

Efficiency and Morale of Police Constables

*255. SHRI MOHINDER SINGH SAYIANWALA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) what are his reactions to the view of Chairman of the National Police Commission, appearing in the press that a constable gets less than an unskilled labourer, so efficiency and best of morale cannot be expected of him;

(b) whether constables are still attached to high officials (even inspectors) to clean shoes and to do other menial house-hold jobs bringing their morale to the bottom; and:

(c) whether the National Commission for Police will also see that the Police force is physically, mentally and morally equipped to deliver the goods?

THE MINISTER OF STATE IN THE, MINISTRY OF HOME AFFAIRS (SHRI DHANIK LAL MANDAL): (a) The Government is aware that the pay of a constable in several States compares unfavourably with the pay of unskilled workmen in several banks, public sector, industrial and commercial undertakings as expressed by the Chairman of the National Police Commission. However, Government does not consider that the efficiency and the morale of the police depend only on their emoluments and that a comparison of salary scales of Government servants need be made with those current in public or private Sector in industrial or commercial fields.

The National Police Commission appointed by the Government, according to its terms of reference, is expected to recommend measures and institutional arrangements to look after the morale and welfare of the policemen and generally to recommend measures to improve the efficiency of the police. The recommendation of the Commission on these issues are likely to be received in the next few months when they will be examined and suitable action taken.

(b) Such persons are not required to do such menial or house-hold jobs. Government will take a serious view of lapses in this regard.

(c) Yes Sir. The National Police Commission was constituted to suggest measures for implementation as would not only enhance its functional efficiency but would also transform it into an instrument of public service.

पब्लिक स्कूलों द्वारा डी०डी०सी० बसों को किराये पर लेना

* 25 6. श्री श्री विजय कुमार बस्तीवाल : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) पब्लिक स्कूलों ने अपने विद्यार्थियों के लिए दिल्ली परिवहन निगम की कितनी बसों को किराये पर ले रखा है ,

(ख) उक्त बसों से दिल्ली परिवहन निगम को कुल कितनी आय हो रही है,

(ग) ऐसी प्रत्येक बस से दिल्ली परिवहन निगम को कितनी आय हो रही है और

(घ) : क्या वे घाटे में चल रही हैं ?

नौबहन और परिवहन मंत्रालय में प्रभारी राज्य मंत्री (श्री बाबू राम) (क) पब्लिक और दूसरे स्कूलों को 287 बसें ।

(ख) लगभग 19,500 रु० प्रति दिन ।

(ग) 2 घंटों के लिए स्कूल—ड्यूटी देने पर प्रति बस प्रतिदिन औसत आय 67.84 रुपये है ।

(घ) जो नहीं । इस आय से कार्यशील व्यय की पूति हो जाती है ।

मेरठ, (उत्तर प्रदेश) में
सीमेंट की कमी

*258. श्री गोविंद मुष्ठा : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर प्रदेश में सीमेंट की अत्यधिक कमी है ;

(ख) क्या मकानों की मरम्मत के लिए सीमेंट की सप्लाई हेतु लोगों के, विशेष रूप से बागपत तहसील, जिला मेरठ के लोगों के आवेदन पत्रों पर कोई महीनों के

बाद कार्यवाही की जाती है और प्रावेदकों को सीमेंट की मात्रा नियमों के अनुसार नहीं दी जाती है ; और

(ग) उत्तर प्रदेश को सीमेंट की पर्याप्त मात्रा सप्लाई करने और वहाँ पर सीमेंट के कारखानों की स्थापना करने के लिए सरकार द्वारा क्या कदम उठाये गये हैं और यदि कोई कदम नहीं उठाये गये हैं तो उस के क्या कारण हैं ?

उद्योग मंत्री (श्री जार्ज फर्नांडेस) :

(क) से (ग) : वर्ष 1977-78 के दौरान सीमेंट का रिकार्ड उत्पादन होने के बावजूद भी कृषि सिंचाई, गृह निर्माण और विद्युत् आदि के क्षेत्रों में अधिक निर्माण गतिविधियों के परिणाम स्वरूप उपलब्धता से अधिक मांग होने के कारण कमियाँ उत्पन्न हुई हैं। अतएव उत्तर प्रदेश के मेरठ जिले में वागपत तहसील में सीमेंट की कमी देश भर में कमी का ही एक अंश है ।

उत्तर प्रदेश को गत 5 वर्षों में प्रेषित सीमेंट का तिमाही औसत 4.33 लाख मी० टन है। अप्रैल, 1977 से जून, 1978 की अवधि में औसतन 4.65 लाख मी० टन सीमेंट प्रति तिमाही के हिसाब से भेजा गया। जुलाई से सितम्बर, 1978 की अवधि के लिये राज्य को 5.15 लाख मी० टन का आवंटन किया गया है ।

Lack of adequate Power Supply to Industries

*259. SHRI RAJENDER KUMAR SHARMA : Will the Minister of INDUSTRY be pleased to state :

(a) whether a number of industries in the country are facing crisis due to frequent power breakdown and lack of adequate power supply to them for production purposes ;

(b) whether any survey as to the power requirements of industries in the country has been made recently ; and

(c) the steps taken by Government to meet the requirements of Industrialists in this regard ?

THE MINISTER OF INDUSTRY (SHRI GEORGE FERNANDES) : (a) : Power cuts have an adverse impact on industrial production, particularly in the case of continuous process industries and those that are power intensive. While industry can, by and large, absorb power cuts of small magnitude, there have been a few complaints about non-availability of adequate power from power intensive industrial units.

(b) and (c) : The Central Electricity Authority undertake an annual survey of power requirements of various States, including industries. On this basis, the anticipated requirements of power for the next 4-5 years is worked out. The last annual survey was completed in 1977. The power surveys are taken as a basis for plan formulation in the power sector.

Construction of Nhava-Sheva Port as a Satellite to Bombay Port

*260. SHRI D. B. PATIL : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government are aware of congestion problem at Bombay Port round the year ;

(b) whether because of the then congestion as well as congestion in future, it was proposed by UN experts in 1961 to construct Nhava-Sheva port as a satellite port to Bombay Port ; and

(c) whether Government have taken any decision to set up Nhava-Sheva Port in view of the fact that congestion at Bombay Port has reached an unbearable state for all concerned ?

THE MINISTER OF STATE in charge of the Ministry of SHIPPING AND TRANSPORT (SHRI CHANDRAM) : (a) Yes, Sir.

(b) and (c). In 1960, Government of India through the United Nations Technical Assistance Operations, invited an expert to visit India and advise, among other matters, on the modernisation of Bombay Docks. One of his recommenda-