

SHRI C. K. CHANDRAPAN: May I know whether there had been any discussions between the Governments of India and Vietnam on the question of assistance from India for the development of the oil industry in Vietnam? If so, what was the kind of assistance which the Vietnamese Government requested from our government?

SHRI K. D. MALAVIYA: Some enquiries were made by the Vietnamese Government. In this connection, I also met their Ambassador here. We pursued the points where we could help them purposefully and they appreciated it very much. We assured them that in view of the good prospects of oil, both on shore and off shore in Vietnam, all the assistance that India is capable of giving will be at their disposal. For the time being we have made certain proposals and they are under the consideration of the Vietnamese Government.

SHRI C. K. CHANDRAPAN: Considering the fact that India has gained a lot of experience in off shore exploration for oil in Bombay High and also the fact that for Vietnam also, off shore exploration is very important, may I know whether that is the field in which India is going to train their personnel or send Indian experts to train the people there?

SHRI K. D. MALAVIYA: It is not exactly like that. So far as off shore drilling and engineering part is concerned, there is no specific proposal from India to help the Vietnamese. Perhaps they may have to give a second thought to it. The primary question is to start from the beginning with regard to organisational structures, the technical points that go into preliminary surveys seismic surveys, maintaining an organisation and pursuing this matter further. So, there is a good part of the job in oil exploration in which we can

be of assistance to friendly countries, like Vietnam. In that parameter, certain considerations are going on, and we are awaiting for response from the Vietnamese Government.

Ticketless Travelling

*111. **SHRI RAGHUNANDAN LAL BHATTIA:** Will the Minister of RAILWAYS be pleased to state.

(a) whether despite the vigilance of the Railways, ticketless travel continues;

(b) if so, the total number of ticketless travellers caught this year upto July, 1976; and

(c) whether any special steps are being contemplated in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir. But, there is an appreciable decline in ticketless travel.

(b) 13 89 lakh persons approximately.

(c) A statement is laid on the Table of the Sabha

Statement

(c) Steps taken to prevent ticketless travel are indicated below:—

- (1) Special massive checks against ticketless travel are being conducted by mobilising a large force of ticket checking staff, Railway Protection Force, Government Railway Police personnel and Local Police personnel under supervision of Senior Railway Officers.
- (2) Joint drives against ticketless travel in co-ordination with the State Governments.
- (3) Frequent concentrated surprise checks, especially by moving

the checking parties accompanied by Railway Protection Force/Police and Railway Magistrates by road transport.

- (4) Incognito checks by Travelling Ticket Examiners in plain cloths.
- (5) Replacement checks by the Headquarters and Divisional ticket checking squads by intercepting the trains in mid-sections.
- (6) Development of ticket checking staff of one railway system for ticket checking on another system.
- (7) Educative propaganda against ticketless travel is carried out among the travelling public particularly among the student community
- (8) The non-official Standing Voluntary Help Committee, functioning in the Ministry of Railways, is also associated in the drive against ticketless travel

SHRI RAGHUNANDAN LAL BHATTIA: What is the total amount recovered from ticketless travellers last year?

SHRI MOHD. SHAFI QURESHI: We have recovered from ticketless travellers near about Rs. 5 crores plus about Rs 35 lakhs as fines, which has gone to the State Governments. Besides this, the sale of window tickets has gone up from Rs 34 crores to Rs 50 crores per month.

SHRI RAGHUNANDAN LAL BHATTIA: While going through the statement one finds that in order to meet this permanent problem of ticketless travel, which is facing the railways, they are doing many things. But one thing which the Minister has not mentioned in his statement, and which I would like to know from him, is

whether the Minister himself personally supervised some of these operations of surprise ticket checking and, if so, what is his experience.

SHRI MOHD. SHAFI QURESHI: In fact, myself, the Deputy-Minister and my senior colleague, Panditji, we have always been involved in ticketless travel checking. From the date of the emergency up till now nearly 94,000 surprise checks have been conducted by the railways, which is a very big number. Most of us have been personally conducting these surprise checks in various parts of the country.

श्री राजेश्वर प्रसाद शर्मा : क्या मंत्री महोदय को इस बात की जानकारी है कि जिन बिना टिकट यात्रियों को पकड़ कर लाया जाता है, रेलवे न्यायालय में उन के साथ मोल-तोल किया जाता है ? इस सम्बन्ध में मेरी निजी जानकारी है—हमारे यहाँ एक क्षासी जक्शन है, जहाँ रेलवे मजिस्ट्रेट होता है, वहाँ पर जिन लोगों को पकड़ कर लाया जाता है उन से तय किया जाता है, और इतना पैसा देगे तो जुर्माना कम किया जायगा, वरना ज्यादा किया जायगा—क्या इस बात की जानकारी आप को है ?

श्री मुहम्मद शफी कुरेशी : थाप मेम्बर माहब इस बात को मुझे पहले लिख कर भेज देते तो मुझे ज्यादा खुशी होती, फिर भी उन्होंने जो सवाल किया है, मैं उन को यकीन दिलाता हूँ कि किसी किस्म का कोई लेन-देन उन लोगों के साथ नहीं होता है, जो वर्ग टिकट सफ़र करते हैं। जो भी जुर्माना मजिस्ट्रेट उन पर करता है, जुर्माने की रकम स्टेट गवर्नमेंट को जाती है और टिकट की रकम रेलवे लेती है।

SHRI CHINTAMANI PANIGARHI: In our country we say that one cannot succeed in anything unless one

is involved in it. So, unless one is involved in it, one cannot check ticketless travel. We are very happy to find that this problem has been solved to a great extent in the main routes, and I would like to congratulate the Railway Minister and the Railway Ministry for that. But recently when I travelled through some of the branch lines I found that ticketless travelling in the branch lines is continuing at before, and there is no marked improvement. May I know what steps are being taken to see that there is improvement in this field in the branch lines also?

SHRI MOHD. SHAFI QURESHI: In the initial stages we concentrated our attention on those lines which were identified as the lines in which ticketless travelling was rampant. Later on, we have shifted our attention to branch lines also and now we are checking ticketless travelling in those lines. May be, in some particular branch lines this might have reappeared. But the Government are very vigilant and they are going to take very serious steps against this menace.

श्री परिपूर्णानन्द पैयूली : मैं मंत्री महोदय से जानना चाहता हूँ—किन् प्रान्तों में तथा किन् रेलगाड़ियों में अधिकांश टिकट-लैस ट्रेवलर्स सफर करते हैं?

दूसरा प्रश्न—क्या आपके मंत्रालय ने इन बातों की भी जांच की है कि इन टिकटलैस ट्रेवलर्स में अधिकांश किस मनोवैज्ञानिक के लोग होते हैं, इनकी संख्या क्यों बढ़नी जा रही है, क्या इन की संख्या को घटाने का केवल यही तरीका है कि इन को पकड़ा जाये या कोई दूसरा तरीका भी है ?

श्री मुहम्मद शफी कुरेशी : मेरे पास जो जो सांकेतिक हैं, उनके मुताबिक यह बीमारी सभी जगहों पर फैली हुई थी, इन लिये किन्हीं

बातें सुरिये या जोन से इतका ताल्लुक है—ऐसा कहना ठीक नहीं है।

श्री परिपूर्णानन्द पैयूली : क्या आप ने इतका कोई मनोवैज्ञानिक सर्वे कराया है ?

श्री यमुना प्रसाद बंडल : क्या मंत्री महोदय इस प्रश्न पर भी विचार करेंगे कि बड़े स्टेशनों पर बिन्दो-बुकिंग क्लर्क की कमी की वजह से बहुत से लोगों को बिना टिकट के सफर करना पड़ता है। मैं रुझता हूँ—जैसा पैयूली साहब ने भी कहा है—हमें इन सब बातों के कारणों को अभी से देखना चाहिये कि कहाँ कहाँ पर बुकिंग क्लर्क की कमी की वजह से ये सब बातें होती हैं?

श्री मुहम्मद शफी कुरेशी : सब बातों की तरफ ध्यान दिया गया है, लेकिन जो लोग बगैर टिकट सफर करते थे उनके तो आदत बन गई थी। जहाँ तक बिन्दोज का ताल्लुक है, मैंने अभी बताया था, 1974-75 में जो बिन्दो-सेल्स 34 करोड़ रुपये प्रतिमास था, वह एप्रिल 1975 के बाद एक दस 50 करोड़ रुपये प्रतिमास तक पहुँच गई।

श्री नागेश्वर त्रिवेदी : क्या मंत्री महोदय को मालूम है कि इधर गाड़ियों की संख्या तो बहुत बढ़ गई है, लेकिन उसी हिस्सा से टीटीज की संख्या नहीं बढ़ाई गई जिन की वजह से बिन टिकट यात्रा करने वालों को ज्यादा प्रोत्साहन मिल रहा है ?

श्री मुहम्मद शफी कुरेशी : कुछ जगहों पर तो टीटीज की तादाद बहुत ज्यादा थी, उन जगहों से उन को हटा लिया गया है और उन जगहों पर लगा दिया गया है जहाँ पर कमी थी, आइन्दा भी जहाँ पर कमी पाई जायगी, वहाँ उन को लवा दिया जायगा।

प्रो० वरदाचरण बन्धु वरदाकर : पहले गाई को यह अधिकार होता था कि अगर कोई गायी बिना टिकट गाड़ी में चढ़ जाय और गाई को सूचना दे तो वह उस को टिकट दे देता था, लेकिन मैं समझता हूँ कि अब कुछ दिनों से यह सुविधा वापस ले ली गई है, इस वजह से गावियों को काफी परेशानी होती है। कई बार ऐसा होता है कि गावती स्टेशन पर उसी वक्त पहुँच पाता है जब कि गाड़ी छूटने वाली ही होती है। क्या इस सुविधा को दोबारा जारी किया जायगा—इससे भी टिकट वैस ट्रेवल काफी कम हो जायगा ?

श्री सुहृत्सुन्दर लक्ष्मी कुरंगी : ये सुविधायें अभी जारी हैं—न सिर्फ़ यह कि जो मुनाफ़िर ऐन वक़्त पर स्टेशन पहुँचे, उस को ही टिकट मिले, बल्कि जो मुनाफ़िर अपने सफ़र को आगे जारी रखना चाहें उन को भी टिकट दिया जायगा। गाई या कन्स्ट्रक्टर एम्बेस लैयर गेकर उन को टिकट दे देंगे।

Aware for designing Economy Stove

*117. SHRI VASANT SATHE: Will the Minister of PETROLEUM be pleased to state

(a) whether Government had announced a suitable reward for designing of a safer and less kerosene consuming economy stove; and

(b) if so, the response received thereto?

THE MINISTER OF PETROLEUM (SHRI K. D. MALAVIYA): (a) Yes, Sir.

(b) The total of 49 entries from 28 contestants were received from all over India. However, no prize was awarded because none of them met the norms set for the contest.

SHRI VASANT SATHE: There is no dearth of talent in our country. There

art people, particularly young innovators, who are devising not only new techniques, but new instruments and designs which can bring about a saving in the use of kerosene and also gas, and make it also cheaply available for domestic purposes. I would like to know what is the initiative taken by the Ministry to help these innovators, these young men in devising these things, because, we know that these gas cylinders, etc., are costly expensive. In order to enable the use of kerosene, particularly by the smaller people, I would like to know what are the steps being taken by the Ministry to encourage this innovating.

SHRI K. D. MALAVIYA: Unfortunately, the 40 entries that offered a design to us did not comply with the specifications that we desired, that is, increase in the efficiency. We helped them; we made counter-suggestions to them, but they did not do. Ultimately, I am glad to announce this to the House, after this inability of the contestants, the Indian Institute of Petroleum and other research and development institutes of the Ministry undertook the job and they have succeeded in producing a kerosene *chulha* whose efficiency is almost as good as, and in certain cases better than, the LPG gas efficiency. It is on trial. The prototypes have been manufactured I have personally seen, at least half a dozen times, its efficiency. Very soon, next week or so, it will be finally cleared. The Prime Minister is extremely interested in this. Perhaps she would like to see it before it is cleared. In the next three or four weeks, we will put this *chulha* in the market and advertise properly so that people might go in for it. If this is okayed, then we are likely to have a saving of kerosene worth crores and crores of rupees per annum.

SHRI VASANT SATHE: I am thankful to the hon. Minister for giving this very encouraging information. Would he also kindly arrange to give a demonstration of this *chulha* to the Members of Parliament? If you like, I can