

SHRI SAIFUDDIN CHOUDHURY: Sir, a delegation of the Kashmiri migrant Government College Teachers is in Delhi. They met us. Due to the traffic situation that is prevailing in Kashmir Valley, many of them are not in a position to stay there and have left the Valley and are living elsewhere.

They are demanding that the income-tax, that they are giving should not be taken from them till the normalcy in the Valley is restored and they are in a position to go back.

Another demand they have made is that the insurance procedures must be simplified so that the loss that they are to bear on account of the turmoil prevailing there, could be claimed by them easily.

I think, these two demands are justified. The Government must take a note of these and meet their demands as soon as possible.

SHRI JASWANT SINGH(Chittorgarh): Sir, I also support this.

[*Translation*]

SHRI CHEDI PASWAN (Sasaram): Mr. Speaker, Sir, I would like to draw the attention of the Government to a very important factor. Through you, we have always been demanding in this House to scarp the Freight Equalization Policy. On account of this, the prices of coal and iron are not increasing. If the Central Government withdraws this policy, industrialisation in Orissa, Bihar and West Bengal will be encouraged. I, therefore, through you demand the Central Government to abolish the Freight Equalization Policy imposed on coal and iron in Bihar and Orissa so that industrialisation may be encouraged in those states.

[*English*]

PROF. SUSANTA CHAKRABORTY (Howrah): Sir, in accordance with the decision of the Railway Ministry to privatise the departmental catering units, the Railway Board have already issued orders to hand over some four mobile and eight static units of the Eastern Railway to private contractors on tender basis on the ground that they have been incurring losses. But the fact is that in the year 1989-90, these units, as a whole,

made a profit of Rs. 6, 10, 971 as per the Annual Report of the General Manager, Eastern Railway. And the vetted figure of profit for the period 1990-91 is Rs. 30,73,240. So, these units, as a whole, are making loss is not a fact.

The Supreme Court gave a directive to the Railway Ministry to absorb the persons working as vendors and bearers in Railways. But the decision has not been implemented till date.

Secondly, in the South-Eastern Railway, the Controller of Stores, Garden Reach, contrary to the recommendations of the Railway Convention committee has declared 290 class 'C' and 'D' staff in its Shalimar Depot at Howarah, which is a transit depot, as surplus, while the contractors are being entrusted with more jobs. So, the railway workers in these areas are panicky. Their security of service is in danger.

Through you, I request the Government not to implement this proposal and not to force the workers to take recourse to ways which may disturb the normalcy and the functioning of the Indian Railways.

SHRIP.C. CHACKO (Trichur): Sir, I want to raise a very important point which is affecting the public distribution system on a large scale in Kerala and thereby leading to unprecedented price rise. Kerala is a State where statutory rationing is prevailing throughout the State covering the whole State with 13,000 ration shops and more than 50 lakh card-holders.

To distribute our full ration, we require 2.63 lakh tonnes of rice. But the Central Government was issuing till the last week 1.50 lakh tonnes of rice. Our total allotment for the December-quota is reduced to 1.35 lakh tonnes thereby affecting the distribution. In the open market, the price has shot up to Rs. 7.80 per kilogram. Our State, being totally under statutory rationing, I request through you to the honourable Food Minister to increase our quota of ration rice at least to 1.5 lakh tonnes for the month of December.

SHRI E. AHAMED (Manjeri): Sir, I support the contention of Mr. Chacko. This is affecting the entire State. We have been demanding it in this august House so many