

लगा कर उस की सामूहिक प्रक्रिया शुरू होगी। अब हमारी स्थिति क्या है? (अवधान) . . . मान्यवर, हमारी समस्या यह है कि अगर हम एल बेस से क्लोरेमफेनिकाल बनायें तो उसका दाम एक के जी का 465 रुपए आता है, अगर हम क्लोरेमफेनिकाल बनायें सारा का सारा इम्पोर्ट ब्रेस मान करके, पूरा क्लोरेमफेनिकाल बाहर से मंगा लें तो उसका दाम आता है केवल मात्र 360 रुपए और अगर हम क्लोरेमफेनिकाल बनायें बेसिक स्टेज से तो उसका दाम आता है 586 रुपए। तीन तरह का क्लोरेमफेनिकाल बाजार में उपलब्ध है। जो हम मंगते हैं उसमें इम्पोर्ट, बेसिक स्टेज और पेनल्टीमेट—तीनों का हमारे पास 25 टन है। इम्पोर्ट का सात टन है, बेसिक स्टेज से जो बनाना है और 75 टन है एलोकेटेड पेनल्टीमेट स्टेज से जिसमें से 40 टन आ चुका है। तीनों का जो हमने दाम लगाया, अगर हम वही दाम रहने देते जो दाम था, दाम बदलते नहीं तो जो इम्पोर्ट कर रहा क्लोरेमफेनिकाल 360 रुपए पर उसको कितना मुनाफा होता? अगर हम क्लोरेमफेनिकाल वालों को मुनाफा उठाने देते तो यह कहा जाता कि हमने मुनाफा उठाने दिया। इसलिए हमने सबको माप-भ्रप करके कॅनेलाइजिंग एजेंसी का मुनाफा बना दिया।

जहां तक मैकलैब का सवाल है, जो मुनाफा उनको इसके कारण होगा उस प्रश्न पर हम जरूर विचार करेंगे और माननीय सदस्य को सूचित करेंगे।

श्री सुरेन्द्र बिष्णु : क्या यह सही है कि मैकलैब को फायदा पहुंचाने के लिए 27-9-77 को पब्लिक नोटिस जारी की गई ताकि कोई दूसरा व्यापारी एल-बेस मेडिसिन का इम्पोर्ट न कर सके?

श्री हेमवती नन्दन बहुमुखा : इसके लिए सूचना की आवश्यकता होगी लेकिन एक बात स्पष्ट है, हमने इम्पोर्ट लाइसेंस तो

मैकलैब को भी नहीं दिया, उन्होंने एक्सपोर्ट करने के कारण, कामसें मिनस्ट्री का जो साधारण कानून है उसमें अपना अधिकार समझा लाने का और लाये लेकिन हम देख रहे हैं इसके जरिए बहुत मुनाफा होने की गुंजायश है और उसका बन्दोबस्त हम ध्रुव से करेंगे।

Organisation of Railway Officials

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

- whether it is a fact that the Railway officials have formed an organisation of their own ;
- If so, since when this organisation has been working ;
- whether it has been recognised by the Government ; and
- the names of the office bearers ?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE) :

(a) There are two recognised Federations of Railway Officers' Associations functioning on the Railways, namely :—

- Federation of Railway Officers' Associations.
- Indian Railway Class II Officers' Federation.
- (i) Federation of Railway Officers' Associations . . since 1966,
- (ii) Indian Railway Class II Officers' Federation . . since 1968.

(c) Yes, Sir. Both the Federations are recognised.

(d) The principal office bearers are :—

- Federation of Railway Officers' Associations (as in June 1977) :

Shri Pratap Narain, President.

Mrs. Priya Prakash, General Secretary.

- Indian Railway Class II Officers' Federation (as in June 1977) :

Shri M.P. Bhargava, President.

Shri S. K. Khanna, General Secretary

SHRI R. K. MHALGI : May I know the criteria for the recognition of Officers' associations in the Railways? And since when are such criteria in existence?

PROF. MADHU DANDAVATE : I have already mentioned that one association was recognized in 1966; and the other in 1968. In 1966 and 1968 they were accepted. And normally, when recognition is given, the problem comes up if a number of rival associations are there. When there is only one association which claims the membership—we also find out whether it is sufficiently representative or not—then there is no difficulty in giving recognition. And, therefore, in this particular case there was no difficulty in 1966 and also in 1968; and, therefore, the recognition was given.

SHRI R. K. MHALGI : My question remains unanswered. What were the criteria of recognition of particular association?

MR. SPEAKER : Only one association is there. There is no criterion.

PROF. MADHU DANDAVATE : I said that the representative character, in terms of the membership of the association, is the criterion. On that basis, we have given recognition.

SHRI R.K. MHALGI : May I know whether any demands made by these two Associations are pending with the Government, if so what are they, since when they are pending and what are the causes?

PROF. MADHU DANDAVATE : Neither the employees nor the officers can remain without demands. There are demands by the officers also. Firstly, after the formation of this Association they have been insisting that there should be a formal provision by which there can be discussion between the members of the Railway Board on the one side and the representatives of the Association on the other. Now that demand has been conceded and it has been decided that once in six months there would be formal discussion between the representatives of the Association and the representatives of the Board. In addition to that, whenever a situation arises, there will also be informal discussion. Two or three most important demands were made by the officers' association. One was the creation of a separate Directorate for the Gazetted Officers and another was the review of cadres. We have accepted in principle both of them. As far as the first is concerned, already a Directorate has been created. A Director has been already appointed. We have also issued an order to see that the process of cadre review is immediately taken up.

SHRI MOHD. SHAFI QURESHI : The Minister in his budget speech has stated that he is withdrawing the concession to the children of the railway officers. Is it a fact that after this the Officers' Association passed a resolution that the wives of the officers will not co-operate with the wife of the Minister in organising social welfare functions for the railways?

PROF. MADHU DANDAVATE : I think there can be a reference to the hon. Member and not to anybody's wife. I will quote a very interesting precedent in this House. Once the Deputy-Speaker, Professor Swell, said: if anybody's name is uttered in this House, that becomes a part and parcel of the record; therefore, he said, if I would refer to the wife, she would become part of the record. Then some of us pointed out: please do not refer to your wife; otherwise, someone may demand that she should be laid on the Table of the House! Therefore, I would not like such references to come in.

MR. SPEAKER : I would not allow that.

PROF. MADHU DANDAVATE : This was only a marginal comment, not reply. But in reply to the main core of the question I may say that when I announced in the Railway Budget, 1978-79 that certain facilities and concessions of the officers would be withdrawn, it was not the central body that met, but some of the affiliates of the Officers' Federation, one of which was the Railway Board Officers' Association and the second was the Northern Railway Officers' Association. They passed a resolution that since these decisions have been taken unilaterally without consulting the Officers' Associations they would follow a certain line of action. One of the lines of action was that the officers and their families will not participate in any social functions of the railways, including the sports activities. But, after that, the representatives of the Officers' Association met me, and I clarified that there was no desire to annoy anyone, but if certain concessions are an eye-sore to the general public, they should be removed and it is in that particular perspective that they must look at the problem. After that, they were convinced that such an action is not called for and, therefore, they had a central meeting where they took the decision that the affiliates of the Federation, who have taken a decision to boycott, should stay its implementation till further meetings take place. As it stands today, there is no boycott at all and the work is going on as usual.

SHRI HUKAM RAM : In view of the criterion explained by the hon. Railway Minister about his concept of

"one industry, one union" what will be the position of the Scheduled castes and Scheduled Tribes Association in the railways? I am asking this question because a tirade is going on against the people belonging to the Scheduled Castes and Tribes and they are trying to a large extent to demolish the very strong constitutional safeguards given to them.

PROF. MADHU DANDAVATE :

This is a problem which is not concerned with the original question. Though he has asked a question going slightly astray, in order that there should be no misunderstanding, I would like to reply to that. As far as trade unions are concerned, they are not on par as far as the organisations of the Scheduled Castes and Tribes are concerned. Since in the Indian railway administration and in our Constitution certain statutory reservations have been given to the Scheduled Castes and Tribes, I do not concede it to be wrong if an association is formed by the Scheduled Castes and Tribes to be vigilant about the reservations that are made for them. Of course, they cannot be put on a par with the trade unions, but I have made it point that whenever these associations seek an interview, I always meet them and sort out the difficulties. I can assure the House that the practice will continue in the future also.

WRITTEN ANSWERS TO QUESTIONS

Coal Shortage due to Wagon Shortage

*472 SHRI AHMED M. PATEL :
SHRI JYOTIRMOY BOSU :

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the shortage of coal in the Country is due to shortage of wagons ;

(b) whether it is also a fact that many industrial units and kilns are facing a great shortage of coal ; and

(c) if so, the action taken by the Government to resolve the problem in respect of wagon shortage?

THE MINISTER OF RAILWAYS.

(PROF. MADHU DANDAVATE) :

(a) No, Sir.

(b) and (c). Due to occasional diversion of wagons for movement of commodities other than coal, temporary shortage of coal may be felt by industries. However, now steps are being taken to ensure more equitable allocation of wagons for the movement of coal.

उर्वरकों का उत्पादन और उसके मांग

* 475. श्री ईश्वर चौधरी : क्या कृषिनिष्पन्न तथा रसायन और उर्वरक मंत्री निम्नलिखित जानकारी देने वाला विवरण तथा पटल पर रखने की कृपा करेंगे :

(क) उर्वरकों का उत्पादन 1976-77 के अन्त तक अपने लक्ष्य से कितना कम रहा और उसके मुख्य कारण क्या हैं ;

(ख) देश में पांचवीं पंचवर्षीय योजना के अन्त तक उर्वरकों की मांग में कितनी वृद्धि हुई; और

(ग) इसकी अनुमानित मांग को पूरा करने के लिए देश में उर्वरकों की उत्पादन क्षमता को बढ़ाने के बारे में क्या कार्यवाही की गई है ?

कृषिनिष्पन्न तथा रसायन और उर्वरक संश्लेषण में राज्य सचिव (श्री जनेश्वर मिश्र) : (क) वर्ष 1976-77 के दौरान 19.5 लाख टन नाइट्रोजन और 4.8 लाख टन पी₂ओ₅ का उत्पादन लक्ष्य था। नाइट्रोजन के उत्पादन में 50,000 टन की कमी हुई, क्योंकि 19.5 लाख टन के लक्ष्य की तुलना में 19 लाख टन का उत्पादन हुआ था। पी₂ओ₅ का उत्पादन लक्ष्य पूरा हो गया था। नाइट्रोजन के उत्पादन में प्राथमिक रूप से कमी का मुख्य कारण तीन प्रमुख संयंत्रों अर्थात् इपको, टूटिकोरिन और मन्सरीर में उपकरणों का अप्रत्याशित रूप से खराब हो जाना था।