

the scapegoat if you want to do so. But, so far as others are concerned, withdraw the proceedings.

SHRI BUTA SINGH: Sir, it is not true that we want to make anybody a scapegoat. The question is that even the judgement delivered by the Gujarat High Court, the latest judgement has not come to us so far. I am stating a fact. A copy of the judgement has not come to us. Unless we are posted with all the facts, it will be difficult for us at this stage to say that we can drop all these cases and take only one test case. Even then, Sir, I take this as a suggestion.

Report of the Hathi Committee

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*902. **SHRI BHALJIBHAI PARMAR:**

SHRI D. P. JADEJA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what are the salient features of the recommendations of the Hathi Committee; and

(b) whether Government propose to lay the report of this Committee on the Table of the House during this session?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI K. D. MALAVIYA): (a) and (b). Government propose to lay a copy of the Report of the Committee on Drugs and Pharmaceutical Industry during this session.

SHRI BHALJIBHAI PARMAR: Sir, one of the main and salient features is illegal issue of permission letters and COB licences by officials namely, Dr P. R. Gupta., Dr. B. Shah and Shri V. Rajagopalan who has been issuing and processing these permission letters during the last more than 15 years dealing in drugs only. Will the Government order an enquiry and remove these officials immediately otherwise, they will not allow this Hathi Committee report to be implemented.

MR. SPEAKER: Mr. Parmar, the simple question was about the salient features and when is the report going to be laid on the Table of the House. It has come in this House a number of times. But, if your supplementaries are already ready, I cannot help it. You brought them ready-made. Anyway, I do not come in between you and the Minister.

SHRI K. D. MALAVIYA: Sir, I have answered.

MR. SPEAKER: I only want you to do whatever you like. Either you repeat...

SHRI K. D. MALAVIYA: I always try to do whatever you want me to do

MR. SPEAKER: I want you to do whatever you like.

SHRI K. D. MALAVIYA: But, there are some constraints which bind both of us, both the Speaker and myself. What can I do? The Report is to be laid on the Table of the House.

MR. SPEAKER: I advise the member to wait till it is laid on the Table of the House.

SHRI K. D. MALAVIYA: You are quite right.

MR. SPEAKER: He has accepted it.

Survey to Assess Ticketless Travelling in Railways

*903. **SHRI R. N. BARMAN:** Will the Minister of RAILWAYS be pleased to state:

(a) when an official survey to assess the extent of ticketless travelling in Indian Railways was undertaken by Government;

(b) what was the leakage of revenue found at that time;

(c) why no further survey was undertaken since then; and

(d) when Government propose to undertake the next survey?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (d). A statement is laid on the Table of the Sabha.

Statement

(a) A survey was conducted in 1967-68.

(b) On the basis of survey conducted during 1967-68 the loss on account of ticketless travel was estimated to be of the order of Rs. 20—25 crores annually.

(c) and (d). Another survey was conducted from June, 1973 to September, 1974 which revealed that the extent of ticketless travel had come down. But this survey was vitiated due to cancellation of trains, Railway strike and disturbed law and order situations in certain parts of the country. A fresh survey is proposed to be conducted soon.

SHRI R. N. BARMAN. What is the total amount realised as fine and fare from ticketless travellers during 1974 and what is the total number of persons awarded punishment?

SHRI BUTA SINGH: If he wants the figure for all the Railways in India, for 1973-74, it is Rs. 2,09,12,731

SHRI R. N. BARMAN: Do Government propose to depute regular checking staff for checking ticketless travellers in the suburban railway in Calcutta where a large number of daily passengers travel without tickets?

SHRI BUTA SINGH: Yes, we have a proposal to have a central checking staff for conducting a special drive to discourage ticketless travel.

SHRI P. G. MAVALANKAR: What is the expenditure incurred on each such survey to find out as to how much money is lost because of ticketless travel? On the basis of past surveys, have Government taken any action to implement the machinery for finding out ticketless travellers by employing voluntary workers, youths, students, social workers etc., apart from Govern-

ment's own staff? Also, are there some areas in the country where ticketless travel is almost a permanent phenomenon?

SHRI BUTA SINGH: No special expenditure was incurred. Only a central checking squad picked up from various Railways was constituted by the Railway Board. They are regular employees of the Railways. So, no special recruitment was made for the purpose and no special expenditure was incurred.

As for the question of voluntary help, there is already a Standing Committee with the Railway Board called Voluntary Help Committee which in co-operation with the State Government, and State voluntary organisations also assists the Railway administration in checking ticketless travel.

The last exercise was done in almost all the Railways. The areas which are highly prone to ticketless travelling are those covered by the Central Railway, Eastern Railway and part of North-Eastern Railway. If you want me to read the sections, it is a long list.

PROF. MADHU DANDAVATE: Name the States.

SHRI P. G. MAVALANKAR: Which are the States affected? (*Interruptions*).

SHRI BUTA SINGH: The States involved are Assam, Bihar, Orissa, West Bengal, Maharashtra and Madhya Pradesh. (*Interruptions*)

SHRI BISWANARAYAN SHASTRI: May I know whether the previous survey had pinpointed the clear reasons and the loopholes for ticketless travel, and whether Government have taken concrete steps to plug those loopholes?

SHRI BUTA SINGH: The report submitted by the special checking staff was examined. It is a continuous process. The reason is the general law and order situation in a particular State and, of course, unsocial elements who want to travel without tickets.

SHRI BISWANARAYAN SHASTRI:
The answer is not complete. May I know whether the railway employees are contributing to the ticketless travelling? What steps have been taken by the Railways in this respect?

SHRI BUTA SINGH: There have been complaints about the ticketless travelling which has been allowed in collusion with some of the running staff and other people who can help the ticketless travelling and this has been detected. Wherever this has been brought to the notice we have taken the strictest action against the guilty.

श्री शंकर दयाल सिंह यह जो सर्वेक्षण किया गया है, उसके अनुसार मैं जानना चाहता हूँ कि क्या यह बात सही है कि जिस प्रांत के रेलवे मंत्री होने हैं, उसी प्रांत में टिकट नैत यात्रीय ज्यादा होती है? बिहार के ऊपर यह बात बार-बार उभारोण होता रहा है कि.....

अध्यक्ष महोदय - अग- पड़ी स्टैट है, तो आगली मंत्री होगा चाहिये ।

श्री शंकर दयाल सिंह मैंने यह सवाल डालिये पूछा कि बार-बार इन सत्र में यह जवाब दिया गया है कि बिहार में बहुत अधिक यात्री बिना टिकट के चलते हैं । वार्षिक पहले श्री जयश्रीधर राम रेलवे मंत्री थे, फिर डा० राम सुभद्र सिंह रेल मंत्री थे और फिर ललित बारुन मंत्री रहे । इनको देखते हुये क्या यह सही है कि वृत्ति वर्तमान रेलवे मंत्री उत्तर प्रदेश के हैं, श्री देश का सबसे बड़ा प्रांत है, इसलिये इस समय सबसे अधिक बिना टिकट यात्री यहां चल रहे ।

रेल मंत्री (श्री क. लक्ष्मि विदाठी)
मैं समझता हूँ कि बिहार में उत्तर प्रदेश की तुलना में से पड़े नहीं है ।

SHRIMATI PARVATHI KRISHMAN: Sir, I would like to know whether the Minister has made any examination of the fact that a large proportion of ticketless travelling is on the so called uneconomic lines and whether any analysis is made of it. What steps the Ministry proposes to take to check this ticketless travelling on the uneconomic lines?

SHRI BUTA SINGH: Sir, the line can be uneconomic not only because the people do not buy tickets, but the line can be uneconomic for so many other reasons. The passengers are not coming forward, the freight is not being offered and the frequency of train is not to the extent that is required. There are so many other factors. The suggestion made by the hon. Member will definitely be looked into. That is the reason why we also see that the uneconomic lines are reviewed in this context.

श्री नवल किशोर वर्मा बिना टिकट यात्रियों के बारे में जो सर्वेक्षण हुआ है क्या मंत्री महोदय यह भी बता सकते हैं कि उसके अनुसार रेलवे कर्मचारियों के कारण किन्ते बिना टिकट यात्री के चलते हैं । क्या इसका भी कोई पता लगा है? यदि नहीं, तो क्या यह कोशिश की जायगी कि रेलवे कर्मचारियों के साथ जो यात्री बिना टिकट सफर करते हैं उनके बारे में भी सर्वेक्षण किया जाए और क्या सरकार का कार्यवाही करने का इरादा है ?

श्री बूटा सिंह : यह एक विशय देस है और इसमें रेलवे बहुत दूर तक फैली हुई है । हमारे पास ऐसे प्रांकडे नहीं हैं । अगर कोई शिकायत किसी एम्प्लोई के बारे में की जाय तो उस पर जरूर सख्ती से कार्यवाही की जायगी ?

यह पता चलता है कि कितने रेलवे कर्मचारियों पर हमना किया गया जब कि उन्होंने टिकटनेम ट्रेवलिग को चैक करना शुरू किया । ऐसी सूचनावें हमारे पास

SHRI DINEN BHATTACHARYYA: Whether it is a fact that in big railway stations like Howrah, Sealdah, Bombay, Kanpur, etc., passengers stand in long queues for purchasing tickets? The passengers have to stand in the queues for hours together and also in the trains—specially in the local trains—the compartments are so congested that it is impossible to get into them. And because this a number of persons—of course some of them travel without tickets—are always ready to pay the fare whenever it is asked for from them by the Railway authorities.

MR. SPEAKER: It is more of giving information to you than asking a question.

SHRI DINEN BHATTACHARYYA: Sir, the Deputy Minister is a well-informed person. He was sometimes sitting with us. We know him very well.

MR. SPEAKER: If he wants to answer the question, I do not want to come in.

SHRI BUTA SINGH: For the information of the hon. Member I may say that all the stations he has mentioned, namely, Howrah, Sealdah, Bombay, Kanpur, Madras and Delhi have booking offices open for 24 hours. There the passengers are mostly season ticket-holders, pass-holders, daily travellers. So, the question of travelling without tickets for want of tickets is not a fact in my opinion.

SHRI N. K. P. SALVE: My supplementary is based upon the assumption that the loss estimate mentioned in the statement laid on the Table of the House is attributable to ticketless travel really of those passengers who did not buy tickets and got away with it. If this be correct, the Government deserves the fullest congratulations for the estimation of this figure. Because, there are two types of estimates which have completely baffled me. One is the estimate of the unborn children and the other is the loss on account of ticketless travel. May I, therefore, know of the hon. Minister as to what are the norms which they apply to determine how many people have travelled ticketless from which place to which place and what is the monetary loss involved? As a person interested in statistics, I should like to know the norms they have used. Secondly, the Minister does not seem to be knowing that ticketless travel is also on account of connivance by the officials. Will he agree for another assessment as to what extent this loss is attributable to ticketless travel with the active assistance of the railway employees?

SHRI BUTA SINGH: The hon. Member started his supplementary with an assumption. May I also start with the assumption that he has heard my replies to the earlier questions, where I have said "Yes, there has been some connivance cases which have come to our notice." I did say that. Then I come to how we arrive at these figures and what the norms are. We take up a particular section and for a certain period we go on checking daily the trains and, on the basis of the cases

detected, we arrive at these figures on an average basis. For example, in 1974-75 upto February 1975 on all the Indian railways 1,62,221 persons were prosecuted out of whom 99,189 persons were jailed and a sum of Rs. 12,86,891 was realised as judicial fine. On the basis of this exercise on a particular section we arrive at these figures.

Demand from State Governments for Increase in their Share of Oil Revenues

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*904. SHRI P. GANGADEB:
SHRI D. D. DESAI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether some States have approached the Central Government for an increase in the percentage of their share from oil revenues;

(b) whether recently he held any fresh talks with the representatives of the State Governments;

(c) whether the Central Government have taken any decision in the matter; and

(d) if so, facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI):

(a) Yes, Sir.

(b) Yes, Sir

(c) and (d). No final decision has yet been taken.

SHRI P. GANGADEB: Since the oil producing States have started demanding a higher percentage of royalty share or, for the matter of that, a share from the total oil revenues to be allotted to them, I would like to know from the hon. Minister what are the existing royalty terms

for prospecting and mining of crude oil in the States in the country and whether the terms and conditions would now be revised primarily to help the State exchequer.

SHRI C. P. MAJHI: The rate of royalty to the States is fixed under the Oilfields Development and Regulation Act, 1948 Under this Regulation, the first award was given by late Prime Minister, Pandit Nehru in November, 1962 and in course of these years, it has undergone changes quite a number of times. Based on these settlements the Prime Minister gave an award on 15th October, 1972 under which rate of royalty on crude oil was fixed at Rs. 15 per tonne from 1st January, 1972 upto 31st March, 1979 and this will continue for some time. Regarding the proposal made by the State Governments to change the existing rates of royalty, the matter is under consideration and is being looked into.

SHRI P. GANGADEB: How do the royalty terms prevalent in this country compare with the terms in the Middle-east and other oil producing countries? And what action Government proposes to take to work out a better royalty in the interest of our country?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI K. D. MALAVIYA): We are trying to consider very seriously and sympathetically the proposals made by the State Governments. As a matter of fact, the price of crude oil which the ONGC gets has no relation with the international price and, therefore, the two cannot be compared. So far as the present negotiations are concerned, I hope, within a few months, we will arrive at a settlement.

SHRI D. D. DESAI: The hon. Minister has mentioned that royalty has nothing to do with the international market price. But the fact is, when the international crude oil was 1.5 dollar per barrel the royalty was Rs. 7.50. Now, the crude price has