी चाहिए। क्योंकि इन सब की कीमतें बहुत बढ़ी हुई हैं।

MR. DEPUTY-SPEAKER: No new point has been made out. I have been watching this.

SHRI HARIKESH BAHADUR: I will take not more than 2 minutes.

MR. DEPUTY-SPEAKER: I want some new idea. You are a young Member. You must have come out with a new idea.

श्री हरिकेश बहादुर :

This is a new idea.

अब मैं आपको एक नया आइडिया देता हूँ। कम से कम 160 रु० प्रति क्विंटल गेहूँ की कीमत आप किसानों को दीजिए। गन्ने के मूल्य के लिए रफी साहब का एक फार्मूला था कि "जितने रुपये मन चीनी, उतने आने मन गन्ना"। आज कल जो आप 3.50 पै० प्रति किलो के हिसाब से जो फेयर-प्राइस शॉप्स पर चीनी दे रहे हैं, अगर उस हिसाब से चला जाए, तो यह फार्मूला लागू कीजिए, तो करीब 23 रु० प्रति क्विंटल गन्ने का दाम आता है और आज आप 20 रु० दे रहे हैं, उनकी 30 रु० की मांग है। आपको कम से कम 25 रु० प्रति क्विंटल गन्ने की कीमत देनी चाहिए। आसान शर्तों पर किसानों को कर्ज दिया जाना चाहिए।

मान्यवर, यह जो ए० पी० सी० का फार्मिंग है वह जैसे ए०पी०सी० की दद की टिकिया होती है, उसका फार्मिंग जैसे होती है वैसे ही है अच्छा फार्मिंग नहीं है। दद होता है, लेकिन ए०पी०सी० की गोली दे देने से थोड़ी देर के लिए महसूस नहीं होता है। वास्तव में दद होता है, और वह बराबर चलता रहता है, लेकिन थोड़ी देर के लिए दद महसूस नहीं होता है। इसलिए ए०पी०सी० का जो फार्मिंग है, वह किसानों की पीड़ा को थोड़ी देर के लिए रोक पाता है, लेकिन किसानों की जो मुख्य पीड़ा है, दद होता है, वह दूर नहीं हो पाता है। इसलिए ए०पी०सी० द्वारा जो कीमतों का तय करने का तरीका है, उसको बदलने की आवश्यकता है। अगर आप इस काम को नहीं करेंगे, तो किसान आपको माफ नहीं करेंगे। इससे देश खुशहाली की तरफ नहीं बढ़ सकेगा, क्योंकि देश की तमाम अर्थव्यवस्था कृषि पर आधारित है।

इन शब्दों के साथ मैं अपनी बात समाप्त करते हुए आप को धन्यवाद देता हूँ।

SHRI MOOL CHAND DAGA
(Pali): Mr. Deputy-Speaker, Sir,
Mahatma Gandhi said:

"The British have exploited India through cities. The latter have exploited the villages. The blood of the villages is the cement with which the edifice of the cities is built. I want the blood that is today inflating the arteries of the cities to run once again in the blood vessels of the villages."

यह चित्त बसु साहब ने बहुत अच्छी बात की है, लेकिन मैं उन से यह एक बात पूछना चाहता हूँ—यहां मुख्य मंत्रियों की एक कान्फरेंस हुई थी जिस में आप के वेस्ट बंगाल के मिनिस्टर भी आये थे। उस में राज्यों ने गेहूँ के दामों की मांग की थी। हमारे हरियाणा के मुख्य मंत्री ने 150 रुपये मांगे थे, पंजाब के मुख्य मंत्री ने 142 रुपये मांगे थे, नाट ने 142 रु० मांगे थे,

मध्य प्रदेश ने 140 रु० मांगे थे, लेकिन वेस्ट बंगाल की सरकार ने 117 रुपये मांगे थे। चित्त बसु जी, पहले अपने घर में दीपक जलाइये, फिर बाहर आइये। यह कान्फरेंस 24 अक्टूबर, 1980 को हुई थी।

इस बात को भी जाने दीजिये—मैं एग्रीकल्चर प्राइस कमीशन की बात पर आता हूँ। क्या मिनिस्टर साहब जवाब देंगे—काश्तकार का जो ट्रांसपोर्ट का खर्चा लगता है, क्या आप वह रुपया उस को देते हैं? एग्रीकल्चर प्राइस कमीशन ने अभी एक इस खर्च को कन्सीडर नहीं किया है। जापान जो किसी वक्त पैडी को इम्पोर्ट करता था, आज उस की हालत क्या है, वह हर तरह से सेल्फ-सफिशियेन्ट है। इसलिये कि वहां के काश्तकार को हर तरह का इन्सेन्टिव मिलता है, लेकिन यहां का काश्तकार जिन्दगी भर कर्जों में दबा रहेगा, भगवान के भरोसे जिन्दा रहेगा, इन्द्र भगवान ही उस का मालिक होगा। आप हिन्दुस्तान की इनामी को उठा कर देखिये, जितना पैसा हिन्दुस्तान को काश्तकार ने दिया है, उस के बदले हम ने उस को क्या दिया? गरीबी दी। आप फिगर्स को उठा कर देखिये, हिन्दुस्तान में जितनी बिजली पैदा होती है उस का 85 फीसदी हम शहरों को देते हैं, सिर्फ 10 परसेन्ट किसान को देते हैं। उस में भी आप ने 5 हासपावर और 10 हासपावर की सीमा बांध कर उस के लिये फ्लैट-रेट मुकर्रर कर दिया है। उस को आप की तरफ से बिजली मिले या न मिले, लेकिन उस को पैसा देना पड़ता है, क्या आप के द्वारा उस को बिजली न दिये जाने पर उस को कम्पेन्सेशन का अधिकार नहीं है?

आप के यहां एक अजीब हालत यह है कि फसल बोन के पहले किसान को पता ही नहीं होता कि उस को उस की फसल के क्या दाम मिलेंगे। आप के यहां ऐसी पालिसी नहीं है कि फसल बोन के कुछ महीने पहले यह तय हो जाय कि हम क्या

[श्री मूलचन्द डागा]

भाव देंगे। आप क्या करते हैं, वक्त पर भाव निकालते हैं। आप देखिये—आज शक्कर की कमी क्यों है? 1978 में 31.5 लाख हैक्टेअर्स में गन्ने की खेती हुई थी, लेकिन किसान को दाम नहीं मिला, उस को नुकसान उठाना पड़ा, नतीजा यह हुआ कि 1979 में सिर्फ 13.9 लाख हैक्टेअर्स में गन्ने की खेती हुई और 1980 में 26.7 लाख हैक्टेअर्स में हुई है। चीनी ही नहीं, दूसरी चीजों की भी यही हालत है। अगर हम 1971 में एग्रीकल्चर कमोडिटीज की बेस प्राइस 100 रुपये मान लें, तो आप देखिये—एग्रीकल्चर वाले को 109 रुपये मिलते हैं, जब कि नान-एग्रीकल्चर वाले को 274 रुपये मिलते हैं। फूड-आर्टिकल्स को लें तो 196.4 रुपये मिलते हैं, लेकिन फर्टिलाइजर की कीमत 237 रुपये हो गई है। आयल सीड्स को लीजिये—213.5 रुपये है, तो केरोसीन के दाम 272.8 हो गये हैं। दूध को लीजिये—172 रु० में मिलता है लेकिन यूटेन्सिल्स 248.3 रु० में मिलते हैं। रा-जूट का आप 182 रुपया देते हैं, रा-टैबको का 156 रुपया मिलता है लेकिन एग्रीकल्चर में जो फावड़े इस्तेमाल होते हैं उन के दाम 296 रु० बढ़ गये हैं। अगर कोई बराबर हिसाब लगा ले, मैंने यह आंकड़े दिए हैं। एक एग्रीकल्चरल कमोडिटीज और एक नान-एग्रीकल्चरल कमोडिटीज का क्या रेशो है।

एक बात बड़ी अच्छी है कि जो एक्सपोर्ट्स होते हैं, हम एक्सपोर्ट्स सब्सिडी देते हैं, एक बहुत बड़े दुख की बात है अगर एग्रीकल्चर वाले सोचें—

Hundreds of crores of rupees are given away as export subsidy for export of non-agricultural products. The agriculturists are prevented from getting advantage of foreign markets.

हमारी कोई सब्सिडी नहीं। अगर कोई आदमी एक्सपोर्ट करता है, ही गैटस करोस

आफ़ इपीज। हम लोगों को आप किस बात पर ले जाना चाहते हैं, कोई सुनने वाला नहीं है और एग्रीकल्चर पर आपका खर्चा कितना हुआ है कोई देखे प्लान में, टोटल प्लान एक्सपेंडीचर, कोई दावे के साथ नहीं कह सकता कि हमने एग्रीकल्चर में 27 प्रतिशत से ज्यादा खर्च किया है, हमारा सारा खर्चा इंडस्ट्रीज पर, माइंस पर, नान-प्रोडक्टिव मशीनरी पर बढ़ रहा है, लेकिन एग्रीकल्चर पर आपने सारी योजनाओं में कितना खर्चा किया है। आज आप कहेंगे कि 500 करोड़ रुपए आपको फेमिन का दे दिया है, फूड फोर वर्क का दे दिया, 20 करोड़ रुपया दे दिया, मैं मानता हूँ लेकिन काश्तकार की हालत क्या है। काश्तकार बढ़ गया है, यह कहा जाता है, कुछ काश्तकार अगर बढ़ गए तो उससे यह अंदाजा लगाया जाता है, लेकिन गांवों के अंदर काश्तकार गरीब है, वह भगवान-भरोसे जीता है, उसका सारा घर लगता है लबर में, लेकिन उसके बारे में विचार नहीं किया जाता। वह लगता है, उसका बच्चा लगता है, बच्चा बैलों के लिए घास काटता है, लड़की भी काम करती है, बेटे की बहू भी काम करती है, सारा घर काम करता है, लेकिन इस पर विचार नहीं किया जाता, दैट हैज नाट बीन कंसीडर्ड।

ए० पी० सी० सोचती है कि यह विशेष सर्कल चलेगा, विशेष सर्कल तो हम मान गए लेकिन हिन्दुस्तान की जनता का जो 99 प्रतिशत ... (व्यवधान) ...

आपने जो यह मोशन किया है, उसके लिए मैं धन्यवाद देता हूँ, परंतु एक बात कहता हूँ कि सड़क की राजनीति को अगर आप पालियामेंट में लाएंगे तो सड़क की राजनीति कोई काम नहीं देगी और अगर किसान सड़कों पर आ गया तो खेतों में धान पैदा नहीं होगा, देश की हालत शोचनीय हो जाएगी। ... (व्यवधान)

एक बात मैं कहना चाहता हूँ कि आप इस समस्या को राष्ट्रीय समस्या समझिए और यह जो किसान देश की रीढ़ की हड्डी है, हमारी आर्थिक समस्याओं को यही हल कर सकता है, इस बात को सोचते हुए हम सब लोगों को मिलकर इस ओर प्रयत्न करना चाहिए। मैं मंत्री महोदय से भी कहूँगा कि जब तक मण्डियों में मार्केटिंग सही नहीं होगा, जब तक प्राइस कमीशन पहले प्राईस तय नहीं करेगा तब तक छोटे किसान की हालत सुधरने वाली नहीं है। ए. पी. सी. पहले प्राइस तय करे, इससे ज्यादा इंसेटिव होगा, ज्यादा बातें कहने का समय नहीं है इसलिए समाप्त करता हूँ।

श्री पीयूष तिरकी (अलीपुरदार) : माननीय सदस्यों ने किसानों को अपनी उपज का उचित मूल्य दिलाए जाने के बारे में अपने विचार व्यक्त किए हैं। मैं इस समस्या का एक दूसरे तरीके से निराकरण चाहता हूँ। हमारे देश के दूसरे लोग तो आजाद हो गए हैं लेकिन असल में किसान जो लोग कहलाते हैं वे अभी तक भी गुलामी की जंजीरों में जकड़े हुए हैं। हम देखते हैं कि उद्योगपति अपने उत्पादन का दाम स्वयं निर्धारित करते हैं और सरकार का भी उस में बहुत कम हाथ होता है। कारखानों में जो उत्पादन होता है उसके दाम भी कारखाने दार निर्धारित करते हैं। ताज्जुब की बात यह है कि किसान अपनी उपज के दाम निर्धारित नहीं कर सकता है और यह काम मंत्री जी को करना पड़ता है, पार्लियामेंट में इस पर बहस होती है। मेरा सुझाव है कि उसको अपनी उपज के धन का, गेहूँ का, कपास का तथा दूसरे उत्पादनों का क्या उचित मूल्य मिलना चाहिये यह अधिकार उसके पास रहना चाहिये और उनको ही यह हक हासिल होना चाहिये कि वे अपनी उपज का मूल्य निर्धारित कर सकें।

देश में आन्तरिक खपत के लिए विभिन्न प्रकार की जिनसों की कितनी जरूरत है और बाहर भेजने के लिए कितनी जरूरत है गेहूँ, चावल, कपास, गन्ना, बाजरा आदि जितने भी अनाज हैं, उनकी कितनी जरूरत है इसका भी ठीक ठीक मूल्यांकन होना चाहिये, इसका सही सही आंकड़ा सरकार के पास होना चाहिए। उसी के अनुसार यहां उनका उत्पादन भी होना चाहिये। आज ऐसा होता है कि हम नहीं जानते हैं कि किस साल में किस उत्पादन की हमें कितनी जरूरत होगी, चावल, गेहूँ, कपास, आलू, गन्ने की कितनी जरूरत होगी और इसका नतीजा यह होता है कि उत्पादन अगर अधिक हो जाता है तो भाव बहुत ही नीचे गिर जाते हैं और अगर उत्पादन कम रहता है तो कीमतें बहुत ऊंची चली जाती हैं और वह चीज मिलती भी नहीं है। दोनों ही अवस्थाओं में सौदागर लोग इसका लाभ उठाते हैं। मंत्री जी अपने को किसान कहने में गर्व का अनुभव करते हैं। जो किसान आन्दोलन चल रहा है इस पर उनको गर्व होना चाहिये और किसान जो अपने परिश्रम की कीमत पाने के लिए एकत्र हुए हैं, संगठित हुए हैं और आगे आए हैं उस पर उनको खुशी होनी चाहिये और उनको भी इस आन्दोलन में शामिल हो जाना चाहिये मुझे सन्तोष एक बात का है और उसकी खुशी भी है। सरकार इसको कम्युनल रायट नहीं कह सकती है, कम्युनल रायट की वह इस आन्दोलन की संज्ञा नहीं दे सकती है और न हिन्दू मुस्लिम रायट इसको कह सकती है। भाषा का भी विवाद इसको लेकर खड़ा नहीं कर सकी है। इसमें जाति का भी कोई भेदभाव नहीं है और न प्रान्त का है। पंजाब, हरियाणा आदि प्रदेशों के किसान, आदिवासी, शेड्यूलड कास्ट्स, ब्राह्मण सब एक जुट हो गए हैं और हम कह सकते हैं कि यह आजादी की सबसे बड़ी उपलब्धि है। विभेद की नीति को अपना

[श्री पीयूष तिरकी]

कर इस सरकार ने तीस बरस तक राज किया है। हर प्रकार के बंधन किसानों ने तोड़ डाले हैं और हम समझते हैं कि सही अर्थों में अब किसान राज स्थापित होगा। इसके लिए हमारे किसान मंत्री की प्रशंसा करनी चाहिए। उनको और दाम बढ़ाना चाहिए ताकि किसानों को अपनी उपज का उचित दाम मिले।

सरकार किस तरह से दमन करना चाहती है। वह चाहती है कि लाठी और गोली से दमन किया जाये और कानून बनाया जाये। लेकिन मंत्री जी को समझना चाहिए कि किसानों की जड़ दिल्ली तक है। बहुत से छोटे छोटे कर्मचारी जो पुलिस में हैं, जो सरकारी कर्मचारी हैं वह किसान के बच्चे ही हैं और उस को अपना पैसा देते हैं, इस लिए उनको गोली, लाठी से उनके आन्दोलन को रोकने की चेष्टा न कीजिए, नहीं तो बहुत बुरा होगा।

SHRI BIRENDRA SINGH RAO:
This is an insinuation to which I seriously object. We are not trying to do that. He is making an accusation. They are trying to instigate army and police in the same manner as they did earlier when Emergency had to be imposed. It is a false accusation. We are not for repression on the kisans. So long as it is a peaceful agitation, they are most welcome to press for their genuine demands.

अपने हथकड़ पर आ गये, फिर पुलिस, फौज का नाम लेने लगे जैसे 1975 में किया।

श्री पीयूष तिरकी : जिन किसानों को तंग किया जा रहा है उन्हीं के बच्चे शहरों में बहुत सारे कामों में लगे हुए हैं, जिनके द्वारा आप उनकी दबाना

चाहते हैं। इस लिए बहुत मुश्किल हो जायेगी, उनको आप झकेला न समझो, समूचा हिन्दुस्तान किसानों का है और किसी न किसी रूप में वह सब जगह व्याप्त है। इसलिए उनकी मांग को रोकने की चेष्टा करना आपके लिए बहुत खतरनाक होगा।

उपाध्यक्ष महोदय, अगर बांध को कहा जाये कि बकरी की रक्षा करें तो आप क्या विश्वास करेंगे। यह सवाल तो ऐक्सप्लायटर्स का है, मुनाफाखोर समाज व्यवस्था है, और जो कृषक हैं इमको गंवार बोलों जाता है। हमारी सामाजिक व्यवस्था में है कि हम लोग सोचते हैं कि गरीब भगवान की देन है, लोग कहते हैं कि तुम्हारे बुजुर्गों ने पाप किया होगा इसलिए तुम किसान बने। ऐसी हमारी विचारधारा है। लेकिन वह समय अब नहीं रहा। आज किसान स्वयं अपनी रक्षा करेंगे और जो उनकी शक्ति है उसकी आजमाइश के लिए वह बाहर आ चुके हैं और हम उनकी लड़ाई के साथ में हैं, समूचा देश उनके साथ है, और हमारे मंत्री जी को भी उनके साथ होना चाहिए। जो उनका हक है वह उनको मिलना चाहिए।

श्री बीरेन्द्र सिंह राव : इस सरकार की हमदर्दी है किसान के साथ।

श्री राम सिंह यादव (अलवर) :
उपाध्यक्ष महोदय, आज जिस प्रस्ताव पर चर्चा हो रही है इस संबंध में मुझे अर्थशास्त्र का वह सिद्धान्त याद आता है कि फूड इज दी करंसी आफ आल करन्सीज और यह इकोनोमिक का सिद्धान्त भारतीय अर्थ-व्यवस्था में पूर्णतः लागू होता है। आज देश की अर्थ-व्यवस्था, औद्योगिक व्यवस्था का आधार भूत अगर कोई ढांचा है तो कृषि उपज है और उसके बगैर इस देश की तरक्की नहीं हो सकती। लेकिन इसके साथ ही साथ

मैं कहना चाहता हूँ कि किसान को जो मूल्य मिलता है उसमें कुछ विसंगतियाँ हैं। मैं यह मानता हूँ कि माननीय मंत्री जी ने इस सम्बन्ध में कुछ प्रशंसनीय कदम उठाए हैं। सबसे पहला इनका प्रशंसनीय कदम यह है कि पहले एग्रीकल्चरल कमीशन प्राइज तय करते थे जब कि बाजार में जिन्स आ जाती थी। उस समय उसका मूल्य निर्धारण होता था। लेकिन माननीय मंत्री जी ने यह पहल की है कि इन्होंने जब से कृषि मंत्री का चार्ज लिया है तब से फसल ग्रामि से छः महीने पहले भाव निर्धारण होता है। अभी आपने गेहूँ की आने वाली फसल का भाव तय किया है और इसी तरह बाजरे और पैडी का भाव भी पहले ही तय कर दिया था। यह इनका प्रशंसनीय कदम है जो आज से पहले किसी भी कृषि मंत्री ने नहीं किया था। और मुझे उम्मीद है कि आगे भी मंत्री महोदय इसी तरह से किसानों के हित का ध्यान रखेंगे।

इस के साथ ही दूसरी बात मैं यह कहना चाहूँगा कि हिन्दुस्तान में आज जो एग्रीकल्चरल प्राइस कमीशन मूल्य निर्धारण करता है, उसके बारे में मुझे कुछ एतराज है और असंतोष है। उस का कोई नाम या बेस साइ-टिफिक नहीं है, उसके अन्दर कोई रेशनलिटी नहीं है। वह किसी तर्क पर आधारित नहीं है। मैंने इस रिपोर्ट को देखा, इस में बाले (जों) के भाव जो तय किए गए हैं उसमें कमीशन के एक माननीय सदस्य श्री रणधीर सिंह ने 110 रुपए उसका भाव रखने की मांग की है लेकिन दूसरे सदस्यों ने यह तय किया कि नहीं इसका भाव कम रख जाये और 85 रुपए का भाव रखा है। मैंने इसी रिपोर्ट के अन्दर यह भी देखा है कि इसी के अन्दर यह भी मांग की गई है कि चूँकि इस देश के अन्दर माल्ट के लिए बाले (जी) नहीं मिलता है इस लिए आस्ट्रेलिया से उसको इम्पोर्ट किया जाये। इसी रिपोर्ट के अन्दर तो एक तरफ तो प्राइज कमीशन यह कहता है कि जी का भाव 85 रुपए से ज्यादा नहीं

होना चाहिए, जो दूसरे मम्बर रणधीर सिंह जी कह रहे थे कि 110 रुपए भाव होना चाहिए, उस को उन्होंने कहा कि गलत है, 85 रुपए का भाव होना चाहिए और उसी के साथ साथ वह यह कहते हैं कि चूँकि यह जिन्स इस मुल्क में कम पैदा हो रही है इस लिए इस जिन्स को आस्ट्रेलिया से मंगाया जाय। आप यह जानते हैं कि यह भाव किसानों के लिए न केवल लाभकारी नहीं है बल्कि प्रेरणात्मक भी नहीं है। किसान की पैदावार तब बढ़ सकती है जब कि उसकी पैदावार का भाव लाभदायक ही नहीं प्रेरणादायक हो। इस रिपोर्ट के अन्दर प्राइज कमीशन खुद यह मानता है बकि बाले की पैदावार इस देश में कम है इसको इम्पोर्ट किया जाय और उस के लिए फारेन एक्सचेंज देने के लिए तैयार हैं लेकिन किसान की कीमत बढ़ाने के लिए तैयार नहीं हैं। इस में कौन सा अर्थ-शास्त्र है, कौन सा एक्सपर्टिजेशन है, कौन सा इस में औचित्य है? मैं इस रिपोर्ट को पढ़ने के बाद इस नतीजे पर पहुँचा हूँ कि यह एग्रीकल्चरल प्राइस कमीशन नहीं बल्कि एंटी प्राइस कमीशन है और यह किसान के हित में नहीं सोचता है, उस के खिलाफ सोचता है। मैंने इस की ओर दूसरी रिपोर्ट्स को भी देखा और उन को देख कर मुझे शक हुआ—यह रिपोर्ट उन लोगों ने दी है जिन को यह मालूम नहीं है कि गेहूँ का पौधा कौन सा है, जौ का पौधा कौन सा है और बापरों का पौधा कौन सा है? बाले की कीमत के बारे में हमें राजस्थान से जो आंकड़े प्राप्त हुए हैं उस के मुताबिक 104.23 रुपए प्रति क्विंटल उस का भाव होना चाहिए, इतना खर्चा उस में होता है। यह राजस्थान सरकार के आंकड़े हैं। लेकिन उस में उन्होंने यह कहा कि गेहूँ में ज्यादा खर्चा होता है और इस में चूँकि कम खर्चा होता है इसलिए राजस्थान के आंकड़े गलत हैं। लेकिन उन को यह मालूम नहीं कि गेहूँ तो डबल

[श्री रान सिंह यादव]

क्रॉपिंग में, दो फसली जमीन में भी हो सकता है लेकिन जौ जो बोता है वह बरानी में बोता है, वह पहले से उस में आठ दस जोत लगाता है और उसमें इतना खर्चा करता है कि वह गेहूं से ज्यादा पड़ता है। जो डबल क्रॉपिंग की फसल नहीं है क्योंकि अगर उसको इरिगेशन की फौसिलिटी मिलती है, डबल क्रॉपिंग की जमीन मिलती है तो वह उसमें गेहूं बोएगा, जौ क्यों बोएगा, ? जौ तो किसान वहां बोता है जो बरानी जमीन है, जहां पानी का साधन नहीं है, ऐसी जमीन जिसमें केवल एक फसल पैदा की जाती है, ऐसी जमीन जिस को जुलाई से लेकर नवम्बर तक वह काश्त करता है, उसमें टिर्लिंग करता है उस के लिए एग्रीकल्चरल प्राइज कमीशन कहता है कि उस की कीमत कम होनी चाहिए और उस पर गेहूं के मुकाबिले में कम खर्चा आता है।

यही नहीं आप ने देखा होगा, एग्रीकल्चर प्राइज कमीशन केवल मूल्य निर्धारण ही नहीं करता बल्कि वह ट्रांसपोर्टेशन के बारे में भी तय करता है, भंडारण के बारे में भी तय करता है और किसान को प्लेज किस तरह से मिले उस की कमोडिटी के लिए वह भी निर्धारण करता है। आज इस देश के अंदर तीन एजेंसीज हैं जो कि किसान का माल खरीदती हैं। एक आप का फूड कारपोरेशन आफ इण्डिया है, दूसरा वेयर हाउसिंग कारपोरेशन है और तीसरी मार्किटिंग सोसाइटीज हैं। लेकिन मुझे दुख के साथ कहना पड़ता है कि हमारे इस देश के अंदर चूंकि जितनी भी फसलें आती हैं उनके बाजार में आने का एक ही समय है, अगर बंगाल में जो एक दिन आएगा, तो उसी महीने के अंदर राजस्थान में भी गेहूं और जौ बाजार में आएगा, तो जब बाजार के अंदर किसान की जिन्स आती है तो उस समय इतना

फ्लड होता है, इतनी अधिक जिन्स होती है कि उस को खरीदने के लिए न तो भंडारण की व्यवस्था की गई है न उस के लिए प्लेज की व्यवस्था है। मैं कृषि मंत्री जी से निवेदन करना चाहता हूं कि आप मार्किटिंग सोसाइटीज के पास भण्डारों की व्यवस्था करें। इस के साथ ही साथ मार्किटिंग सोसाइटीज के लिए प्लेज्ड लोन की व्यवस्था की जाए। आज उन के पास पैसा नहीं है। मई या जून के महीने में जब किसान अपनी फसल लेकर चलता है तो मण्डी में मिडिलमेन और एजेंट उन की फसल को जिस भाव पर खरीदना चाहते हैं, उसी भाव पर किसान को बेचना पड़ता है क्योंकि उसको उस समय पैसे की जरूरत होती है। उसको बिजली का बिल चुकाना होता है, अपने बच्चों की शादी करनी होती है, सरकार का लगान देना होता है, कोआपरेटिव का कर्जा चुकाना होती है इसलिए जून के महीने में किसान को अपनी फसल बेचने के लिए मजबूर होना पड़ता है। इस से किसान को आप तभी बचा सकते हैं जबकि उसके लिए प्लेज लोन की व्यवस्था की जाए। यह भी आप तब कर सकते हैं जबकि मार्किटिंग सोसाइटीज के पास या जो और एजेंसीज आप ऐसी बनायें जिसके पास किसान को देने के लिए पैसा हो और किसान जब चाहे तभी अपनी फसल बेच। इस बात की व्यवस्था करना बहुत जरूरी है।

जहां तक इंस्टीट्यूशन फाइनेन्स या स्टेट लोन्स की बात है, हमारे राजस्थान में विभिन्न स्टेट्स हुआ करती थीं और उन में कृषक वही होती था जो कि काम्त करता था तथा उसकी जमीन को महाजन कभी भी कर्ज में नीलाम नहीं करा सकता था परन्तु मैं वहां सेट्रल कोआपरेटिव बैंक का चेयरमैन रहा, मण्डी समिति का चेयरमैन रहा

और दूसरी संस्थाओं का चयन रहा, उसके नाते मुझे इस बात का पता है और अभी मैंने राजस्थान में कलक्टर और दूसरे लोगों से कहा था कि अब शेड्यूल्ड कास्ट्स और शेड्यूल्ड ट्राइब्स की ज़मीनें इसलिए नीलाम हो जाती हैं कि उनके ऊपर कोम्पारेटीव का कर्जा था, लैण्ड डेवलपमेंट बैंक का कर्जा था या दूसरी इंस्टीट्यूशनल एजेंसीज़ का कर्जा था। इस सम्बन्ध में मुझे एक उदाहरण मालूम है, एक शेड्यूल्ड कास्ट का व्यक्ति था जिसने कुएं के लिए लोन ले रखा था, उसका कुआं बना नहीं, उसने आखिरी किस्त भी नहीं ली लेकिन उनकी ज़मीन नीलाम हो गई। अगर कृषि मंत्री जी चाहें तो मैं उनको पूरा विवरण दे सकता हूं। मैं कृषि मंत्री जी से निवेदन करूंगा कि इंस्टीट्यूशनल फाइनेंशियल एजेंसीज़ के द्वारा किसानों को जो लोन दिया जाता है उसके लिए उनकी ज़मीन की नीलामी नहीं होनी चाहिए क्योंकि ज़मीन ही उनकी रोज़ी रोटी का आधार होती है। आप चाहे किसानों के लोन रिकवरी इंस्टालमेंट्स को बढ़ा लें या उस को लांग टर्म लोन में बदल दें लेकिन किसी भी सूरत में उसकी ज़मीन की नीलामी नहीं होनी चाहिए। राजस्थान में जो ज़मीनें नीलाम की जाती हैं वह गलत है। यह बात किसानों की रोज़ी-रोटी खत्म करने वाली है। किसी प्रकार से यह नीति उचित नहीं है।

उपाध्यक्ष महोदय, इस देश में बिड़ला, टाटा या दूसरे इंडस्ट्रियलिस्ट हैं वे जब इण्डस्ट्री लगाते हैं तो उन के लिए आप बिजली की दर तय कर देते हैं कि 5 पैसा यूनिट चार्ज किया जायेगा लेकिन जब किसान आप से बिजली लेता है, वह एग्रीमेंट भी लिख कर देता है, जो चार्ज आप लगाते हैं वह भी देता है फिर भी आप उसको दिन में बिजली नहीं

देते हैं, रात में बिजली देते हैं। कृषि मंत्री जी हरयाणा के हैं, उनको मालूम होगा कि हरयाणा और राजस्थान के किसान रात भर खेतों में खड़े रहते हैं। मैं ऐसे इंस्टांसेज़ दे सकता हूं जब रात में बहुत से किसानों को सांप ने काट लिया जिससे उनकी मृत्यु हो गई। इस लिये किसानों को दिन में बिजली की सप्लाई होनी चाहिए।

किसी भी कृषि प्रधान देश में, आस्ट्रेलिया, कॅनेडा, यू० ए० ए० में तीन सिद्धांत रखे गए हैं—मेकेनाइज़ेशन, फर्टिलाईज़ेशन एण्ड केमीकलाईज़ेशन—लेकिन इस देश में इन तीनों बातों की पूर्ति के लिए कोई कदम नहीं उठाए गए हैं जिससे कि मेकेनाइज़ेशन हो सके, इंप्लीमेंट्स मिल सकें, पेस्टिसाइड्स मिल सकें और फर्टिलाइज़ेशन हो सके। किसानों की फसल के बीमे की ओर भी ध्यान नहीं दिया जाता है। मेरे इन सभी सुझावों पर, मैं आशा करता हूं, मंत्री जी ध्यान देकर कार्यवाही करेंगे।

MR. DEPUTY-SPEAKER: Now it is 8 o'clock. We have already extended the time up to 8 o'clock. The Minister has got to reply and one or two Members have also to speak. I have ascertained that the Minister will take about 45 minutes and also the mover will take about 10 minutes. This has got to be completed today. Therefore, is it the pleasure of the House to extend the time by one more hour?

SOME HON. MEMBERS: Yes.

MR. DEPUTY-SPEAKER: Now, Mr. Multan Singh may speak.

20.00 hrs.

चौधरी मूलतान सिंह : (जलेसर) : माननीय उपाध्यक्ष जी. सब से पहले तो मैं किसानों को बधाई देना चाहता हूं, जिन्होंने अपनी पैदावार के उचित मूल्य

[चौधरी सुलतान सिंह]

के लिए आन्दोलन किया। यह बात सही है कि किसानों के आन्दोलन, जैसे हड़ताल और स्ट्राइक होती, इस प्रकार यदि किसान भी कहता तो किसान को पूरा दाम मिलता। लेकिन बदकिस्मती यह है कि किसान भूखा लगा रहा और जिसके पास 100 बीघा जमीन है, उसको दो आने भी नहीं मिला।

दूसरी बात मैं यह कहना चाहता हूँ कि खेत को उद्योग में ले लीजिए और आप फिर चाहे जो हमें दे। जो हमारी लागत है, उसको लगाकर कीमत दीजिए। क्या कारण है कि 15 फीसदी लोग जो इस देश के अन्दर बिजनेस करते हैं, उनकी लागत लगाकर किसानों चीजों का मूल्य तय किया जाता है, लेकिन किसान की पैदावार का मूल्य चार आदमी या तीन आदमी, वे भी आई० सी० एस०, जिनके बाप-दादा ने कभी खती नहीं की, वे किसान की पैदावार का मूल्य तय करते हैं। चाहे हमारी पैदावार पर 500 रु० खर्च आता हो और वे कहते हैं कि 100 रु० आता है। आपने 105 50 गेहूँ का दाम दिया था, आज 200 रु० क्यों बिक रहा है। यह कौन कर रहा है? आपकी सरकार के दलालों की मारफत ब्लैक हो रहा है या आपकी सरकार की नालायकी है या कमजोरी क्या कारण है?

एक बात इस सदन में और कही जाती है, मुझे चार साल हो गए सुनते-सुनते कि बड़ा-किसान, बड़ा-किसान। मंत्री जी मेरी बात को सुन लीजिए। आप क्यों नहीं जवाब देते हैं कि बड़ा किसान किसको कहते हैं। आपके बाप-दादा के पास भी दो-चार लाख बीघा जमीन थी, लेकिन अब आप 18 एकड़ के काश्तकार हो गए। देश में दो दफा

सीलिंग हो गई, तो फिर बड़े किसानों को क्यों कोसा जाता है और क्यों रोया जाता है। आप को जो कुछ करना है, कर लीजिए। एक न एक दिन तो नंगा होना ही है। आपको बड़ी तकलीफ हुई है, जब एक माननीय सदस्य ने यह बात कही कि फौज भी है और पुलिस भी है। यह बात ठीक है कि आज 33 साल हो गए किसानों को आपके मुंह की तरफ देखते-देखते। जैसे पांडव 12 साल दुर्योधन के मुंह की तरफ देखते रहे, लेकिन फिर भी बनवास दे दिया। कृष्ण फसला करने के लिए गए, जब पांच गांव मांगे, तो सुई भर जमीन भी नहीं मिली। सारे देश और कुल का नाश करना पड़ा, वही हालत आप की भी होने वाली है।

जय-जवान और जय-किसान का नारा लाल बहादुर शास्त्री जी ने लगाया था, लेकिन वह किसान और उसका जवान बेटा वही भूखे मर रहे हैं, इस देश में। कब तक आप यह लाठी और गोली की सरकार चलाएंगे। सही मायने में यह ढकोंसला है, गोलों और एम्पूनी-शियन्स सारे का सारा उन्हीं किसानों के लड़कों के पास है, जो कि फौज में भी है और यहां भी है। आज नहीं तो कल इस देश में 15 साल के अन्दर चाइना वार जैसी होगी।

श्री ए० के० राय : चाइना जैसी-सिविल वार।

चौधरी सुलतान सिंह : सिविल वार-जी हां। 80 फीसदी आदमी देश का भूखा मर रहा है।

श्री ए० के० राय : यह तो बहुत अच्छा है।

चौधरी मुलतान सिंह : अच्छा हो या बुरा हो—लेकिन वह भी अच्छा नहीं होगा। देश के लिए अच्छा नहीं होगा। हमारे लिए कोई सुरक्षा नहीं है। सुरक्षा सारी शहरों में है। सारी सड़कें शहरों में बन रही हैं और वहीं पर बिजली भी खर्च हो रही है। शहरों में बिजली सस्ती है। हिण्डालको फैक्ट्री उत्तर प्रदेश के मिर्जापुर जिले में है उसको आप 11 पैसे यूनिट में बिजली देते हैं, लेकिन कलवा-छितरिया के लोंडे को 27 पैसे यूनिट में दे रहे हैं—यह अन्याय क्यों हो रहा है?

मैं यह बात साफ तौर से कहना चाहता हूँ—धान की कीमत 175 रुपये क्विंटल रखिए, गेहूँ की कीमत 200 रुपये रखिये, गन्ने की कीमत 130 रुपये रखिये। तेल और दालों की कीमत 500 रुपये से कम नहीं होनी चाहिए। यदि कम रखी गई तो देश में न दालें मिलेंगी और न तेल मिलेगा। जौ की कीमत आप 85 रुपये दे रहे हैं, लेकिन आस्ट्रेलिया का 200 रुपये पड़ेगा—मैं पूछता हूँ आप देश के रक्षक हैं या भक्षक हैं?

जो यह कहते हैं कि हम ने 4-5 रुपये गन्ना बिकवा दिया, यह बात ठीक है। हमारे नेता भी नालायक थे, हम इस बात को मानते हैं। लेकिन हम ने प्रथा चलाई थी कि कृषक का लड़का ही कृषि मंत्री बने। यूँ तो चपरासी से लेकर मंत्री तक किसान का लड़का हो, फिर भी ऐसा नहीं होना चाहिए, जैसे हम ने बरनाला जी को बैठा दिया था और आप ने राव साहब को बैठा दिया है...

MR. DEPUTY-SPEAKER: He is also a son of a farmer.

चौधरी मुलतान सिंह : मैं आप को आंकड़े दे कर बतलाता हूँ—आप ने किसान को क्या दिया? लोहे का भाव 1970 में 1200 रुपये टन था, लेकिन आज 2700 रुपये से लेकर 4400 रुपये तक है। ईंट का भाव उस वक्त 65 रुपये था, लेकिन आज 270 रुपये है....

एक माननीय सदस्य : ईंट का जवाब पत्थर से दें।

चौधरी मुलतान सिंह : पत्थर से नहीं गोली से देंगे और गोलियाँ हमारे पास हैं। सीमेंट 12 रुपये थी, लेकिन आज 40 रुपये है।

एक माननीय सदस्य : आप के नेताओं ने गांधी की समाधि पर कसम खाई थी।

चौधरी मुलतान सिंह : हाँ उस वक्त हमारे नेताओं ने कसम खाई थी, लेकिन अब हम ने उन को निकाल दिया।

मैं कह रहा था कि ट्रैक्टर की कीमत—मेरा मतलब है जेटर ट्रैक्टर की कीमत—उस वक्त 14000 रुपये थी अब जब वह चेकोस्वलोवैकिया से आता था, लेकिन आज एच० एम० टी० जो ट्रैक्टर बना रहा है, उस की कीमत 54000 रुपये है। जब गेहूँ की कीमत 75 रुपये थी, लेकिन आज आप 105 रुपये दे रहे हैं.....

श्री बीरेन्द्र सिंह राव : ये दाम कब बढ़ेंगे?

चौधरी मुलतान सिंह : हम कितने दिन यहां रहे? फिर भी हम ने कहा है कि हम ने भी किसानों को कुछ नहीं

[चौधरी मुलतान सिंह]

दिया, किसान की तरफ नहीं देखा, इसीलिए हम आज इधर अकेले बैठे हैं। हम ने उन को हटा दिया है

श्री बोलत राम सारन (चुरू) : जिन्होंने किसानों की नहीं सुनी, उन को कान पकड़ कर बाहर निकाल दिया, आप की भी वही गति होने वाली है।

चौधरी मुलतान सिंह : एक बात आप मुझे यह बतला दीजिए कि बड़ा किसान किस को कहते हैं और छोटा किसान किस को कहते हैं? छोटा किसान जो 20 मन पंदा करता है, वह अनाज को घर में रखता है या बेचता है—बतलाइए। आप के गांव में भी बहुत से ऐसे हैं

श्री बीरेन्द्र सिंह राव : हम तो उन सबको किसान मानते हैं जो खेती का काम करते हैं।

चौधरी मुलतान सिंह : यदि सब को मानते हैं तो फिर उस की लागत को जोड़ कर उसे उचित मूल्य दीजिए या खेती को उद्योग मान लीजिए और जैसे उद्योगों में खर्चा जोड़ते हैं, उसी तरह से उस की लागत को जोड़ कर दाम दीजिए। आज तक जो हालत रही है, मैं तो यह कहूंगा कि 33 सालों में देश आजाद तो जरूर हुआ, लेकिन गोरे अंग्रेज चले गये और काले अंग्रेज आकर बैठ गये। जैसे वे देखते थे, उसी नजर से आप देख रहे हैं। वरना आप बतला दीजिए—आप के पास भी खेती है—क्या 200 रुपया देकर भी आप के फार्म में “दो आना” बच सकता है? आप यहां खड़े होकर कह दीजिए। हम तो 200 रुपये मांग रहे हैं जिस में दो आने भी नहीं बचते हैं, लेकिन आप तो

लाखों बीघे जमीन बेच-बेच कर खा गये। दस लाख या 20 लाख आपके बाप दादा के पास जमीन थी, 18 एकड़ भी आपके पास है तो आप भी जमींदार हैं। एक दिन तो आप कह दें कि बड़े और छोटे जमींदार की डेफीनेशन क्या है। फसल का बीमा करना चाहिए।

बिजली की क्या हालत है? 13 रुपये 15 रुपये प्रति हासपावर लेते हैं लेकिन कोई टाइम बिजली का फिक्स नहीं है। आप टाइम फिक्स करा दीजिए और बता दीजिए कि हम इतने घंटे बिजली देंगे। मैं कृषक होने के नाते आप से निवेदन करूंगा कि आप कृषक को कृपया दिन में बिजली दें। कारखाने तो रात में भी चल सकते हैं, वहां बल्ब लगा रहता है लेकिन किसान के खेत में बल्ब नहीं होता, कारखाने वालों को सांप भी नहीं खाता। किसान की फसल मारी जाती है, किसान को नुकसान होता है। मैं उम्मीद करता हूं कि आप कैबिनेट में यह फैसला करेंगे कि किसान को रात में बिजली न दी जाए। इसी प्रकार ट्यूबवैलों का हाल है, कहीं सड़कें नहीं हैं, कहीं पानी नहीं है, किसानों को केवल 7-8 प्रतिशत बिजली दी जाती है, इसका क्या कारण है?.. (व्यवधान)

*SHRI N. SOUNDARARAJAN (Sivakasi): Hon Mr. Deputy Speaker, Sir, the poet-saint of Tamil Nadu. Thiruvalluvar, has said that the agriculturist who tills the land is the one who leads the life in its real sense and all other live paying obeisance to him. But today the agriculturist is in the lowest rung of our society. His penury has become perennial. While the expenses on cultivation are mounting his income through the sale of the pro-

duce is dwindling. The prices of agricultural inputs are going up every hour of the day, but the return for his produce is so meagre for him to keep his body and soul together.

Before my party the AIADMK coming to power in Tamil Nadu, the electricity rate per unit was 16 paise for the agriculturist. After coming to power, the AIADMK Government is supplying electricity at the rate of 12 paise per unit to small farmers and 14 paise per unit to large farmers. On account of this the State Government is incurring a loss of Rs. 70 crores annually. I demand that the Government of India should reimburse this loss to the Government of Tamil Nadu.

The agriculturists throughout the country are on the path of agitation. It is not that they are agitating only in Tamil Nadu. Their agitation and struggle will persist so long as they do not get remunerative prices for their products. Hence the Central Government in the exercise of its authority and powers, should fix fair prices for agricultural products throughout the country or the Centre should give pesticides and fertilizers at subsidised rate to the farmers.

The procurement price for paddy has been fixed at Rs. 105 per quintal by the Centre. The State Government of Tamilnadu is paying a sum of Rs. 10/- in addition to the cultivators. Even then that is not enough. Hence the Central Government should at least fix paddy procurement price at Rs. 135 per quintal. Similarly, the Centre has fixed Rs. 130 for sugarcane. The Tamil Nadu Government has fixed an additional sum of Rs. 45/- for the sugarcane. That is also not enough for the sugarcane cultivators. Hence the Centre should fix at least Rs. 250 for sugarcane as requested by the government of Tamilnadu.

The hon. Member, Shri Thazhai Karunanidhi, who preceded me, pointed out that the State Government has written off only Rs. 42 crores of agricultural loans. He is not aware of the correct figures. After coming to power, the AIADMK Government has written off Rs. 102 crores of agricultural loans. Besides this, the State Government, with the noble objective of reorganising the land revenue sector, has abolished the Revenue Board. The Government of Tamil Nadu is keen to remove the part-time village officers and to appoint full-time village Administrators so that the agriculturists are helped properly. It is not that in a vengeful mood or with any political motivation we have removed 24,000 part-time village officers. I am sorry that the hon. Member attributed political motives for taking proper administrative decisions which will streamline the village administration.

Lastly I will come to a very relevant issue relating to my area. Last year on 1.5 acres of agricultural land I cultivated chilly. At the rate of Rs. 380 per quintal I sold 6 quintals of the chillies produced on 1.5 acres of land for Rs. 2240/-only. But I had spent about Rs. 3000/- for cultivating 6 quintals of chilly. I lost a sum of Rs. 760 in this transaction. In my constituency chilly cultivation is the primary agricultural activity. If the cultivators do not get a fair price for the chilly, they will lose their livelihood. The country also will lose valuable foreign exchange we are earning with the export of chillies. I demand that the Central Government should fix a price of Rs. 750 per quintal of chilly immediately. With these words I resume my seat.

THE MINISTER OF AGRICULTURE
AND RURAL RECONSTRUCTION
AND IRRIGATION (SHRI RAO
BIRENDRA SINGH): Thank you,
Sir. After all I have got my turn.

[Shri Rao Birendra Singh]

Sir, I am thankful to Mr. Chitta Basu. He has raised this issue in the House. This is a burning issue in the country today—the question of prices for farmers. There have been agitations also which are still continuing in some parts of the country. I assure this House, through you, Sir, that the Government is fully conscious of the problems of farmers. And we are very sympathetic to their legitimate demands, right from the Prime Minister down to everybody who holds a position in this party, or who is a Member of our party in this House.

I am glad that the Members from the Opposition benches also, some of them, have taken up the cause of farmers to-day, though at least I am not very sure, as some of my friends have already remarked, whether they would not take advantage of the rise in prices, politically, if the Government tries to pay higher prices for farmers' produce.

Some of the suggestions from the hon. Members from both the sides are very valuable. I am really grateful that they have, in a way, helped me to find this opportunity to clear most of the misunderstandings, misapprehensions and misconceptions that exist—though I am not very sure whether I would be able to answer within the time left for me, all the points which a large number of hon. Members who have spoken on the subject, have mentioned. My difficulty is that while as Minister of Agriculture I feel that the support that the Members have given in the cause of farmers will help me to serve the cause of farmers better, I am also concurrently the Minister for Food. And it has always been a Ministry combining Food and Agriculture in this country. So, I have to look at the problem from two angles—from the point of view of farmers, as also from the point of view of consumers,

श्री बसन्त राव पाटिल (सांगली) :
एक ही खाता रखिए ।

श्री बीरेन्द्र सिंह राव : आप फूड मिनिस्टर हो जाइए दादा, मेरी दिक्कत हल हो जाएगी। मैं प्रोडक्शन की बात करूंगा आप बाटियेगा।

श्री नाथू राम मिर्धा : आप बैठ कर के बात करेंगे तभी कोई रास्ता निकलेगा।

एक मातृनीय सदस्य : जो आपने देखा है वह बता दीजिए।

श्री बीरेन्द्र सिंह राव : वह बाहर बता देंगे, यहां क्यों बात खराब—कराते हैं।

I would first try to reply to some of the general observations which the hon. Members have made and then try to find time, if you allow, to mention some specific points raised by my friends. There seems to be an impression that the rural sector has been discriminated against by the Government, over the past few years, or ever since our party obtained independence for the country, and took up administration. I would like to refresh the memory of my friends about what the Government has been doing, to help farmers; and in fact, to help all the people—i.e. a vast majority of our population—living in the rural areas of our country, particularly the weaker sections, agricultural labourers, and small and marginal farmers. I would not like to list all the schemes that we have had. But you know that recently, we had a very bad year of drought—perhaps the worst in the century. And Government liberally spent huge amounts of money, to look after the rural people.

Apart from what have been our regular schemes and plans for removal of poverty, the previous government during the drought year had spent about Rs. 156 crores for drought relief. But immediately after we took over, we sent central team again to visit the States to try and find out

if adequate relief had been given to the people. Another huge amount of Rs. 194 crores was provided as relief after January this year. In addition to this, we have tried to tackle the problem of drinking water in our villages which have been mentioned by several hon. members.

During this year alone, while tackling the drought situation, as many as 22,000 villages were provided with potable water for drinking. During this year, we have a plan to cover another 32,000 villages for provision of drinking water. We have identified problem villages and during this plan period upto the year 1985, 2 lakh problem villages which have been identified are proposed to be provided with drinking water in the villages. This is not a small thing to try and tackle this serious situation in such a large country.

Subsidies are being provided as the hon. members know for the farmers in fertiliser, in seed, in plant protection. Even the irrigation water and power is being supplied at subsidised rates. We are trying to expand our irrigated area. That also requires a huge investment. I do not want to go into details about reservoir, canal system, major irrigation works, medium irrigation works and minor irrigation works, because that also requires huge investment.

Recently, we took a decision as promised in our party manifesto that the entire country would be covered under the integrated rural development schemes and this was extended on 2nd October to all the 5011 blocks in India. There were only 2600 blocks under the scheme before this and to cover all the villages and the blocks would have taken 10 years more. But we have provided funds for this in the 6th plan period. We are providing Rs. 1500 crores for the purpose. This is not a small thing. We want to bring above the poverty line 15 million families. Now that is also a great achievement. We hope to do it. That is why I am only mentioning

what is being done in the rural sector in this country, what attention government has been paying and want to pay under the national rural employment scheme which has now been accepted in this plan period, in the 6th plan. This year alone, 22 lakh tonnes of foodgrains have already been allocated to the States and most of it has been distributed. This is to provide employment to the rural people, to the weaker sections particularly.

There are so many other things which I would not like to talk about in detail. But, as I said, the legitimate demand of the farmers, if raised by the farmers themselves or their representatives, would definitely be taken into consideration and would be sympathetically looked into by this government as we have already been doing. But some of my friends are no friends of the farmers, when they ask the farmers not to take sugarcane to the sugarmills, blow up the roads and culverts. not to bring paddy to the market? On the one hand they are complaining. some of the friends opposite, that there is no proper marketing for farmers' produce. On the other hand wherever we provide marketing facilities, wherever we arrange the procurement they ask the framers not to benefit or ask them not to bring the produce to mandis. All this is to cover up their failures during the past three years, when they had a chance to rule the country. They want to lay the blame now at the doorstep of this government. It is trying to re-build the economy at a very fast rate. I would request all my friends if they really are interested in the welfare of the farmers, don't teach them wrong methods. Because I know as a farmer and you also know, as a person who has, I hope—close contacts with the farmers, that farmers cannot afford to keep away their sugarcane from the factories for long. They will suffer huge losses. They cannot refuse to sell their paddy because this time only in the few days before the F.C.I. moved into the Mandis paddy started selling at the rate of Rs. 90 or Rs. 95 and there was an

[Shri Birendra Singh Rao]

outcry from the farmers that Government must immediately start purchases in procurement of paddy. The same thing happened sometime back two years back in the matter of sugarcane. Friends from my side have already mentioned the conditions about how sugarcane fields had to be set on fire, how paddy rotted in the farmers' fields and in the mandis how we although procurement price of wheat was fixed at Rs. 115, there was no levy procurement in mandis during the previous regime and farmers could not get Rs. 90 or Rs. 95. After this Government took over, full one hundred and seventeen rupees was paid to the farmers. In the fixed procurement price is being paid to the farmers for paddy now, there is no complaint from anywhere. Some of the States, on their own, have raised paddy price. Well, if the States' resources permit,.... (Interruptions)

SHRI CHITTA BASU: That is not to your credit....

SHRI BIRENDRA SINGH RAO: But so far as Government of India is concerned, even this price of Rs. 105 was fixed after the fullest consideration and it was considered a remunerative price and most of the paddy that we are procuring from Punjab and Haryana it comes from there, you all know, and the farmers are happy to sell it at Rs. 105. Therefore, if I say that in some parts of the country farmers are misled by some politicians, I am not very wrong.

SHRI CHITTA BASU: Including your party. Your party is also there. (Interruptions)

SHRI BIRENDRA SINGH RAO: Same thing about sugarcane. In regard to sugar cane also Sir, perhaps some of them have expressed the fear that sugar factories will close down, some of them are not working, sugar production will suffer, but the facts are different. Sir, during the period of this sugar year (up to 30th of

November) sugar production was 3.95 lakhs in the year 1978-79. Last year it was 2.95 lakh tonnes in 1979-80. This year during the same period up to 30th November, we have already received reports that sugar of the order of 4.41 lakh tonnes has been produced. We have done much better than year before last. That only proves that the farmers have not come into your clutches. They are getting good prices and they are supplying sugarcane to the mills. Compared to 209 factories that were working on this date of 30th November, last year, at present I have reports that 213 factories are working almost to full capacity. So, there should be no danger that because of what some people out of political motivation say here and outside instigate the farmers, Government's efforts are not known to the farmers and the farmers do not know the real game of some political parties are playing.

There has been talk that because of inadequate prices farm production has suffered. I would like to give some figures, if you kindly permit me. The fact that we have increased our wheat production is very well known to almost all the people. If some of my friends do not acknowledge it, that is a different matter. From 40 million tonnes of rice production in the early seventies, this year we expect a rice production of 56 million tonnes. Within the last 10 years, we have increased our rice production by 16 million tonnes.

AN HON. MEMBER: You could have done more.

SHRI BIRENDRA SINGH RAO: We are trying to do more. In 1967-68, our total wheat production was 16.5 million tonnes. This year, God being merciful, we expect a production of 34 to 35 million tonnes. We have already achieved that target. It is more than 100 per cent increase in production, due to the Government of Mrs. Indira Gandhi and not due to the Government of other people who had a chance in between. This is a sus-

tained economy and sustained growth in the farm sector. If you like to know about other things, I can give figures. It is the same about sugarcane, potatoes and cotton. The estimated production of cotton is 80 lakh bales which is a substantial increase. In potatoes we have come to a level of production of about 10 million tonnes. That is also a substantial increase. How can this increase in production be possible if there were not remunerative prices? This is a very basic thing, very simple thing to understand. I am one with the members that the farmers standard of living should rise. They should be given better price as far as possible. But we cannot compare our conditions with the conditions in other advanced countries. Our Indian conditions are different. In some of the advanced countries the Governments have the capacity to provide a larger subsidy to the farm sector, because of their prosperity in other fields. The food requirements of those countries also are not very large. Their food budget is small, as compared to that of India, which is comparatively a poor country. Here we spend about two-thirds of our average income on food. But, in the advanced countries, it is not more than one-third; about 30 per cent is the maximum in the advanced countries, with which you are probably comparing the conditions of our farmers.

In the case of those countries, the farm contribution to the gross national income is very small; it is about 6 to 7 per cent in the case of Japan and USA, whereas in India it is almost 50 per cent

AN HON. MEMBER: 53 per cent.

SHRI BIRENDRA SINGH RAO: It has come down to 51 per cent during the last few years. Earlier it was even more than that. If it has come down below 50 per cent, I would like Shri Chitta Basu to understand that it is because India is making advance in industry and in other fields. When the share of the other sectors in the gross national income increases, the

proportion of the farm income decreases. Japan and USA being prosperous countries, the contribution of their farm sector to the gross national income is only 6 to 7 per cent. It is not because those countries are underdeveloped or their farming is not profitable.

I agree those countries are able to provide huge subsidies to sustain their farm production. Why? This is because only a very small percentage of their population is employed to agriculture. In Japan, for instance, it is done as a hobby and Government provides a huge subsidy. They procure foodgrains rice for instance by paying several times the international price of rice. But, can we afford to do that in India? If we go to the same level in procurement, by raising the procurement price without raising the issue price, according to the estimates of my Ministry, we have to pay subsidy to the extent of about Rs. 3,000 crores per year. Can we take upon ourselves that burden? Do you want this country to develop in every field, or do you want this country to spend all its resources on the development of farming and thus all the time remain a poor country? All these things have to be taken into account.

Some hon. Members have referred to land reforms. Since it is a very important subject, I might mention it first. This party, as soon as it came to power, right from the beginning, right from 1947-48, started undertaking land reform measures.

SHRI CHITTA BASU: But you have failed.

SHRI BIRENDRA SINGH RAO: We have not failed. Probably, the West Bengal Government has failed.

SHRI CHITTA BASU: You have developed some allergy for them.

SHRI BIRENDRA SINGH RAO: No allergy. We have abolished jagirdari, we have bestowed ownership rights on occupancy tenants, we have from time to time reduced the ceiling

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on maximum land holdings and surplus areas have been declared. Under the ceiling law, so far we have declared a surplus area of 37.85 lakh acres and, out of that, 24.88 lakh acres have been taken possession of. And 17-1/2 lakh acres has already been distributed.

SHRI CHITTA BASU: West Bengal alone has distributed 9 lakhs out of the total of 17 lakhs.

SHRI BIRENDRA SINGH RAO: West Bengal may have had large jagirdars. Therefore, the area would be more. (*Interruptions*). Throughout India mostly there are small farmers and peasants. Sir, the number of beneficiaries from these measures is 12.07 lakhs. And out of this, nearly 6.47 lakhs or 53.7 per cent belong to the Scheduled Castes and Scheduled Tribes, the weaker section which we are looking up to.

SHRI CHITTA BASU: Give them more.

SHRI BIRENDRA SINGH RAO: We will give them more. That is a good suggestion.

SHRI CHITTA BASU: But where shall you get it from? Ex-Rajas and Maharajas are there.

SHRI BIRENDRA SINGH RAO: Even to help rehabilitation of allottees we have schemes of subsidy. We give them something from the Central Government and something from the State Government and they are looked after to set themselves up on their small pieces of land.

Sir, about most of the points that have emerged from this very useful debate, I would try to take up one by one.

The hon. Members have talked about an integrated agricultural price policy. They have also mentioned cost of production not being properly calculated or determined by the APC. They have raised the question of di-

parities between the prices of goods that the farmer purchases and his produce that he has to sell. There has also been criticism of the APC. There has been talk about crop insurance scheme also to insure the farmer against crop losses by natural calamities. The APC seems to have attracted most of the criticism of some of my friends.

SHRI CHITTA BASU: Including yours.

SHRI BIRENDRA SINGH RAO: No. I am going to defend it because, as the hon. Deputy-Speaker mentioned, any criticism of APC or a Government agency, whether you say it or not, is criticism of the Government. If APC is doing something wrong, I am responsible, the whole Government is responsible for it. The APC, as has been stated several times in the House, is only a recommendatory body. I am surprised at the suggestion made by some of my friends that there should be a statutory Commission for price fixation for agricultural produce. Nothing could be more dangerous to farmers' interests than this. If there is a statutory Commission. Government can always take shelter behind it. The Government cannot change its recommendations. Now, we have taken full responsibility upon ourselves. The Government announces the price. The Government has the authority to look into the recommendations of the APC. The Government has the powers to change the recommendations of the APC. The Government can fix the prices at a lower level, than recommended by the APC and it can also raise the price over what the APC recommended and this has been done several times. Your memory seems to be very bad. So many people have pointed out that the APC recommended Rs. 100 for paddy and Government fixed Rs. 105. The APC recommended Rs. 13 as the statutory minimum price for sugarcane, but the Prime Minister advised the Chief Ministers, and the credit also goes to the Chief Ministers

of the Congress (I) party that they ensured that nothing less than Rs. 20 per quintal should be paid to the farmer for sugarcane. Some States like Punjab are paying even up to Rs. 25. The credit for raising the price of paddy also goes to the Chief Ministers of the Congress (I)-ruled States.

SHRI M. RAM GOPAL REDDY (Nizamabad): We are getting Rs. 22 for sugarcane in Andhra.

SHRI BIRENDRA SINGH RAO: We on our part are trying to fix a remunerative price, and if the States can afford, out of their resources, to pay more, we do not grudge, but it certainly creates difficulties for the other States which probably cannot pay a higher price. At the same time, it may also affect our procurement, because in the States which have fixed a higher price by Rs. 10 or Rs. 15 for paddy per quintal, the procurement is very small, negligible. Most of the procurement is from Punjab and Haryana. I am glad to inform you that the procurement in Punjab and Haryana, in spite of all the noise that is being made by some of my friends about unremunerative prices for paddy, has exceeded even the figure of the year before last, it is much better. If you like, I can give the figures, but I am talking in general terms for the time being.

As regards the structure of the APC, it consists of three Members. It was not clearly mentioned that any of them would represent the farmers, but the National Commission on Agriculture recommended that the APC should consist of four Members, and one of them should be a farmers' representative. Some of my friends have talked about there being no member from amongst the farmers. Mr. Lakkappa is here, he probably talked about it, some other friends also talked about it. I shall be very glad to introduce Mr. Lakkappa to my friend Shri Randhir Singh who is as good a farmer as Mr. Lakkappa. He will be glad to meet him.

Some hon. Members like Mr. Patil and Mr. Rathor mentioned that there was no member from the South. The National Commission, of which my hon. friend Shri Mirdha was the Chairman, recommended that there should be four members. Three persons, including the Chairman, have already been appointed one is an agricultural economist, who is the Chairman, from the Ludhiana University, Dr. Kahlon. There is another member. He is an agricultural economist, and he is Member-Secretary. Then there is the farmers' representative, Choudhary Randir Singh. One vacancy still exists. I have taken note of the suggestion of my hon. friends that this fourth member should be from the South. We shall try to find a suitable person from the southern region, but he has also to be an agricultural expert and economist. I hope we shall find one, and my hon. friends are most welcome to suggest any names that they may have in view. So, this deficiency also would be made up.

The pricing policy, of course, is the most important factor in sustaining our agricultural policies and our agricultural production. People have agricultural production. People have the figure of the year before last, it on increasing.

SHRI M. RAM GOPAL REDDY: Faulty policies of that Government.

SHRI BIRENDRA SINGH RAO: It is better not to talk about it because that is dead and gone.

As I have already said, we are doing much better now in sugar and we hope that sugar production will go on increasing.

SHRI CHITTA BASU: Price will also be going up.

SHRI BIRENDRA SINGH RAO: You want it to go up. We shall see that there is reasonably low fair price for the public distribution of sugar and for the free market sugar, of course, we have got to work it out on certain formula. It cannot be on any ad-hoc basis. The Bureau of Indu-

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Industrial Costs is also consulted. Experts decide it. The Government accepts the recommendation. It is all worked out properly after calculating all factors.

There seems to be an impression that there is some sort of *ad hocism* in the recommendations of the A.P.C. and that all the factors that go into the cost of production are not taken into account. I want to dispel that apprehension. There are about 18 items which are taken into consideration while the APC makes its recommendations. All types of labour is taken into account, whether it is one's own family labour, or whether it is hired labour; all types of power used, whether it is animal power or machine power for cultivation or harvesting or thrashing, all that is taken into consideration. All the inputs, seeds, fertilizers, diesel, pesticides, all that is also accounted for. Then the value of land in terms of rent, the rent that is actually paid for land, even for one's own land, is also taken into account at the rental value prevailing at a particular time, while these recommendations are made.

SHRI M. RAM GOPAL REDDY:
Lease value.

SHRI BIRENDRA SINGH RAO:
Lease value and rental value of land is just the same thing. All that is taken into account.

SHRI BALASAHEB VIKHE PATIL
(Koperganj): Excuse me for interruption. The system given by A.P.C. for example for irrigation—tandem system—work out to some percentage which is not really achieved in the Central Government. So, that system itself is a defective system.

SHRI BIRENDRA SINGH RAO: I am coming to that.

Rent paid on lease land and rental value of own land, all these things

and also the value of family labour, inputs and taxes....

SHRI CHITTA BASU: Current input price..

SHRI BIRENDRA SINGH RAO:
No no, current when the recommendation are made. It is being revised from time to time.

(Interruptions)

There is a very comprehensive system though it may not be at present very widespread, but the sampling system that is adopted for calculating the cost is more or less foolproof and scientific.

21.00 hrs.

About 10 crops come within the purview of the APC for recommending minimum support price. I hope, I do not have to tell the House again because I have so many times said that these minimum support prices are not relevant to actual prevailing prices. It is only a sort of insurance to the farmer that for certain crops the Government guarantees that whatever is produced and brought into the market will be purchased by the Government at that price so that the farmer does not go bankrupt and does not suffer losses. This is what it does.

SHRI UTTAM RATHOD: If, according to you, the APC is doing the right thing, is it not a fact that Chaudhuri Randhir Singh, a Member of the APC, has pleaded with the Government that the prices be increased?

SHRI BIRENDRA SINGH RAO:
That only proves that there is a strong representative of farmers in the APC. Whatever one member of the APC has said, any dissent from other members or majority of the members, is before the Government. We shall take all that into account. If Chaudhuri Randhir Singh has

advanced any sound reasons and can convince the Government that what he says is correct and what the other members say is not correct, is not based on proper calculations, then certainly that also will be taken into consideration.

श्री वसन्त राव पाटिल (सांगली) :
आप ने एग्रीकल्चर प्राइस कमीशन जिन चीजों को कंसिडरेशन में लेता है उस के बारे में बताया । लेकिन उस के अन्दर ट्रांसपोर्टेशन का खर्चा वह नहीं लेता है, मार्केटिंग का खर्चा नहीं लेता है । गेहूं किसानखेत के अन्दर तैयार करता है, उसे उठा कर ले जाने का खर्चा कहीं भी ध्यान में नहीं लिया गया है और मार्केटिंग का खर्चा नहीं लिया गया है । कौन करेगा वह खर्चा ? कपास के लिए वही बात है, गन्ने के लिए वही बात है खाली माल खड़ा होने से काम नहीं चलता है, जहां माल बेचता है वहां तक उसे पकड़ना चाहिए ।

SHRI BIRENDRA SINGH RAO:
I will clear that.

There are about 6000 holdings all over the country which provide the data. There are 13 agricultural universities and 3 agricultural colleges in the country in different parts of the country that are looking after this work of collecting data. There are officers working under these universities. The hon. Member, Shri Chitta Basu, talked about cost of production in Andhra Pradesh of paddy being Rs. 124 or something like that.

SHRI CHITTA BASU: That is the estimate made by the Andhra Pradesh Government.

SHRI BIRENDRA SINGH RAO:
They may make any estimate. The Chief Ministers of States have been demanding lower than the APC recommendation and they have also been demanding upto Rs. 150. Should we take into account the demand of Chief Ministers of States or should

we work out these things on a sound scientific basis? That has to be decided by the Government.

SHRI CHITTA BASU: Do you mean to say that the State Governments do not function on the basis of sound basis? Do you mean to say that the Maharashtra Congress (I) Government does not function on the basis of sound policy?

SHRI BIRENDRA SINGH RAO:
The hon. Member is mixing the two things.

Working of a Government is different from recommending certain prices for its farmers. (Interruptions)
The cost of calculation was based on the data provided by the Andhra Pradesh Agricultural University, and in the year about which Mr. Chitta Basu mentioned, the State Government had said that the cost price was Rs. 124 per quintal or something like that; the Agricultural University's figure was Rs. 88.67 per quintal—the cost of paddy. I do not know why. . .

SHRI CHITTA BASU: They do not accept the estimate made by the State Government. The State Government has got an Agricultural University. The State Government is no less responsible than the Agricultural University.

SHRI BIRENDRA SINGH RAO:
I will be very happy if West Bengal accepts that and pays the same price in West Bengal for paddy that it is procuring there.

SHRI CHITTA BASU: We do. West Bengal recommended that Rs. 300 should be the support price of jute. Why did you not accept that? He is provoking me.

SHRI BIRENDRA SINGH RAO:
I am not provoking him.

MR. DEPUTY-SPEAKER: You note his reply. You have a chance; you have the right or reply.

(Interruptions.)

SHRI BIRENDRA SINGH RAO:
Mr. Vasant Dada Patil raised a point

about transport cost in respect of sugarcane being supplied to the factories. (Interruptions) *Kapas* is taken into account upto the level of picking. The factories have different systems of purchasing sugarcane. Some factories buy it at the factory gate. Some factories pay for the transport charges over and above the price that they have fixed for sugarcane. Some factories have their purchasing points in the farmers' fields spread all round the factory area. It is very difficult to have a uniform policy about the cost of transport. At the same time it is not possible to include the cost of transport in a particular State into the minimum support price announced for sugarcane—statutory price—because that would raise the price to be paid for levy sugarcane very high. If we raise rupee one over the statutory price of Rs. 13, about Rs. 45 crores more have to be paid to the factories for levy sugarcane very high. If we price of Rs. 13, about Rs. 45 crores crores more. The transport charges are supposed to be absorbed by the factories in the realisation price for their free market quota, that is, 35 per cent. But there is certainly some ground in the demand that the transport cost also should be taken into consideration for fixing the minimum support price. It has not been possible to take that factor fully into account so far. But having listened to the views of hon. Members and having considered this demand from the various leaders, from the States, from our own Chief Ministers, our own MPs, I am glad to say that we have asked the Agricultural Prices Commission to go into this aspect also, to take into account the transport cost if it is not fully compensated and to calculate this also into their working. I hope that something will be done and we shall be able to satisfy the hon. Members, ourselves and the farmers that we are conscious and we realise that anything that the farmer has to spend should be compensated.

Sir, the risk factor is another factor? I myself mentioned it so many times that the minimum support prices do not take into account, while be-

ing recommended, the risk factor in agriculture. From year to year, there is a complete loss of certain crops due to natural disasters. I do not know how it is possible to cover that risk. One way would be to have some good workable comprehensive scheme of crop insurance as the hon. Members have suggested. No country so far in the world has evolved any scheme for crop insurance. In India three States have taken up some schemes for certain crops; on a similar basis. Gujarat, Tamilnadu and, I think, Karnataka or West Bengal and some other States have already expressed their desire to try these schemes. That is only to ensure the credit that is being advanced to the farmers—insurance scheme for crops. But so far we have not been able to evolve any practicable scheme for insurance against crops. Unless that is possible, risk factor may not be possible. But while recommending the price, we shall also ask the Agricultural Prices Commission to see if they could also take this factor into consideration; if the Agricultural Prices Commission does not do, Government itself does it. There is no danger that this is completely ignored. This probably was one of the factors then that prompted the Government to fix a higher price for paddy that is recommended by the Agricultural Prices Commission. This has been happening from time to time. The Government is fully aware of these difficulties.

Now, there is talk about parity. I do not know whether the hon. Members would like to hear me or they would like me to finish it. It is upto the House. I do not want to tire them out because I know they have been here since 9 or 9.30 in the morning. If they are not interested, it is no use—my talking.

MR. DEPUTY-SPEAKER: They are hearing you—a very patient hearing.

SHRI BIRENDRA SINGH RAO: I think they are satisfied.

MR. DEPUTY-SPEAKER: I have heard your points. Should we not hear the point of view of the Government?

SEVERAL HON. MEMBERS: Yes, Sir.

SHRI BIRENDRA SINGH RAO: Sir, parity can be of several types; there may be a parity between crop and crop in the agricultural sector. One crop may be selling at a much higher price than the one fixed as a minimum support price like gram and other things. Even, we can take cotton's selling price at present.

We can also talk about parity in the goods which the farmer has to produce for agriculture; as Mr. Chitta Basu said,—the parity between the agricultural inputs and outputs it is another thing. Then, there may be a question of parity between the indices of agricultural produce and industrial produce and manufactured products. There can also be a question of parity between agricultural produce price and non-agricultural produce price including everything else, that is not covered under the manufactured goods. So, I do not know what exactly the hon. Member wants. The parity between the agricultural goods—finished goods—and outputs is most relevant to me.

SHRI CHITTA BASU: The parity between manufactured articles and the agricultural produce are the two areas I have raised. I have not raised any other area.

SHRI BIRENDRA SINGH RAO: Sir, as regards parity between agricultural inputs and agricultural outputs, there is not much difference. (*Interruptions*). The difference between whatever the farmer has to pay for the goods received—that includes even things which he uses for himself, not only the inputs—and the price which the farmer receives for his produce is about 13 per cent. For every Rs. 100 in terms of price for inputs and his his own consumption items that a farmer has to pay he receives Rs. 87. It is 87 per cent that way. That is according to the figures that I have received.

About other prices also I can give the figures if the hon. Members are

interested. In terms of trade, as I said, in the prices paid and prices received, the present index in the end of 1979-80 is 216.2 over 1970 base and the index of prices received, that is for agricultural produce, is 188.9. And this year we hope this disparity will be reduced because we are trying to give better prices for the farmers.

SHRI CHITTA BASU: The disparity exists and it exists even in a larger way.

श्री बसन्त राव पाटिल : किसान जो माल कम पैदा करता है, उस का भाव ऊपर आता है। जैसे चने का भाव आप ने 160 रुपया माना है, लेकिन 400 रु० से 500 रु० में बेचा जाता है। क्या किसान ऐसा करे कि ज्यादा माल न पैदा करे ताकि उस को ज्यादा भाव मिले? क्या किसान ने ज्यादा प्रोडक्शन कर के गलती की है—कम से कम यह तो देखना चाहिए?

श्री बीरेन्द्र सिंह राव : जरूर देखना चाहिए।

As regards the wholesale price index of foodgrains compared to manufactured products—in fact the terms of trade were in favour of farm sector up to 1975—the index then was 187 for foodgrains alone and it was 137 for manufactured products and of non-agricultural commodities it was 184 in 1975. But then it was the same Government, this Congress (I) Party's Government and the same Prime Minister, Mrs. Indira Gandhi, was there who had ensured better prices for farm products than for manufactured products and for non-agricultural items.

Then, Sir, due to inflation which was a world phenomenon, it started coming down for foodgrains a bit, but up to 1978 also it was not very much unfavourable. For foodgrains it was 173; that was the whole-sale price index. And for manufactured products it was 178. That is immediately after this party handed over Government to your people. But the difference

SHRI BIRENDRA SINGH RAO: occurred mainly in 1979. So this disparity was a creation of that time, when tractor prices went up, machinery prices jumped up. In 1979 the index number of foodgrains rose to 180 and that of manufactured products shot up to 204. That was in 1979. So you cannot talk about this party having created this disparity. This government has been trying to maintain parity between terms of trade and we are still trying. You know that the terms of reference of the APC were radically changed immediately after this Government came to power. The APC was directed to take into account the terms of trade. It is a very big principle accepted by this Government in favour of the farmer. Why don't you talk of the good things that we have done? You try to exploit the people here and there. Sir, I don't go into the details of what we are doing for creating storage capability. Even in rural godowns we want to go up to 90 lakh tonnes capacity in this plan period. Our cold storage and everything is coming up fast. But one point to which I agree is that for the farm produce not enough capacity is being used. Whatever the capacity there is under FCI or CWC or State Warehousing Corporation it is mostly being used for storage of inputs like fertilizer, pesticide and other things and for our food buffer stocks. So, there is need to increase the storage capacity in the rural areas through cooperatives. Cooperatives are playing an increasing role in our rural economy. You can see this from the number of cooperative dairies that are coming up. Various fertilizer plants are being set up in the cooperative sector. Marketing facilities are being developed. There are various other fields in which cooperatives are working. So, marketing also has been mentioned. This is a very important thing for ensuring full return to the farmer for his labour and his investment and for ensuring a remunerative price. Whereas some of the States have done very well, others have not. This is the responsibility of the State Government. We only

provide guidance in the Rural Reconstruction Ministry and some help. But may I ask Mr. Chitta Basu what are the marketing facilities provided in West Bengal?

SHRI CHITTA BASU: Very much.

SHRI BIRENDRA SINGH RAO: This is the worst State in the country today so far as marketing facilities are concerned....

MR. DEPUTY-SPEAKER: You can consult your Chief Minister.

SHRI BIRENDRA SINGH RAO: You allow your jute growers to be robbed and you blame us for it. Jute farmers' condition is bad, I agree. The jute grower is badly off. It is because he is not able to market his produce to regulated mandis. There is no proper purchase arrangement. But, the Jute Corporation tries to by as much as possible though it is not very substantial. I agree there. I hope we shall be able to do more to help the Jute growers.

SHRI NATHU RAM MIRDHA: Jute Corporation also does not buy directly from the farmers. But it buys from the intermediaries. That is the real problem. So, very little percentage is directly got from the farmers.

SHRI BIRENDRA SINGH RAO: We shall abolish it. We shall eliminate middlemen with your support and the support of the people.

SHRI CHITTA BASU: But there was no support for F.C.I. to have monopoly procurement of raw jute. You have opposed it.

SHRI BIRENDRA SINGH RAO: The disparity between the prices that the jute grower gets and the price which the manufactured jute products fetch is very big and this can only be reduced through providing better marketing facilities for the jute growers and for that I would request my friend Mr. Bosu to persuade the West Bengal Government to do something.

Now, in regard to cotton procurement, Maharashtra was mentioned. Now, Maharashtra has got the monopoly of cotton procurement. But so far as I know, cotton is getting much

higher price than the minimum price fixed by A.P.C. and the credit goes to Maharashtra Government as also the Cotton Corporation of India which is procuring substantial quantities of bales of cotton and the cotton growing States seems to be satisfied and are happy in so far as farmers are concerned.

Now, I have talked about most of the things. Hon. Members have talked about the prices of wheat. The price of wheat has not yet been fixed. It is under consideration of the Government and we hope to be able to take a decision on it soon. The A.P.C.'s recommendation is known to the hon. Members and their views also will be taken into account. The discussion with the Chief Ministers is not a drama as one of the hon. Members said. We are seriously discussing that. We give full opportunities to the Chief Ministers and the State Representatives and we take into account facts and figures before we take a decision. While fixing sugarcane price also, we take into account their views, not only the State Governments but also the farmers association, the co-operative sugar factories federation, Sugar Mills Association. Now, some of the sugar factories, some of the farmers have started demanding that the price of levy sugar should be fixed higher or the price of sugarcane should be fixed higher. So far as I know, the Co-operative Federation—Vasantdada Patilji is also perhaps associated with it—in January this year when consultations were held with them have recommended a price of Rs. 13.50 with 8.5 per cent recovery. ISMA recommended Rs. 12.15. Now, to talk about Rs. 30 per quintal and Rs. 300 per tonne for sugarcane and to say that farmers would not supply anything less than that price, would, I think, be against the national interest or the national economy or the farmers.

Sir, there has been agitation about onion price in some parts of Maharashtra. I would like to say a few words about that. Last time when there was a large production of onions,

summer crop of onions, for the first time, the Government provided support price to onions. NAFED was asked to enter the market for onions. The price prevailing for onion was about Rs. 25 or so. We asked NAFED to purchase at a price ranging between Rs. 45/- and Rs. 60/- per quintal. About 2 lakh tonnes were purchased in Maharashtra, mostly from Nasik area, where this agitation is taking place and NAFED was paid by the Government of India over six crores of rupees for this price support operation for onions. This time it is a very small crop; two lakh or two and a half lakh tonnes of onions in this winter crop in Maharashtra. We have already discussed with Maharashtra Government. We have decided that Maharashtra Government will go in for purchase of 25,000 tonnes of onions at a price ranging between Rs. 55/- to Rs. 70/- per quintal which is a very good price. I can say that with confidence. NAFED has also been asked to purchase the same quantity, 25,000 tonnes of onions at the same price. If the prices still fall to an unremunerative level for the farmer, we have already advised the Maharashtra Government to come up with further proposals to extend support to the onions growers.

AN HON. MEMBER: What about Rajasthan?

SHRI BIRENDRA SINGH RAO: If onion prices go below a certain level, certainly we will consider that. It is not that because Rajasthan is not agitating, we are not keeping an eye on Rajasthan or any other part of the country. Rajasthan should not think like that. We heard that ginger was selling very cheap in North-Eastern region, though there was no hue and cry from those good farmers there, we have instructed NAFED that they should start purchasing ginger from Manipur and other areas. Whether you try and instigate the farmers or whether the farmers listened to you or not, the farming community is always very close to the heart of the Government of India.

[Shri Birendra Singh Rao]

I would not be able to go in detail to various other points referred by various other hon. Members. Friends like Shri Chitta Basu, Shri Lakkappa, Shri Rambir Singh, Shri Mandal, Shri Shiv Kumar, Shri Dogra have made very good points. I agree with Shri Dogra that we have to think of prices in their totality in the context of the national economy. We cannot think only of one sector. Towards that end, this Government is moving, working and thinking.

After this full scale discussion in the House, I hope, my friend will take a sensible view of the things, a balanced view of the things and would not try and take political advantage of my brothers, the farmers' gullibility and illiteracy and not teach them violence. Let it be confined to his own disciples, not the farmers.

MR. DEPUTY-SPEAKER: Mr. Chitta Basu is a trade union leader not a peasant leader.

SHRI BIRENDRA SINGH RAO: I hope, all the Members including my friend, Shri Chitta Basu, will agree that there is no need further to press this motion and in view of what I have explained and the policies of the Government that are being followed the House would rest assured that the farmers interests are absolutely safe in the hands of this Government.

SHRI CHITTA BASU: Sir, I am really grateful to the Hon. Members who have taken part in this debate and I am more thankful because of the fact that there has been more or less a consensus on the point that the peasantry of our country do not get remunerative, just and legitimate prices and this opinion has emerged irrespective of the party affiliation. Members from this side and members from that side, also expressed this belief. But sorry to say, the Hon. Minister has not been able to respond to it in a favourable manner. Instead, he has taken the political tactics to explain his party's election manifesto. That is what has been done, what is proposed to be done and, under the leadership of one person. That is

the election propoganda he has made after taking advantage of this forum. It is shocking, Sir, that a responsible Minister should take advantage of this House to make such propoganda while the peasantry outside are in ferment. Why? It was expected that the Minister should make certain announcement so that the movement of the peasants outside can be peacefully settled or some solution can be evolved. Instead of that, he has thrown a gauntlet. He has challenged that the Government would meet the agitation.

MR. DEPUTY-SPEAKER: I think he has not challenged. He has made a request to you.

SHRI CHITTA BASU: This is what he has said.

MR. DEPUTY-SPEAKER: I have been listening.

SHRI CHITTA BASU: He has expressed that, Sir. If he has come back to his senses, I am grateful to him.

MR. DEPUTY-SPEAKER: Yes. Everybody must be fair to everybody. He has not challenged.

SHRI CHITTA BASU: You have listened to him.

SHRI A. K. ROY: He has challenged our capacity to incite the farmers.

MR. DEPUTY-SPEAKER: That is a correction.

SHRI CHITTA BASU: Sir, he has said and, I think you have listened to it, that the agitation is politically motivated. This is a challenge. Well, I have sought to explain the economics behind this agitation. The economics behind the agitation is that the peasants are not getting remunerative price and, even now he claims, that Rs. 100—105 is the remunerative price for paddy. It is despite that fact and you say it is remunerative.

SHRI BIRENDRA SINGH RAO: I think it is support price. (Interruptions).

SHRI CHITTA BASU: Anyway, you had your say. I must have my say. Sir, would you agree with me

that there has been at least 20 per cent increase in the price level and paddy price has been increased from Rs. 100 to Rs. 105|-?

SHRI BIRENDRA SINGH RAO: Rs. 95|- to Rs. 105|-.

SHRI CHITTA BASU: IT was Rs. 100/- which was recommended by APC. Don't go back your own commitment. Sir, he said that Rs. 100/- was recommended by the APC. The Government said that the escalation of the price should also be taken into consideration and in consideration of the escalation, you have fixed it at Rs. 105/-. Escalation is to the extent of 20 per cent and, you have neutralised it by 5 per cent and, still, he said that the interest of the peasant is closest to their hearts. It is closest to your heart because you want to purchase votes from them, taking advantage of their gullibility. This is the main reason for their holding the interest.

MR. DEPUTY-SPEAKER: Both are in the same category.

SHRI CHITTA BASU: No, Sir. I am sorry you have bracketed us with them.

So, Sir, I think this should not be the attitude of the Government at this stage. We made certain constructive suggestions also. As a matter of fact, I mentioned that it was not a simple process. I said that it was a complex mechanism, and that what was needed to-day was an integrated, comprehensive price policy for agricultural produce, having regard to the cost of cultivation, procurement policy of the Government, wages for agricultural labour etc. because all these things are connected with national economy. There has been no assurance from Government that it is contemplating to have such a comprehensive and integrated price policy for agricultural produce.

SHRI BIRENDRA SINGH RAO: Yes; we are following it.

SHRI CHITTA BASU: Seeing the view they have taken, I feel that the Government is bent upon crushing this movement.

SHRI BIRENDRA SINGH RAO: No. We are farmers' friends.

SHRI CHITTA BASU: You know, Sir, that the Chief Minister of Uttar Pradesh is on record as having said that he would not hesitate to apply the National Security Ordinance to crush the movement of the cane-growers in Uttar Pradesh.

SHRI BIRENDRA SINGH RAO: Never.

SHRI CHITTA BASU: Is it the object of the National Security Ordinance? They should not behave in a hypocritical manner. Let them say that this is the purpose for which NSO is there to crush the popular and democratic movements and the movement of the workers, to crush the movement of the peasants. They don't have the courage to say that. We have got the courage to say that the peasants' movements are just and legitimate; and we are prepared to suffer for the cause also. Therefore, I hope that the Government should have good sense at least now. They should not take a position, or create a situation in which the entire peasantry of our country rises in revolt against them. It is not the peasantry, as has been correctly pointed out by Mr. Tirkey. It is the army. It is the police, it is the administrative personnel who are connected directly with the peasants because a majority of them come from the peasants, homes. So, I hope Government would not play with fire. If they want to play with fire, they will have to face consequences. Again I say: Let the Government face the music. We are prepared for it.

MR. DEPUTY-SPEAKER: Mr. Mool Chand Daga is not here. I shall now put amendment No. 1 moved by Mr. Daga to the vote of the House.

Amendment No. 1 was put and negatived

MR. DEPUTY-SPEAKER: Now
Mr. B. K. Nair.

SHRI B. K. NAIR: I want to say
a few words about it.

MR. DEPUTY-SPEAKER: Do you
want to withdraw your amendment?

SHRI B. K. NAIR: I want to
withdraw my amendment.

MR. DEPUTY-SPEAKER: Has
Mr. B. K. Nair leave of the House to
withdraw his amendment?

SEVERAL HON. MEMBERS: Yes.

SHRI A. K. ROY: No.

MR. DEPUTY-SPEAKER: Now, I
shall put amendment No. 2 moved by
Shri B. K. Nair to the vote of the
House.

*Amendment No. 2 was put and
negatived.*

SHRI RAM SINGH YADAV: I
also want to withdraw my Amend-
ment No. 3.

MR. DEPUTY-SPEAKER: Has Mr.
Ram Singh Yadav leave of the House
to withdraw his amendment?

SEVERAL HON. MEMBERS: Yes.

*Amendment No. 3 was by leave,
withdrawn.*

MR. DEPUTY-SPEAKER: Now I
shall put the motion moved by Shri
Chitta Basu to the vote of the House
unless he wants to withdraw it.

SHRI BIRENDRA SINGH RAO:
He does not want to press it.

SHRI CHITTA BASU: I am not
obliging you, Sir.

MR. DEPUTY-SPEAKER: The
question is:

"That this House is of the opinion
that the support prices an-
nounced by the Agricultural Prices
Commission in respect of sugar-
cane, jute, cotton, wheat and other
foodgrains, and other agricultural
produce, are not just and remu-
nerative in view of the escalation
of the cost of production and urges
upon the Government to reject the
recommendations of the APC and
take necessary steps to ensure for
farmers the remunerative prices of
their produce without further
delay."

The motion was negatived.

MR. DEPUTY-SPEAKER: The
House now stands adjourned to meet
tomorrow at 11 A.M.

21.50 hrs.

*The Lok Sabha then adjourned till
Eleven of the Clock on Friday, 12th
December, 1980/Agrahayana 21, 1902
(Saka)*