

RAJYA SABHA

*Tuesday, the 6th August, 1974/1st'i Sravana,
1896 (Saka)*

The House met at eleven of the clock,
MR. CHAIRMAN in the Chair.

ORAL ANSWERS TO QUESTIONS**Advances by Nationalised Banks to
Top Five Large Business Houses**

*323. 'SHRI N. P. CHAUDHARI SHRI N.
R. CHOUDHURY: SHRIMATI
MARGARET ALVA:

SHRI HARSH DEO MALAVIYA:
SHRI SARDAR AMJAD ALI:

Will the Minister of FINANCE be pleased
to state:

(a) what is the amount outstanding out of
the amount advanced by the nationalised
banks to the top five large business houses as
on March 31, 1974; and

(b) what was the amount advanced by the
nationalised banks to the small scale
industries upto the same date?

THE MINISTER OF FINANCE (SHRI
V. B. CHAVAN): (a) and (b) A statement is
laid on the Table of the House.

Statement

According to the latest available information as on the 29th June, 1973 the aggregate
amounts of outstanding advances from the 14 nationalised banks to the first five large business
houses (ranked according to their assets as in 1969-70) and to small scale industries were as
indicated below :—

A. Industrial Groups

						Rs. in lakhs	
Name of the Group					No. of concerns		
1. Tata	..	..	..	..	69	5,001.10	(5,9459.16)†
2. Birla	..	..	..	..	102	7,726.27	(5,430.17)†
3. Martin Burn	..	..	..	..	23	1,367.62	(273.50)†
4. Mafatlal	..	..	..	..	23	2,152.59	(2,424.86)†
5. Bangur	..	..	..	..	86	2,362.47	(1,652.03)†
TOTAL					393	18,610.05	(15,725.72)†

B. Small Scale Industries

				Rs. in lakhs	
No. of units		No. of accounts			
		80,547		1,08,274	36,492.00
		(23,624)		(344.46)	(14,80.00)§

† The Question was asked on the floor of the House by Sh. N. P. Chaudhari.

‡ Figures and percentages within brackets indicate the position as on 18th July 1969.

§ Figures and percentages within brackets indicate the position as on 30th June 1969.

C. Total outstanding bank credit to all borrowers as on 29-6-1973-	3,515,18.00
As on 18-7-1969	1,839,90.00
As on 30-6-1969	1,822,00.00
(i) Percentage of assistance to the five groups to total outstanding credit to all borrowers as on 29-6-1973	5.28 % (8.55%)*
(ii) Percentage of assistance to small scale industries to total outstanding credit to all borrowers as on 29-6-1973	10.38 % (8.08%)*
(iii) Increase of assistance from mid 1969 to mid 1973	Five Groups (Percentage increase) 18.2 Small scale industries (Percentage increase) 146.50

SHRI N. P. CHAUDHARI: I would like to know from the hon. Minister what was the general condition of, agreement for repayment of the outstanding loans by the big five business houses and what steps Government proposes to take to recover the outstanding amounts from the five big business houses.

SHRI Y. B. CHAVAN: I do not know but I think the agreements are normal agreements according to the banking procedures and I think there is nothing like a special procedure.

SHRI N. P. CHAUDHARI: My question was: What steps Government proposes to take to recover those amounts?

श्री राजनारायण : श्रीमान्, प्रार्थित ब्राफ़ आर्डर । हमारे पास स्टेटमेंट की कापी नहीं है, हम लोग सप्लीमेंटरी कैसे पूछें । हमें स्टेटमेंट मिलना चाहिये एकाडिंग टु रूल्स ।

श्री सभापति : लाबी में है ।

श्री राजनारायण : लाबी में नहीं है ।

श्री एन० पी० चौधरी : लाबी में रखा है ।

श्री राजनारायण : वहाँ हमें यह उत्तर बराबर देत है कि जब यहाँ स्टेटमेंट होगा तब हमको मिलेगा ।

MR. CHAIRMAN: It is kept in the lobby half an hour before.

श्री हर्षद्व मालवीय : वह रखा हुआ है, लाबी में थाप जाइये, जरा कष्ट उठाइये ।

श्री रवी राय : दस मिनट पहले खतम हो चुका है । इस वक्त वहाँ नहीं है ।

श्री राजनारायण : इस समय नहीं है ।

SHRI N. P. CHAUDHARI: My specific question was: What was the general condition of repayment of the loans and what steps the Government proposes to take to recover the amounts from those large business houses? This has not been replied to by the hon. Minister, Sir. I want to know what steps the Government proposes to take to recover those amounts.

SHRI Y. B. CHAVAN: Sir, I personally have not got any Information because on this question I have no information whether there were any lapses in the repayment, etc. I have not got any information on that question.

SHRI N. P. CHAUDHARI: The next part of my question was "What was the amount advanced by the nationalised banks to the small scale industries upto the same date?". The reply, Sir, is that to 80,547 units they had advanced a loan of Rs. 364.92 crores and the balance that was outstanding against those five big business houses was Rs. 186 crores. So, Sir, if no proper step is taken

against these people, the small-scale units will not be benefited. So I want to know from the hon. Minister what further steps the Government proposes to take so that the benefit of loans by the nationalised banks reaches the hands of the maximum number of people.

SHRI Y. B. CHAVAN: I am afraid that the hon. Member has misunderstood the meaning of the term "outstanding". It does not mean that they are overdue and are not

-pe ate asju,x '{Utt}i4tiU9tuj) 'outu in paid varices made to them and, therefore, there is no question of their not paying or not returning in time.

SHRI N. P. CHAUDHARI: My second question is . . .

MR. CHAIRMAN: Your second question has come already. Please sit down.

SHRI N. R. CHOUDHURY: In the statement we have got information about outstanding credit to these big five houses and also advances made to small-scale industries. We have got another figure of outstanding bank credit to all borrowers as on the same dates which are there. As on 29-6-73 we find that only Rs. 364.92 crores were advanced to small-scale industries and, Sir, the total outstanding bank credit to all borrowers as on 29-6-73 is Rs. 3,515.18 crores. The other figure they say is Rs. 186 crores.

MR. CHAIRMAN: What is the use of reading all this? Kindly put your question now.

SHRI N. R. CHOUDHURY: Now, the difference between Rs. 364.92 lakhs and Rs. 3,515.18 lakhs goes to big business houses, big industrialists, including the big five. This figure clearly indicates that the purpose for which the commercial banks were nationalised has not been fulfilled. The banks' advancing policy is not directed towards the fulfilment of that purpose. In view of this, I would like to know from the Minister what steps he proposes to take for augmenting the employment position and also production in the country by mobilising bank resources and by helping the small entrepreneurs.

SHRI Y. B. CHAVAN: If I have understood his question, it is based on a wrong interpretation of the figures given. We have given the total outstanding credit of the nationalised banks. The fourteen nationalised banks' total outstanding bank credit to all borrowers as on 29/6/73 is about Rs. 3,515 crores. He takes away the figure for the small-scale industries and infers that the whole amount has been given to the big industry. That is not true. The total includes credit to trade, credit to industry, credit to agriculturists and credit to other private sectors like export and other things. Therefore, his fear is unfounded. This figure has been given to help Members to appreciate whatever their criticism may be—what percentage the five big houses have of the total credit given by the banks. I think the hon. Member will appreciate that the interpretation that he has put on these figures is not justified.

SHRI HARSH DEO MALAVIYA: Has the Government conducted any enquiry to check up whether the large monopoly houses utilise the loans from the nationalised banks for the purpose for which they were advanced, viz., increase in efficiency and increase in the production of private industrial firms, and in case they have failed to carry out the desired increase, will the Government ensure that no advance is made to them from the nationalised banks till they fulfil their loan commitments?

SHRI Y. B. CHAVAN: As far as I am concerned, I can tell one or two things. When the credit is provided certain procedures are followed on the basis of instructions given by the Reserve Bank of India where the amount is above Rs. 1 crore. That itself is an in-built policy to check up the credit given and its utilisation. Presently, in the context of the inflationary situation, we have ordered that banks should form committees. On the committees, the Government Director, the representative of the Reserve Bank of India and the chairman and they have been asked to examine all the top accounts. The purpose, of course, is firstly to see that they do not have any unjustified inventories and large inventories and secondly to see that there is no diversion of

the credit facilities for unproductive purposes.

SHRI HARSH DEO MALAVIYA: Excuse me, Sir. My question was while large commercial banks give loans to help increase production, among other things, has there been an increase in production? Do the large monopoly houses use the loans for the purposes for which they were advanced? In case they have not, will the Iron. Minister assure us that in future they will not get any loan till they fulfil their commitment, which is increasing production? This is my concrete question.

SHRI Y. B. CHAVAN: It is a good suggestion. That can be considered.

SHRI SARDAR AMJAD ALI: In the statement, the hon. Minister has stated Rs. 15725.72 lakhs as the outstanding credit as on the 29th June, 1973.:

SHRI Y. B. CHAVAN: No.

SHRI SARDAR AMJAD ALI: Yes; as on the 18th July, 1960, it is stated here that . . .

MR. CHAIRMAN: Yes.

SHRI SARDAR AMJAD ALI: In reply to a Starred Question in the Lok Sabha, the hon. Finance Minister said that up to June, 1973 Rs. 568.79 crores have been the out-sending advances to the large industrial houses. Therefore, if we compare the two figures given out in the Lok Sabha and the Rajya Sabha today, it appears that only these five industrial houses have been paid about one-third of the total industrial advances made. I would therefore like to know whether the policy of credit squeeze which you have adopted has got any impact upon the outstanding advances which you are making to these five industrial houses and also to others in the private sector.

SHRI Y. B. CHAVAN: Well, Sir, for that matter, the present figures in this aggregate form will have to be examined and individual cases will have to be gone into because the total figures up to the present period are not available at the moment.

SHRI BHUPESH GUPTA: According to the statement, whichever way you look at it, it appears that 393 concerns belonging to

the five top business houses have got Rs. 180 crores, whereas 80547 units have got barely a little more than twice that amount, not even twice, less than twice, Rs. 365 crores. May I know whether in this connection an investigation has been made in order to find out the reason for this howling discrepancy in the allocation of funds or the advance of funds? Also I should like to know whether it is not a fact that many people in West Bengal, including the ruling Congressmen, have made serious allegations against the United Commercial Bank operating in West Bengal, especially in Calcutta, to the effect that this bank is making advances to the Birlas and others under various covers,—whether these matters have been investigated by the Central Government and whether the Finance Minister has ordered an investigation of the allegations against it. Also I should like to know whether he is aware that a book has been brought out about Bajoria-Jalan wherein it has been stated with facts and figures that the funds advanced by the nationalised banks are being utilised, whereas the internal resources of the companies concerned are being diverted for speculative and other profiteering purposes. Is he aware that one of the new techniques of the big monopoly houses today is to divert their resources for speculative and profiteering purposes, whereas they get money from the nationalised banks in the name of increasing production, which they do not carry out?

SHRI Y. B. CHAVAN: Sir, the first part of the question is about the size of credit to the small-scale sector and the size of credit to the five leading houses, and comparing them, it is certainly very true that they are taking a sizeable portion of the total credit available. There is no doubt about it. As compared to that, the credit given by these 14 nationalised banks to the small-scale sector appears smaller. The judgment will have to be based on what is the rate of increase in both the areas. I mean, if the hon. Member will please favour me by looking at the further figures that are given—increase of assistance from mid-1969 to mid-1973 . . .

SHRI BHUPESH GUPTA: On a point of order. Recent Increase there is no guide . . .

MR. CHAIRMAN: Let him complete.

SHRI Y. B. CHAVAN: I am not justifying. I am merely putting out the facts. (Interruption by Shri Bhupesh Gupta) Please listen to me. When the figures are asked for the entire small scale sector and for five of them only, I thought the intention was to know the relationship between these two. And it is a very right thing to do. Therefore, I have also tried to find out the correct position. When I was coming here to answer this question I also wanted to satisfy myself as to whether in the case of these big scale industries there is a rate of increase sufficiently justifiable in the case of small scale. I find that there is certainly a big scope for further making efforts in the case of small scale industries. But even then in the five years there is a sufficiently reasonable rate of increase in the credit given to the small scale.

SHRI "BHUPESH GUPTA: What about the other part, the United Commercial Bank, internal use of its funds by the Bajorias?

SHRI Y. B. CHAVAN: I know some of the allegations or grievances that were made by some of the leading Members of this House. I had discussions with them and I have asked the Banking Department to go into these matters. Some of the matters have been looked into. In some of the matters steps have been taken. But I do not know about the type of allegation that he made . . .

SHRI BHUPESH GUPTA: Sir, on a point of order. This is very unfair. The type of allegation is what you know . . .

MR. CHAIRMAN: He has said. . .

SHRI BHUPESH GUPTA: I am on privilege. The type of allegation is given in the memorandum submitted to him and the Prime Minister of the country. Can he deny that the Economic Department of the West Bengal Pradesh Congress Committee had submitted a memorandum to the hon'ble Minister?

MR. CHAIRMAN: He said that. You cannot take up the whole time of the House.

SHRI BHUPESH GUPTA: I know that I cannot take up my time because when I try

to pin down a Minister you always ask me to sit down. The Chair is to protect us and not to shield the Minister.

SHRI A. G. KULKARNI: Though the information given here shows a sizeable percentage of increase in the loan granted to the small scale sector. But the point is looking to the enormous requirement of funds by the small scale sector, will there be a further positive direction by the Finance Ministry 10 the nationalised banks to make further efforts since he has also heard complaints about the small scale industrialists? Recently in Poona when it was complained to the Finance Minister that the small scale sector is neglected to the extent that there is an increase, but there are some positive directions to be given, may I know, Sir, what type of direction would the Finance Minister like to give?

SHRI Y. B. CHAVAN: Certainly a major point is that I am particularly keen about the priority sector. I would like to explain to the honourable House that whenever I get an opportunity to discuss this matter with the bank representatives whom I meet quite often in the different regional meetings also where we consider the problems of these areas, there we particularly give emphasis on this particular point that loans to the agriculturists, particularly small holders, and credit to the small sector industries has to be taken care of. I am prepared to go into the matter again and give some specific directions.

SHRI SUBRAMANIAN SWAMY: Sir, the Finance Minister has been quoted by several newspapers in the past having said that the nationalised banks have failed to prevent the giving of loans for big monopoly houses. In view of that, I would like to ask the Finance Minister whether he would consider for the next five years to prevent the nationalised banks from giving any more money to these monopoly houses and concentrate entirely on the small industry leaving the big monopoly houses to borrow from the non-nationalised banks?

SHRI Y. B. CHAVAN: I do not think that can be the intention of any government.

SHRI MONORANJAN ROY: The Finance Minister has tried to show that the percentage of total assistance has increased with regard to the small scale industries. But that percentage shows the real position: 80,000 units get 10 per cent and only five houses get 5 per cent. Compared to the previous years, the figure for the small-scale units may be higher. But if you take the total amount distributed among the 80,000 units and the total amount distributed among live houses only, you will see that these five houses get much more compared to each of the small-scale units. Is it not a fact? Will you go into this question and see that the total amount given to the small-scale industries is more as compared to the amount given to the big houses?

SHRI Y. B. CHAVAN: I think in this matter it will be a very wrong comparison. But certainly I can concede one point, that the requirement of the small-scale industries needs to be treated on a priority basis. They need to be given literal consideration, I agree. But about this comparison of figures, I do not know how far it will be scientifically correct.

MR. CHAIRMAN: Mr. Goray, last question. We have taken 20 minutes on this question.

SHRI N. G. GORAY: In continuation of what my colleague asked, I would like to point out that the discrepancy between the loans advanced to the small-scale industry and the large-scale industry is not completely brought out by the figures that are given here. These are only the five top-most houses. If you take the next category also, the big houses and medium size houses, perhaps the loans advanced to them will be much more. The statement says that 80,000 small-scale units are getting 8.08 per cent while the five top-most houses are getting 8.55 per cent. But if you add, as I told you, some of the houses like Kirloskars and others, perhaps the tilt will be very clear. That is number one, Number two, I would like to know from the Minister another thing. He himself stated that so far as our industrial output is concerned, the figures

were almost static during, last year, which, means again that in spite of all the advance of this credit, the increase in production is almost nil. Therefore, it becomes very obvious that this particular advance of loans is being diverted to something else or the production is not increasing at all. What is the explanation?

SHRI Y. B. CHAVAN: Sir, explanations can be many. One of the explanations can be what he said, that there is a possibility of diversion of funds for other purposes. That is why we have found it necessary to go into this question of examining big accounts and even medium accounts. One of the reasons may be this. But for the fall in production. I think we will have to find out some other reasons as well. The credit requirements will be of the same size because the prices of raw materials, the cost of inputs like power, etc., are increasing. Therefore, the requirement of credit cannot just be reduced only because there is a fall in production.

MR. CHAIRMAN: Next question

. Inspection of Tourist Vehicles

*324. SHRI KHURSHED ALAM KHAN: SHRI HARSH DEO MALAVIYA:

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Inspection Cell set up by the Department of Tourism for the inspection of tourist vehicles and adjudging the driving habits and skill of tourist vehicle drivers has not been functioning for a long time;

(b) whether it is also a fact that due to non-inspection and lack of effective control, the maintenance of tourist vehicles and the standard of performance of the drivers has deteriorated: and

(c) if so, what steps Government propose* to take to ensure proper and effective inspection of tourist vehicles and testing the

♦This question was actually asked on the floor of the House by Shri Khurshed Alam Khan,

skill of the drivers of tourist vehicles as a regular feature?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR. (SMT.) SAROJINI MAHISHI): (a) The Department of Tourism does not have an exclusive Inspection Cell for the purpose of inspecting tourist vehicles and adjudging the driving habits and skill of tourist vehicle drivers. The Department have, however, an Inspection Cell which inspects not only the Tourist vehicles but also other tourist facilities, amenities and services such as Airports, Shops, Hotels and supplementary accommodation.

It is true that the Inspection Cell of the Department of Tourism needs to be strengthened in order to look after these duties more effectively. Necessary steps are being taken to strengthen the Cell.

SHRI KHURSHED ALAM KHAN: Sir, since road transport is one of the weakest links of the tourist infra-structure in this country, I would like to know from the hon. Minister when this cell was set up and for how long the post of Director remained vacant or was utilised for adjustment to accommodate some other persons doing entirely different work. Also I would like to know the total number of cars inspected during this period and the total number of drivers who were given the test during period and were found much below the acceptable international standards.

DR. (SMT.) SAROJINI MAHISHI: The Cell was set up in the Department of Tourism in the year 1970 and it continued to work for a period of two years up to July 1972. As the honourable Member himself knows very well—he was the head of the Transport Section in the ITDC—the Department of Tourism, with the cooperation of the ITDC and with the cooperation of the State Transport authorities and also the Enforcement Branch of the Traffic Police was making its best efforts to maintain the safety margin and also the comfort margin of tourist cars and luxury cars. Of course, as far as the number of taxis that were inspected during this period is concerned, I have not got the number now, but I shall

give the number if the honourable Member wants. But I am told in Bombay, Delhi, Agra and Calcutta the inspection was complete and as a result the Cell diverted its attention towards inspection of the accommodation that was available in the country: As the honourable Member himself knows, the Cell was headed by a Deputy Director-General and even today there is a Deputy Director-General in charge of it.

SHRI HARSH DEO MALAVIYA: May I know what is the total number of tourist vehicles which are maintained by the Tourist Department, and at how many centres are they maintained? And has there been any time undertaken a check-up to ensure whether these vehicles are in a working order or are in jitters?

AN HON. MEMBER: How many lady drivers are there?

DR. (SMT.) SAROJINI MAHISHI: There are not many lady drivers on tourist taxis. They may be driving their own cars.

Sir, the first thing is, the Department of Tourism has not got its own vehicles for tourist purposes. For tourist purposes taxis are maintained by the ITDC. The Department does not maintain any such cars for this purpose. The ITDC maintains these cars, vehicles, coaches, mini-buses. The total number of vehicles maintained by the ITDC is 202 in all and it runs about 17 centres including two seasonal centres at Srinagar and Ootacamund.

SHRI HARSH DEO MALAVIYA: Has there been ever undertaken a check-up to see whether these vehicles are in a working order or not?

DR. (SMT.) SAROJINI MAHISHI: The ITDC takes not only remedial measures if something wrong is seen in the cars, but also takes preventive measures to see that the vehicles are maintained in a proper way. It has got a very big workshop, as the honourable Member may be knowing himself, for minor as well as major repairs.

SHRI LAL K. ADVANI: The honourable Minister has just stated that the ITDC maintains a fleet of 200 cars, all of them

Imported special cars, delux cars. Is it a fact that despite the remedial measures and preventive measures being taken by the ITDC for the maintenance of these cars, the ITDC has incurred a loss of over Rs. 50 lakhs during the last three years on these cars?

DR. (SMT.) SAROJINI MAHISHI: The ITDC has its own centres in 17 places. It has seasonal centres at two places, as I have already stated. And the ITDC does not maintain 202 cars. The ITDC maintains 30 coaches, 06 Ambassador cars, 102 tourist taxis, that is DLZ cars. Where there is no tourist traffic or during the slack period naturally the ITDC does not get any profit. And wherever a new hotel of ITDC is opened, a transport unit is also attached to that. But it will not be able to make a profit immediately. But overall profit of the ITDC is there. The Transport Section has really sustained losses.

SHRI LAL K. ADVANI: Sir, please be fair to me. My point was not the overall profits and losses of the ITDC. I was enquiring about the losses incurred, whether it is a fact that during the last three years the losses have been over Rs. 50 lakhs.

MR. CHAIRMAN: Could you say something on this. Madam?

DR. (SMT.) SAROJINI MAHISHI: The Transport Section has not made a profit. But in all centres overall profit of the ITDC is there. And for every new hotel of the ITDC a transport unit is attached. There is an overall profit.

SHRI LAL K. ADVANI: Again, Sir, . . .

MR. CHAIRMAN: She is not able to give the figure. She has said that losses are sustained.

श्री भैरों सिंह शेखावत : क्या यह सही है कि जिन जिन राज्यों ने टुअरिस्ट कारपोरेशन नहीं बनाए हुए हैं और टुअरिस्टस का काम केवल टुरिज्म डिपार्टमेंट के आधीन चल रहा है उन राज्यों को इम्पोर्टेड कार्स अलाट किए गए थे और जो टुरिज्म डिपार्टमेंट को हैन्ड ओवर नहीं किए गए और सरकार उनको अपने खुद

के काम में ला रही है ; उसके कारण कई स्थानों पर टुअरिस्टस को कई डिफिकल्टीज हैं और उस सम्बन्ध में क्या भारत सरकार को कोई आवेदन पत्र प्राप्त हुए हैं और यदि हां तो उन पर क्या ऐक्शन लिया गया ?

डा० (श्रीमति) सरोजिनी महिषी : भारत सरकार का पर्यटक विभाग तो कारों को इम्पोर्ट नहीं करता है, आई० टी० डी० सी० करता है इम्पोर्ट अपने लिए । लेकिन भारत सरकार के पर्यटक विभाग को एस० टी० सी० से सेकेंड हैं । कन्डर्स मिलती हैं, महीने में 8-10 कार्स मिलती हैं, उन कार्स को स्टेट ट्रान्सपोर्ट आथारिटी जो स्टेट गवर्नमेंट की होती है उनको देते हैं, टुअरिस्ट परपजेज के लिए देने के लिए । अगर प्रान्तीय सरकार उनको नहीं देती हैं, उनको खुद इस्तेमाल करती है—ऐसे भी कैसे हो सकते हैं—तो हम उनको कह रहे हैं कि टुअरिस्ट परपजेज के लिए ही, पर्यटकों को सहूलियतों पहुंचाने के लिए इस्तेमाल करें, और कार्यों के लिए नहीं करें ।

श्री भैरों सिंह शेखावत : सभापति महोदय, भेरा कहना है टुअरिस्ट डिपार्टमेंट को दे ही नहीं रहे हैं ।

श्री सभापति : देखिए [उन्होंने जवाब दे दिया है ।

श्री भैरों सिंह शेखावत : टुअरिस्ट डिपार्टमेंट को तो नहीं हैन्ड ओवर कर रहे हैं ।

श्री राजनारायण : श्रीमन्, पौइन्ट आफ आर्डर । उनके क्वेश्चन का जवाब होना चाहिए ।

श्री सभापति : उनके क्वेश्चन का जवाब आ गया है ।

श्री राजनारायण : उनका क्वेश्चन यह है कि टुअरिस्ट डिपार्टमेंट को लेकर नहीं दिया जाता है । उसका मिनिस्टर्स और कांग्रेस दल के नेता दुरुपयोग करते हैं । इसका सीधा जवाब नहीं दे रहे हैं ।

MR. CHAIRMAN: I think she has answered it. Have you got any thing else to add?

डा० (श्रीमती) सरोजिनी महिषी : हम तो स्टेट ट्रांसपोर्ट आबार्डिज को देते हैं पर्यटकों को सहूलियत पहुंचाने के लिए । कई बार ऐसे भी कैसेज होंगे जहां स्टेट गवर्नमेंट . .

श्री राजनारायण : तो श्रीमन्, यह पूछिए कि सी० बी० आई० की इन्वॉयरी हो रही है ?

डा० (श्रीमती) सरोजिनी महिषी : अगर माननीय सदस्य बोल देते हैं तो हम प्रान्तीय सरकार को बिनती करते हैं कि उन्हें टुअरिस्ट परपज के लिए, पर्यटकों के लिए इस्तेमाल करें ।

श्री नागेश्वर प्रसाद शाही : मैं मंत्री जी से जानना चाहता हूं कि ये जो एस० टी० डी० सी० की गाड़ियां हैं उनमें क्या कई बुद्धिस्ट तीर्थ स्थानों के लिए भी है ?

डा० (श्रीमती) सरोजिनी महिषी : पूरे भारत भर में 17 सेन्टर्स हैं और ईस्टर्न रीजन में भी है । बनारस में है, पटना में है, आगरा में है, जयपुर में है, हैदराबाद में है नागर्जुनसागर में है । ये बुद्धिस्ट सेन्टर्स के लिए भी इस्तेमाल में लाए जा सकते हैं ।

श्री नागेश्वर प्रसाद शाही : क्या गोरखपुर में है कि नहीं ? लुम्बिनी में है ?

एक माननीय सदस्य : लुम्बिनी में भी है ।

SHRI LOKANATH MISRA: May I know from the Minister whether it is a fact that the losses that are incurred by the ITDC are due to the fact that most of the cars are mainly used by officers? Is it also a fact that this is one of the charges against the Chairman, ITDC, namely, that he was constantly using these cars, and the CBI is inquiring into his conduct regarding this?

DR. (SMT.) SAROJINI MAHISHI: It is wrong to say that the cars are used by the officers. As regards the second part of his question, the CBI inquiry is going on . . .

SHRI RAJNARAIN: For what?

MR. CHAIRMAN: Let her complete her sentence.

SHRI RAJNARAIN: For what the inquiry is going on? This is the question.

MR. CHAIRMAN: This was not the question. Shri Amjad Ali.

श्री राजनारायण : उनको कम्पलीट तो करने दीजिये, आपने कहा था । अब क्या कम्पलीट हुआ ?

SHRI SARDAR AMJAD ALI: I am only interested to know from the hon. Minister as to whether in these 200 odd cars in the possession of the ITDC, there is any lady driver or conductor. In all the Departments of the ITDC this discrimination between ladies and men is not there. Why is this discrimination shown only in this? To remove this discrimination, have you any project?

DR. (SMT) SAROJINI MAHISHI: If any lady driver applies with similar qualifications and if she qualifies in the test and fulfils all the conditions necessary for the post, we have no objection in taking lady drivers.

M/s Kamataka Export House

*325. SHRI J. S. TILAK:†

SHRI A. G. KULKARNI:

SHRI KALI MUKHERJEE:

SHRI GURMUKH SINGH MUSA-FIR:

SHRI KRISHAN KANT:

Will the Minister of COMMERCE be pleased to state:

(a) whether the enquiry into the actual supply of stainless steel as permitted by Government through M/s. Karnataka Export House to small scale industries in Karnataka and Maharashtra has been completed;

(b) if so, whether any irregularities have been detected; and

(c) if the answer to part (b) above be in the affirmative, what action has been taken against M/s. Karnataka Export House in this regard?

THE MINISTER OF COMMERCE (PROF. D. P. CHATTOPADHYAYA): (a) No, Sir. Enquiries are still in progress.

†The question was actually asked on the floor of the House by Shri J. S. Tilak,

(b) and (c) Do not arise.

SHRI J. S. TILAK: Sir, I am surprised to hear that the inquiry has been going on for the last two years. It is case in which justice delayed means justice denied. I would like to know from the Government whether they have received any reports from the Regional Office and, if so, what the findings are up till now. I would also like to know whether the Minister would confirm what the Deputy Minister, Shri A. C. George, had told in the Rajya Sabha on the 8th May, 1974, that is, that the terms and conditions applicable to barter cases and the registered exporters are different. In other words, is the policy applicable to the registered exporters is also applicable to the barter cases or not?

PROF. D. P. CHATTOPADHYAYA: Sir, the problem of M/s Karnataka Export House has been discussed before also in this House. Now, Sir, this Export House had the right under the law then prevailing to nominate some other small-scale industrial house. The list of actual users to whom M/s Karnataka Export House are supposed to have transferred their licenses has been circulated to 17 licensing authorities advising them to adjust these allotments against the future entitlements to the actual users which might accrue to them in the course of the normal policy. If any allottee does not get his quota of stainless steel, he must inform his sponsoring authorities. The licensing authorities should obtain the performance certificate from the sponsoring authorities and forward the same to the Chief Controller of Imports & Exports. If out of 17 licensing authorities' reports are with the Chief Controller of Imports & Exports. . . .

SHRI KRISHAN KANT: What have they said?

PROF. D. P. CHATTOPADHYAYA: and they do not—I repeat—they do not reveal any irregularity having been committed by M/s Karnataka Export House in the matter of supply of stainless steel imported by them under the barter deal. Now, we are waiting for the reports from six more sponsoring authorities and, therefore, we say that the inquiries are still in progress.

About the (b) part of the question, Sir, the answer is "Yes". The rules governing the registered export houses and the barter deals are different and barter deals are not being allowed any more.

MR. CHAIRMAN: Yes, Mr. Tilak, put your second question.

SHRI J. S. TILAK: I would like to know whether any letter has been sent by the Government or the Chief Controller of Imports & Exports to the baiter dealers in respect of import of stainless steel and whether any MP has pursued the matter with you and whether you have replied to that letter.

PROF. D. P. CHATTOPADHYAYA: To the first question, Sir, the reply is "Yes".

To the second question, Sir, the reply is, "Yes".

MR. CHAIRMAN: Yes, Mr. Kulkarni.

SHRI A. G. KULKARNI: Sir, Mr. Chattopadhyaya has tried to give a reply which is evasive to mean that the information is being collected and so on. Here, Sir, there was a directive from you to the Minister earlier and Mr. George had agreed to place the information before the House on the 27th February. It was your own directive. Then, Sir, there was another directive from you, nobody else than you. On the 9th May, Sir, you had directed Mr. George to place the information on the Table of the House. This is what you did.

[Mr. Deputy Chairman in the Chair]

Mr. George said, "Yes, that will be done". This is what Mr. George said and yet, Sir, Prof. Chattopadhyaya is saying the information is being collected!

MR. DEPUTY CHAIRMAN: Please come to the question.

SHRI KRISHAN KANT: Sir, kindly allow some time for this because, Sir, we have been discussing this several times and nothing is coming out.

MR. DEPUTY CHAIRMAN: Let him complete his question.

SHRI A. G. KULKARNI: Now, coming to a specific question, Sir, that is, to the query from Mr. Tilak, Prof. Chattopadhyaya says that there is a difference in the terms governing the barter deals and the actual exporters who get a different treatment. Now, will Prof. Chattopadhyaya inform the House whether the barter deal undertaken by M/s Karnataka Export House was billed or invoiced by the MMTC for the supply of stainless steel at Rs. 15,000/- which is to be charged to either registered Exporter or manufacturer Exporter and not to those who do barter exports? Is this not a clear favour? If the Karnataka Export House had an entitlement against a barter deal

MR. DEPUTY CHAIRMAN: Mr. Kulkarni, you cannot be making a speech.

SHRI A. G. KULKARNI: No, no I am not making a speech but putting a question.

MR. DEPUTY CHAIRMAN: But the question has to be short.

SHRI A. G. KULKARNI: Who was responsible? In this connection, he has also stated that some 11 States have given information. Is it also a fact that the stainless steel supplied by the Karnataka Export House was given to many benami small scale units in Mysore and ultimately their entitlements went into lakhs of rupees which further applied for further entitlement? As per your policy, instead of giving it on CIF basis ; . .

MR. DEPUTY CHAIRMAN: Mr. Kulkarni, I am sorry, I will ask you to sit down. You cannot be making a speech. You must put the question.

SHRI A. G. KULKARNI: I am asking the question, Sir.

MR. DEPUTY CHAIRMAN: No, you have to be precise.

SHRI KRISHAN KANT: Sir, it is a strange thing . . .

MR. DEPUTY CHAIRMAN: Nothing is strange. It is a Question Hour.

SHRI KRISHAN KANT: Sir, if you do not want us to ask the question, tell us we will go out,

MR. DEPUTY CHAIRMAN: No, no, I have not said that, Mr. Krishan Kant. Don't get into temper and by getting into Lempers don't think the things will be different.

SHRI KRISHAN KANT: I know why it is being done.

MR. DEPUTY CHAIRMAN: What do you know? Don't impute any motives, Mr. Krishan Kant. I know what I am doing and I know that the Question Hour is not a Calling Attention where people can go on giving background Information. I am not going to allow that kind of tiling. Now, please put your question.

SHRI A. G. KULKARNI: My specific was whether the small-scale units, the benami units which applied for licences were given licences on the basis of the bills and invoices made by M/s Karnataka Export House which were between Rs. 30,000 to Rs. 40,000, thereby defrauding the Government by a larger amount. Have you made any enquiry with particular reference to Mr. M. M. Sen's observations that these licences should not be granted to the Karnataka Export House for importing stainless steel as in this barter deal the Karnataka Export House's total loss was Rs. 10 lakh while the licences granted were of Rs. 57.43 lakhs and the licences in the name of the benami units also amounted to crores of rupees? The main point is that without ascertaining actual loss by Karnataka, the firm was obliged to a sumptuous helping against clear noting by Mr. Sen. Why and who is benefitted? What have you got to say on this and also whether the Karnataka Export House has now started exporting railway scrap nowadays?

AN HON. MEMBER: The Minister should confess now.

PROF. D. P. CHATTOPADHYAYA: Sir, I have already said that out of 17 licensing authorities who have been asked to submit the details whether Karnataka Export House have or have not transferred their licences either directly or under benami, 11 licensing authorities have reported back to the Chief Controller of Imports and Exports and I repeat what I said that nothing irregular has been found as yet.

SHRI A. G. KULKARNI: What about my second question? PROF. D. P.

CHATTOPADHYAYA: The other question that he has asked is whether the Karnataka Export House has renamed itself into a new unit. All these are informations which I have to look into. I have to look into the documents.

SHRI A. G. KULKARNI: My question is whether it is true that as per your red book policy these small-scale units applied Cor import of stainless steel on the basis of prices charged by Karnataka Export House while they were entitled for the CIF price. You have also not disclosed the price charged by the MMTC to Karnataka Export House. Was it as per actual exporters or as a barter deal? Why are you shielding, come out?

PROF. D. P. CHATTOPADHYAYA: There is no question of shielding. I have laid before the House all the information available. The hon. Member is quite aware that these stainless steel items used to be sold under a three-tier price formula, one for registered exporters.

SHRI KRISHAN KANT: What was their price?

PROF. D. P. CHATTOPADHYAYA: Their price was cheaper because the whole rationale of the thing was that this was done to enable exporters, exporting difficult-to-sell commodities like low and medium rate tobacco and ferrosilicon etc. make up their losses incurred by them on exporting these commodities. In order to compensate this loss, registered export houses used to . . . (Interruptions.). They used to be given one price. But there has been a three-price formula. I am giving you the information. During July 1971—October 1971 the release order issued under import policy for registered exporters was per metric ton Rs. 19690. So was for the second category, that is, release order issued under import policy for actual users (machinery manufacturers). And the same price was there for release order issued under import policy for the actual users other than those covered under columns 2 and 3, viz. registered exporters and actual users (machinery manufacturers). In October 1972—December 1972, later on, the price changed under the

three categories. For the first category in the year 1972 the price was per metric ton Rs. 17814. For the second category it was Rs. 18484. For the third category it was Rs. 28,000 per metric ton. Now it is clear from the figures that preference was given to the first category, that is, registered exporters, and that is for, as I said, making up their losses incurred in exporting difficult-to-sell goods like low and medium grade tobacco, etc.

SHRI KRISHAN KANT: I have very important questions, Mr. Deputy Chairman. I hope you will kindly bear with me. The Minister has given two contradictory replies just now, one to Mr. Tilak and one to Mr. Kulkarni. He said that import of stainless steel was allowed to them as barter dealers and not as registered exporters. On the other hand he says now that the concessional price was given to them as registered exporters. They should have been given as to actual users in the third category and not in the first category. That was the thing that Mr. M. M. Sen pointed out. Sir, here five points arise out of the replies given by the honourable Minister to Mr. Tilak and Mr. Kulkarni. I have got a copy of the barter agreement here. Stainless steel was not part of the barter agreement. It only mentions about priority industries under the red book where stainless steel is banned. That is my first point. The second point is about the transfer of three import entitlements of other companies under the barter deal. This barter agreement does not say the transfer can be done. Mr. M. M. Sen, Chief Controller of Imports and Exports, mentioned that this transfer cannot be allowed¹ because it is a barter deal and it cannot be treated as a registered export house. Yet it was allowed. Then my third point is what Mr. Kulkarni had raised. Only registered export house could be given concessional stainless steel. Here the Minister said in reply to Mr. Tilak that Karnataka house in this deal was as a barter deal and not as a registered house, why was this concession rate of hundred per cent—from Rs. 15,000 to Rs. 28,000—given to them? To enable them to make money? Not only that, Sir. A black listed firm of Maddi Venkataratnam applied for the transfer of import entitlement to Karnataka

house on 2nd February 1972 when it was black-listed; because of the pressure of Karnataka house on the Minister and the Ministry. It was transferred. The black-list period was reduced by one year and the transfer was allowed to Karnataka house in 1972. Which is the most important date, the date you apply or the date you permit transfer? Has such a thing happened anywhere before or after this. Lastly, Sir, the Minister in reply to Mr. Kulkarni's letter says that the conditions for distribution were not waived but procedural simplification was done. Sir, according to the barter deal, it was said that they would nominate the actual users. The nominated users will have to apply for a licence for release order and they will get it according to the import policy prevailing at that time. Sir, is it not a fact that this procedural simplification was not allowed to any other party before giving it to the Karnataka Export House? Karnataka Export House was the first to be allowed this facility and later on one or two more parties were given this relaxation. Sir, because of this departure, the Karnataka Export House earned money to the tune of two to three crores of rupees extra. At whose expense? It was at the expense of the Government. And who was the Minister at that time? Sir, on 14th November, 1972, in reply to my friend, Mr. Chandra Shekhar's question that Mr. L. N. Mishra has given a clean chit to the Karnataka House, Mr. L. N. Mishra, said, "No special favours have been shown, and I have already said that whatever decision has been taken was taken by my earlier Minister and not by me." Sir, I want to know this. This simplification was done by whom? These changes were done by whom—by Mr. Bhagat or by Mr. L. N. Mishra, who was the Minister from 27th June, 1970 to 5th February, 1973? Under whose period was this simplification done? And who gained money out of this thing? (*Interruptions*).

PROF. D. P. CHATTOPADHYAYA: Sir, I would like to state very clearly and categorically that no aspersion should be cast on any of my predecessors in this Ministry. I would like to put it on record that it should not be. Sir, he has referred to so many facts and figures, spread over so many years. Unless I go into the archives of the

Commerce Ministry, I cannot give all answers ...

SHRI KRISHAN KANT: But, Mr. Deputy Chairman, Sir, he has given all the figures in his own reply and today he says this ...

SHRI CHANDRA SHEKHAR: Mr. Deputy Chairman, Sir, I shall very humbly submit to you that this is not the matter of going into the archives of the Commerce Ministry. This question has been agitated in this House for the last two or three years. I shall like your directive on this point. I do not want to enter into any controversy. I do not want to cast any aspersion against any person. I shall like your guidance and the guidance of the Leader of the House also, who is fortunately sitting here. If such questions are raised time and again and if the Members want to know information from the Minister, and if the Member's information which is valid and correct is countered by the Ministers on the floor of the House, is the Member entitled to know the veracity of the statement of the Minister or not? And if the Minister wilfully or by sheer chance has indulged in this extravagance, is it not his duty to come before the House and apologise for his mistake?

Mr. Deputy Chairman, Sir, I shall fully abide by the ruling that you give. It is true that the Question Hour is to seek information but it is the hour to give information also. If the Members ask information and it is consistently denied, and if their information is countered without any veracity or without facts, then, what is the way out? I shall like your ruling on this point. I do not want to enter into this controversy. This is a definite point of order and I shall like your ruling.

SHRI BHUPESH GUPTA: During the Question Hour, questions are to be asked, not to be replied.

SHRI CHANDRA SHEKHAR: I have nothing to say about that. My specific point is that this question has been agitated in this House for the last three years. If the answers do not come from the Minister, whether from Mr. Chattopadhyaya or from Mr. L. N. Mishra or from any Minister, what is the remedy open for us?

MR. DEPUTY CHAIRMAN: You see, the Question Hour is meant . . .

SHRI BHUPESH GUPTA: Sir, in this respect a very important tradition has been established by the Chairman, namely, that 'you can ask any questions but they need not be replied. You can ask any number of questions but they need not be answer-ed.

MR. DEPUTY CHAIRMAN: The Question Hour is meant to elicit information from the Government. But, I would also say that if Members were to turn this into a kind of discussion, it is impossible to get an answer from the Ministers because thereby you would only be providing an opportunity to them to pick at the wrong ends. Therefore, I would request the Members to be more pointed in their questions.

SHRI CHANDRA SHEKHAR: Five pointed questions were put. What is the reply?" Let him give the answers.

PROF. D. P. CHATTOPADHYAYA: Kindly bear with me. I am answering.

Sir, I would humbly say that I only said that since hon. Members have asked numerous questions and each of the questions is a studied question, so to answer these questions satisfactorily I have to look into the papers extensively.

MR. DEPUTY CHAIRMAN: Do you want notice?

PROF. D. P. CHATTOPADHYAYA: Let me finish. I am not ending.

DR. K. MATHEW KURIAN: Sir, on a point of order.

PROF. D. P. CHATTOPADHYAYA: I am not yielding.

I have only submitted that a lot of information has to be obtained to answer these questions. I may very humbly submit that I am prepared to give any information that the hon. Member is interested in.

The second point which I want to reply is that I have not withheld any information. One of the hon. Members, Shri A. G. Kulkarni, sent me a list of questions. I have answered all those questions.

SHRI A. G. KULKARNI: I am sending you the list for the last three years.

DR. K. MATHEW KURIAN: On a point of order, Sir.

PROF. D. P. CHATTOPADHYAYA: Let me finish.

When he sent me the questions, I sent him elaborate answers. All those answers are with him. I am speaking on the floor of the House and taking full responsibility that any question on this matter given to me will be answered and answered in ex-tenso.

SHRI A. G. KULKARNI: On a point of order, Sir.

MR. DEPUTY CHAIRMAN: Mr. Mathew Kurian has raised the point of order first. Yes, Mr. Kurian.

DR. K. MATHEW KURIAN: Sir, this question has been agitating the minds of many Members during the last two or three years. The Minister has in some Department or the other or in some section or the other full facts about this case. This is a case which has been thrashed out on several occasions. I would like to know why the Minister has not come prepared and with full facts so as to be able to answer all the questions raised by Shri A. G. Kulkarni and Shri Krishan Kant. The information is available with the Ministry. Why is it that he deliberately did not come prepared? I would say that this is because he wanted to shield one of the most corrupt Ministers.

MR. DEPUTY CHAIRMAN: Now, do not go into the motives.

DR. K. MATHEW KURIAN: Shri L. N. Mishra should be sacked. That is the only solution of the problem.

MR. DEPUTY CHAIRMAN: That is not a point of order.

DR. K. MATHEW KURIAN: Why should the Minister shield the corrupt Minister? He should be sacked.

श्री प्रकाशवीर शास्त्री : मैं तो केवल
आपसे कहना चाहता हूँ मंत्री महोदय के बजाय ।

मेरा आपसे निवेदन है कि जब हमारे मित्रों और शासक दल के सदस्यों ने भी बताया कि यह प्रश्न 3 वर्षों से चर्चा का विषय बन रहा है। अगर मैं भूल नहीं करता, और मेरे सहयोगी ने भी बताया कि पांचवीं बार यह चर्चा के लिए आया है। यह तीन करोड़ रुपये के धोखे का मामला है जिसमें एक कैबिनेट मिनिस्टर से लेकर उनके विभाग के उच्च अधिकारी तक सम्मिलित हैं। मेरा निवेदन है कि जिस प्रश्न को 3 वर्ष से टाला जा रहा है आप कृपा करके अध्यक्ष के आसन से मंत्री महोदय को आदेश दें कि इस सदन के चलते पूर्ण तथ्य इस सदन में उपस्थित करें तथा इस पर चर्चा इस सदन में होनी चाहिए।

श्री रवी राय : उप-सभापति जी, अभी सब सदस्य इस बारे में कह चुके हैं और यह साफ है कि इस सवाल पर कई बार चर्चा हो चुकी है और आज पांचवीं बार इस सवाल पर बहस हो रही है। मैं कहना चाहता हूँ कि जब मंत्री महोदय खुद कह रहे हैं कि उनको ढूँढना पड़ेगा और विस्तार में जाना पड़ेगा, तो यह साफ है कि वे सवाल के बारे में जवाब देने के लिए तैयार नहीं हैं। ऐसी स्थिति में आपको मंत्री महोदय को कहना चाहिए था, जो कि आपने अभी तक नहीं कहा है कि वे होम वर्क नहीं कर रहे हैं।
He has not come prepared.

PROF. D. P. CHATTOPADHYAYA: Sir, I have come prepared.

SHRI KRISHAN KANT: Sir, allow us a liali-an-hour discussion.

श्री रवी राय : वे जानबूझ कर होम वर्क नहीं कर रहे हैं क्योंकि उनके सहकर्मी श्री एल० एन० मिश्रा, जो पहले इस मंत्रालय के मंत्री थे, उनको शील्ड करना चाहते हैं और प्रधान मंत्री के आदेश पर श्री एल० एन० मिश्रा को शील्ड करने के लिए यह किया जा रहा है।

Interruptions

PROF. D. P. CHATTOPADHYAYA: It is a baseless thing. It is absolutely a baseless and wild allegation.

SHRI A. G. KULKARNI: Sir, on a point of order. Mr. Chattopadhyaya has stated

here that he has officially replied. The last letter he has sent to me is dated 20th July and he has given me such a statement for two times. Every time he is nobbling out from one accusation to the other to find defence. I am prepared to place all these replies on the Table of the House. If I do that, will he be prepared to examine these replies through a Committee of Members of Parliament? I give an assurance that I will keep all these papers on the Table of the House?

MR. DEPUTY CHAIRMAN: That is not a point of order.

SHRI A. G. KULKARNI: Mr. Deputy Chairman, if he is ready, I am prepared to keep all the papers on the Table of the House.

MR. DEPUTY CHAIRMAN: Question Hour is over.

PROF. D. P. CHATTOPADHYAYA: Sir, it is for you to take any decision. I have said, any question on Karnataka Export House I am prepared to answer. I was about to answer . . . (*Interruptions*). I would only like to say that in the last one year or so we have taken certain penal measures against the Karnataka Export House. Transfer of licences to the Karnataka Export House has been stopped with effect from 12th March, 1973.

SHRI KRISHAN KANT: Sir, the question is not against the Karnataka Export House . . . (*Interruptions*).

MR. DEPUTY CHAIRMAN: Yes, the Question Hour is over.

PROF. D. P. CHATTOPADHYAYA: Till now no violation has been brought to ray notice.

MR. DEPUTY CHAIRMAN: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Hessian prices

•S28. SHRIMATI SUSHILA SHANKAR ADIVAREKAR:

SHRIMATI SUMITRA G. KULKARNI:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government have asked the jute Industry to reduce the prevailing prices of hessian in return for a reduction of export duty on hessian;

(c) what is the reaction of the industry gird;

(c) what is the reaction of the industry to the proposal; and

(d). what will be the estimated increase in the quantum of export of hessian during the current year as a result of this measure?

THE MINISTER OF COMMERCE, (PROF. D. P. CHATTOPADHYAYA): (a) to (d) No, Sir. Government had in fact raised the export duties on hessian in March, 1974. There has been an abnormal rise in hessian prices on account of an imbalance between production and demand as also speculation in the market. Government have conveyed their concern to the jute industry and trade over this abnormal rise in hessian prices.

Reduction in Price of Aviation Fuel

*327. SHRI GIAN CHAND TOTU: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Indian Airlines is demanding a reduction in the price of aviation fuel; and

(b) whether any survey has been made of the class of persons who travel by air and their capacity to afford the present enhanced fares in order to determine the plea for reduction in the price of aviation fuel?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): (a) Such a request has been made by Indian Airlines, and the matter is under examination.

(b) No such survey has been conducted in recent years but Indian Airlines keeps in mind the ability of the travelling public to afford this mode of travel.

*328. *Transferred to the 11th August, 1974.*

Lease for Indian Air Lines Office Building

*329. SHRI MONORANJAN ROY: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether it is a fact that nearly Rs. 7 lakhs was paid by Indian Airlines as lease money for securing about 19,000 sq. ft. of space for its office in Kanchenjunga Building on Barakhamba Road, New Delhi;

(b) whether it is also a fact that a lease at a monthly rent of Rs. 60,000 was signed and about Rs. 3.5 lakhs was paid as advance money to the owners and subsequently about Rs. 3.5 lakhs was paid as rent till March last; and

(c) if so, whether the Central Bureau of Investigations have conducted enquiry into the affairs; if so, what are the details thereof?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): (a) and (b) Indian Airlines have taken on lease 18,947 sq. ft. of space in Kanchenjunga at 18, Barakhamba Road, New Delhi. They have paid in advance Rs. 3.75 lakhs in all as six months' rent to be adjusted in twelve months and one month's rent as security deposit

(c) This Ministry is not aware of any C.B.I. enquiry in this regard.

खनिज धातुओं का निर्यात

* 330. सरदार कुमार सं० च० आंध्र :

श्री ओजस प्रकाश त्यागी :

श्री भैरों सिंह शेखावत :

डा० राम कृपाल सिंह :

श्री देवेन्द्र नाथ द्विवेदी :

क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों के दौरान प्रत्येक वर्ष कच्चे लोहे, मैंगनीज और कच्चे क्रोमाइट का कितना-कितना निर्यात किया गया ; और

(ख) क्या निर्यातों में कमी हुई है ; यदि हाँ, तो उसके क्या कारण हैं और निर्यातों को बढ़ाने के लिए क्या कार्यवाही की गई है ?

†[Export of mineral ores

*330. SHRI S. C. ANGRE:

SHRI O. P. TYAGI:

SHRI B. S. SHEKHAWAT:

DR. RAMKRIPAL SINHA:

SHRI D. N. DWIVEDI:

Will the Minister of COMMERCE be pleased to state:

(a) what is the year-wise export of Iron ore, manganese and raw chromite during the last three years; and

(b) whether the exports have gone down; if so, the reasons therefor and the action taken to step up the exports?]

वाणिज्य मंत्रालय में उपमंत्री (श्री ए० सी० जार्ज) : (क) एक विवरण संलग्न है।

(ख) मैंगनीज अयस्क के निर्यात में कमी आई है। सरकार की यह नीति है कि इस मद के निर्यात को विनियमित किया जाये व उस पर प्रतिबंध लगाया जाए।

विवरण

मात्रा : लाख में टन

मूल्य : करोड़ रु०

वर्ष	लाह अयस्क		मैंगनीज अयस्क		कच्चा क्रोमाइट	
	मात्रा	मूल्य	मात्रा	मूल्य	मात्रा	मूल्य
1971-72	208.80	111.84	11.85	10.72	0.85	1.80
1972-73	213.90	112.74	9.12	9.36	1.16	3.10
1973-74*	243.90	145.00	8.35	10.06	2.00	5.00

*अनन्तिम

†[THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) A statement is laid on the Table of the House.

(b) Export of manganese ore has declined. It is Government's policy to regulate and restrict the export of this item.

Statement

Quantity Lakh Tonnes
Value—Rs. Crores

Year	Iron Ore		Manganese Ore		Raw Chromite	
	Qty.	Value	Qty.	Value	Qty.	Value
1971-72	208.80	111.84	11.85	10.72	0.85	1.80
1972-73	213.90	112.74	9.12	9.36	1.16	3.10
1973-74*	244.90	145.00	8.35	10.06	2.00	5.00

*Provisional.

†[] English translation.

Publishing of Chairman's Speeches as Paid Advertisements in Newspapers

1*244. SHRI N. G. GORAY:

SHRI MULKA GOVINDA REDDY:

Will the Minister of FINANCE be pleased to state:

(a) whether Government's attention has been drawn to a recent decision of the Standing Conference of Public Enterprises to the effect that the practice of publishing speeches of Chairman of public sector enterprise-- as paid advertisements in newspapers be discontinued;

(b) if so, whether Government have accepted the decision; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): (a) to (c) A statement is laid on the Table of the House.

Statement

The question of discontinuance by public sector enterprises of their Chairman's addresses to the Boards of Directors in newspapers as paid advertisements has been under consideration of the Government for some time. The Government are of the view that the benefits accruing to the enterprises are not commensurate with the expenditure incurred and that the money thus saved could be more profitably used in high-lighting the performance of the enterprises through brochures/pamphlets for circulation to interested groups of opinion makers and general public and also in organising Press conferences on special occasions. The Standing Conference of Public Enterprises has also expressed itself in favour of discontinuance of the practice of publication of speeches of Chairmen of the enterprises. The public enterprises have been accordingly advised to discontinue this practice and instead hold Press conference on special occasions, apart from printing small hand-outs for limited circulation, if so desired, and also publishing the Chairman's speech in the Annual Report of the undertaking itself. {•[Transferred from the 1st August, 1974]}

Traffic Officer of Indian Airlines Arrested for Smuggling Activities

*3M. DR. K. MATHEW KURIAN: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that a Traffic Officer of the Indian Airlines has recently been apprehended by the Customs authorities in charges of sending smuggled wrist watches worth Rs. 71,000 from Bombay to Madras;

(b) if so, what are the details therefor; and

(c) what action has been taken by Government against the official involved in this case?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): (a) Yes, Sir.

(b) and (c) On 10-4-74 one suit-case which arrived from Bombay to Madras by Indian Airlines flight No. IC-109 and which was not claimed by anyone was on suspicion opened and examined. It was found to contain 523 wrist watches of foreign origin valued at Rs. 71470. Later on the same day one passenger by name S. L. Malhotra who arrived from Bombay by Indian Airlines flight No. IC-171 claimed the said suit-case. Shri Malhotra was arrested on 11-4-74 and released on bail. Further investigation revealed that there was *prima-facie* evidence against B. L. Kalucha, Traffic Officer, Indian Airlines. Bombay to indicate that he managed to send the said suitcase surreptitiously to Madras. Kalucha was therefore arrested on 26-4-74 and remanded to judicial custody. He was later released on bail. Further investigations are in progress.

Release of Woollen Rags Seized by Customs Authorities

*332. SHRI SHYAM LAL GUPTA: Will the Minister of FINANCE be pleased to refer to the answer to Unstarred Question 25 given in the Rajya Sabha on the 19th February, 1974 and state:

(a) whether bales of woollen rags seized by the Customs authorities have been released or are proposed to be released;

(b) if nor, the reasons therefor; and

(c) what is the number of bales of woollen rags at present with the Customs authorities?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): (a) and (b) The Government have decided that consignments of rags imported by State Trading Corporation and sold on high-seas to other importers may be allowed to be mutilated in the docks prior to clearance if they have not been mutilated abroad as per the new definition of rags as laid down in the ITC Public Notice No. 164/73 dated 17-9-1973.

(c) The present position at Bombay port regarding consignments of rags shipped after 17-9-1973 is as follows:

1. Bales covered by new licences pending clearance subject to mutilation in port area: 3973 Approx.

2. Bales covered by new licences pending for various Customs processes such as examination and analytical test etc. 7045 Approx.

1. M. I. Loan to India

*333 SHRI PRAKASH VARSHASTRI:

SHRI B. S. SHEKHAWAT: SHRI V.

K. SAKHILECHA:

Will the Minister of FINANCE be pleased to refer to the answer to Unstarred Question 94 given in the Rajya Sabha on the 23rd July, 1971 and state the purpose for which a rupees 221.40 crores loan has been drawn by the Government of India from the International Monetary Fund?

THE MINISTER OF FINANCE (SHRI Y. B. CHAVAN): The sum of Rs. 221.42 crores, (equivalent to SDRs 2% million) drawn from the International Monetary Fund was to assist Government in meeting the impact on India's balance of payments of the steep increase in the prices of various imported commodities which are required for the development of the economy.

Enquiry against some Export Houses

*3.H4. SHRI AG. KULKARNI.

SHRI KALI MUKHERJEE:

SHRI J.S. TILAK:

SHRI GURMUKH SINGH MUSAFIR;

SHRI KRISHAN KANT:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government have recently conducted an enquiry into complaints regarding malpractices indulged in by the two Export Houses, Reliance Trading Corporation and R.K. Machine Tools; and

(b) if so, what is the outcome thereof and action taken against the defaulting firms?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) M/s. Reliance Trading Corporation and R.K. Machine Tools, do not fall in the category of "Export Houses".

(b) Does not arise.

ताला बन्दी के दौरान इंडियन एयर-लाइन्स के कर्मचारियों का नौकरी से हटाया जाना

*335. श्री जगदीश जोशी :

श्री गुणानन्द ठाकुर :

क्या पर्यटन और नागर विमानन मंत्री यह बनाने की कृपा करेंगे कि :

(क) पिछले वर्ष इंडियन एयर-लाइन्स की तालाबन्दी के सिलसिले में कितने व्यक्तियों को नौकरी से हटाया गया था ; और

(ख) इनमें से कितने लोगों को पुनः काम पर आने की अनुमति दी गयी है और ऐसे कितने लोग हैं जिन्हें उनके द्वारा इसके लिए अनुरोध किये जाने के बावजूद काम पर आने की अनुमति नहीं दी गयी है ?

Removal of Indian Airlines employees from service during the lock-out

*835. SHRI JAGDISH JOSHI:

SHRI GUNANAND THAKUR:

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) the number of persons removed from service in connection with the lock out in Indian Airlines last year; and

(b) the number of those who have been allowed to resume duty alongwith the number of those who have not been allowed to resume duty despite their request in this regard?

पर्यटन और नागर विमानन मंत्री (श्री राजबहादुर) : (क) तालाबन्दी के सम्बन्ध में इंडियन एयरलाइन्स के किसी भी कर्मचारी को नौकरी से नहीं हटाया गया है।

(ख) 'वर्कमैन' वर्ग के अन्तर्गत आने वाले 14,442 कर्मचारियों के बारे में तालाबन्दी लागू की गई थी। 15 कर्मचारियों को छोड़ कर अन्य सभी कर्मचारी काम पर वापिस आ गये हैं। किसी भी कर्मचारी को, जिसने काम पर वापिस आने का अनुरोध किया, अनुमति देने से इंकार नहीं किया गया।

[THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): (a) No employee of Indian Air-lints has been removed from service in connection with the lock-out.

(b) 14,442 employees belonging to the "workmen" category were locked out. All excepting 15 have resumed duty. No one who has requested to be allowed to rejoin duty has been refused permission to do so.]

Goods seized around West Coast Area

*336. SHRI S. A. KHAJA MOHIDEEN:

SHRI SWAISINGH SISODIA:

SHRI MAHENDRA BAHADUR SINGH:

SHRIMATI LAKSHMI KUMARI CHUNDAWAT:

Will the Minister of FINANCE be

pleased to state what are the details of the smuggled contraband goods seized by the Customs authorities around West Coast area during the financial year 1973-74?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. CANESH): The details of smuggled goods seized by the Customs authorities around West Coast area during the financial year 1973-74 are as under: —

	(Value in lakhs of Rupees)
Gold	7
Silver	98
Watches	166
Synthetic Fabrics and Yarn ..	1,553
Vehicles and Vessels	162
Other goods	976
TOTAL	2,962

सरकारी क्षेत्र के उपक्रमों में चयरमैन मैनेजिंग डायरेक्टर के रिक्त पद

337. श्री श्रीरेन्द्र कुमार सखलैवा :

श्री भैरों सिंह शेखावत :

श्री डी० के० पटेल :

श्री सुब्रह्मण्यम स्वामी :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकारी क्षेत्र के किन किन उपक्रमों में चयरमैन अथवा मैनेजिंग डायरेक्टर के पद रिक्त पड़े हैं ;

(ख) इन पदों में से प्रत्येक पद कितने कितने समय से रिक्त पड़ा है और इसके क्या कारण हैं ; और

(ग) क्या इसके कारण इन उपक्रमों के कार्य पर विपरीत प्रभाव पड़ा है ?

**+ [Vacant posts of
Chairman/Managing Director in Public
Sector Undertakings**

♦337. SHRI V. K. SAKHLECHA:

SHRI B. S. SHEKHAWAT: SHRI D.

K. PATEL: SHRI SUBRAMANIAN

SWAMY:

Will the Minister at FINANCE be pleas-^d ed
to state: •

(a) the names of the public sector undertakings where the posts of Chairman or Managing Director are lying vacant;

(b) since when each of these posts is lying vacant and the reasons therefor: and

(c) whether this has adversely affected the performance of these undertakings?]

वित्त मंत्रालय में राज्य मंत्री (श्री
के० आर० गणेश) : (क) से (ग) एक विवरण
सदन-पटल पर रख दिया गया है।

विवरण

सरकारी उद्यमों के मुख्य कार्यकारी अधिकारियों—पूर्णकालिक अध्यक्ष अथवा प्रबन्ध निदेशक—
के 118 पदों में से इस समय केवल चार पद रिक्त हैं। इन पदों के सम्बन्ध में विवरण निचे दिया गया है :-

- (1) प्रबन्ध निदेशक, हिन्दुस्तान फोटो फिल्मस मैनुफैक्चरिंग कम्पनी लिमिटेड। यह पद 3-11-1973 से रिक्त है जबकि पिछला पदधारी व्यक्ति समय से पूर्व-निवृत्त हो गया था। औद्योगिक विकास मंत्रालय ने इस रिक्त पद के लिए एक व्यक्ति का चयन कर लिया है और नियुक्ति के लिए मंत्रि मण्डल की नियुक्ति-समिति से मंजूरी ली जा रही है।
- (2) प्रबन्ध निदेशक, राष्ट्रीय बस्तर निगम 4-6-1974 को एक अंशकालिक अध्यक्ष नियमित आधार पर नियुक्त किए जाने से पहले यह पद अध्यक्ष के पद से संयुक्त था। औद्योगिक विकास मंत्रालय ने इस पद के लिए एक व्यक्ति का चयन कर लिया है और नियुक्ति प्रस्ताव पर मंत्रि-मण्डल की नियुक्ति समिति से मंजूरी ली जा रही है।
- (3) अध्यक्ष एवं प्रबंध निदेशक, निर्यात कृण एवं प्रत्याभूत निगम वाणिज्य मंत्रालय ने इस रिक्त पद को भरने के लिए मंत्रिमण्डल की नियुक्ति समिति की मंजूरी प्राप्त कर ली है। आशा है कि चना गया व्यक्ति शीघ्र ही पदभार संभाल लेगा।

- (4) प्रबन्ध निदेशक, हिन्दुस्तान आगनिक केमिकल्स लिमिटेड यह पद पिछले पदधारी व्यक्ति का कार्यकाल समाप्त हो जाने पर 7-7-1974 को रिक्त हुआ था। इसके लिए पेट्रोलियम और रसायन मंत्रालय ने एक व्यक्ति का चयन कर लिया है और नियुक्ति-प्रस्ताव पर मंत्रिमण्डल की नियुक्ति-समिति से मंजूरी ली जा रही है।

अध्यक्ष अथवा प्रबन्ध निदेशक का पद रिक्त होने के सभी मामलों में अन्तरिम प्रबन्ध कर दिये जाते हैं और साथ ही पद की नियमित आधार पर याथाशीघ्र भरने के लिए आवश्यक कौरेवाई भी शुरू कर दी जाती है।

†[THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): (a) to (c) A statement is laid on the Table of the House.

Statement

Out of 118 posts of Chief Executives—fulltime Chairman or Managing Director—in public enterprises there are at present only four posts, which are vacant. The relevant particulars regarding these posts are indicated below:

- | | |
|--|---|
| (1) Managing Director, Hindustan Photo Films Manufacturing Company Ltd. | The post is vacant since 3-11-1973; when the previous incumbent prematurely retired. The Ministry of Industrial Development has selected a person for the vacancy and the appointment is being processed with the Appointments Committee of the Cabinet. |
| (2) Managing Director, National Textile Corporation. | This post was combined with that of Chairman till 4-6-1974, when a part-time Chairman was appointed on a regular basis. The Ministry of Industrial Development have selected a person and the proposal is being processed with the Appointments Committee of the Cabinet. |
| (3) Chairman-cum-Managing Director, Export Credit and Guarantee Corporation. | The Ministry of Commerce have obtained the approval of the Appointments Committee of the Cabinet to fill up the vacancy. The selected person is likely to join the post shortly. |
| (4) Managing Director, Hindustan Organic Chemicals Limited. | The post became vacant on 7-7-1974 on the expiry of the tenure of the previous incumbent. The Ministry of Petroleum & Chemicals has selected a person and the proposal is being processed with the Appointments Committee of the Cabinet. |

In all cases where the post of Chairman or Managing Director falls vacant interim arrangements are made and necessary steps are also initiated to fill up the post on regular basis as early as possible.]

† [] English translation.

Development of Gopalpur-on-Sea as a Tourist centre

*538. SHRI L. MAHAPATRO: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state what steps Government have taken and how much funds have been allocated for the development of Gopalpur-on-Sea (Orissa) as a tourist centre?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR. (SMT.) SAROJINI

MAHISHI): Due to constraint on resources necessitating a selective approach, it has not been possible to earmark any funds in the Central Sector for the development of facilities at Gopalpur-on-sea.

Asian Development Bank meeting at Kuala Lumpur

*339. SHRI S. KTMARAN:

...

SHRI INDRADEEP MXHA:

SHRI BHUPESH GUPTA:

SHRI YOGENDRA SHARMA.

SHRI JAGJIT SINGH ANAND:

Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that at the recent Kuala Lumpur meeting of the Asian Development Bank, the U.S. Treasury Secretary, Mr. George Shultz, made the following proposals:

(i) greater opportunities for the flow of private capital from the United States and other developed countries to the developing countries; and

(ii) better market facilities in the developing countries for the exports from the developed countries;

(b) whether it is also a fact that the U. S. proposals were not in conformity with the Declaration of the Sixth Special U.N. General Assembly Session on the Establishment of a New Economic Order;

(c) what proposals, if any, the Indian Delegation put forward at that meeting; and

(d) what steps India has taken to prevent the Asian Development Bank loans going disproportionately to Taiwan, South Vietnam (Saigon) South Korea and Philippines?

THE MINISTER OF FINANCE (SHRI Y.B. CHAVAN): (a) At the Seventh Annual Meeting of Asian Development Bank held in Kuala Lumpur in April, 1974, the U.S. Treasury Secretary stressed the importance of private capital aid flows and suggested that the ADB should encourage the creation of stable conditions for investment. He did not make the proposal stated in part (a) (ii).

(b) No, Sir.

(c) The Indian Delegation put forward the following main proposals:

(i) the Bank should adopt new lending policies appropriate to the new international economic situation;

(ii) suitable measures should be taken to counter the adverse effects of global inflation on the balance of payments of the poor developing countries;

(iii) the Bank should encourage projects aimed at achieving greater self-reliance in energy and other critical sectors.

(d) Loans are approved by the Bank's Board of Directors primarily on economic considerations. India has a representative on this Board who functions in accordance with our political and economic interests in this region.

Yarn Control

*340. SHRI BHOLA PRASAD:

SHRIMATI SUSHILA SHANKAR ADIVAREKAR:

SHRIMATI SUMITRA G. KULKARNI:

SHRI B. P. NAGARAJA MURTHY

Will the Minister of COMMERCE be pleased to state:

(a) whether Government have any proposal under their consideration to re-impose control on production and distribution of cotton yarn; and

(b) if so, the details of the decision, if any, taken in this regard and the steps taken to ensure required supply of cotton yarn to small weavers including handloom weavers?

THE MINISTER OF COMMERCE (PROF. D. P. CHATTOPADHYAYA): (a) and (b) A statement is laid on the Table of the House.

Statement

Under the present orders, production control is exercised to ensure adequate production of hank yarn which is consumed by handloom weavers. Each mill is required to pack hank yarn for civil consumption, at not less than 110 per cent of the month 1) average proportion of such yarn to total production packed b) the mill in 1972. There is no statutory control on distribution but in order to ensure supply of yarn to actual users in the decentralised sector, the Textile Commissioner exercises the power to allot the required quantities of yarn directly from mills to associations, cooperative societies, State Corporations etc., recommended by the concerned State Governments. A scheme of voluntary discipline of prices has also been enforced by the Indian Cotton Mills Federation in April, 1974. Under this scheme, mills are required to maintain prices prevailing on the 28th March, 1974. The scheme has had stabilising effect on prices and is now in force till 31st August, 1974. The situation is, however being watched closely and such action as may be warranted will be taken from time to time to make cotton yarn available to weavers at reasonable prices.

Export drive for tea

♦ S41. SHRI B. P. NAGARAJA MURTHY: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government have recently launched an export drive for tea;

(b) whether delegations have also been sent abroad in this regard; and

(c) if so, the details regarding their performance in this regard?

III DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A.C. GEORGE): (a) Yes, Sir. Government are strengthening the measures for increasing the foreign exchange earnings from tea.

(ii. Yes, Sir.

The Indian delegation attended the Intergovernmental Group on Tea under F.A.O. at Rome in June, 1974. During the meeting it was agreed to examine in depth a multi-disciplinary approach with a view to increasing tea consumption, and improving the real price of tea. A three-member delegation also visited Algeria, Tunisia and Libya in March-April, 1974. The delegation assessed the nature of the demand for Indian Tea.

Smuggling activities in Daman Island

SHRIMATI MAIMOONA SULTAN: Will the Minister of FINANCE be pleased to state:

(a) whether Government's attention has been drawn to a news item which appeared in the 'BLITZ' of June 1, 1974, captioned "Smugglers' Treasure Island" revealing that the island of Daman has lately turned into a smugglers' Paradise;

(b) if so, whether Government have made any investigations into the allegations and what are the results thereof?

I am the MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): (a) The Government have seen the news item in the 'BLITZ' June 1, 1974 under the caption "Smugglers' Treasure Island."

(b) The island of Daman has been known for smuggling activities right from the British days. It is true that a large scale smuggling of foreign goods takes place in this area and the operations are

very clearly organised. The extent of smuggling reported in the news item is, however, exaggerated. On the export side, there have been a few seizures of pulses totalling- to Rs. 63,700/- during 1973-74. According to the Intelligence reports received from time to time, the smuggling of foodgrains, narcotics etc. is negligible.

However Customs authorities are seized of the situation and the following measures have been taken to combat smuggling:

(1) Intensification of sea-patrolling along the sea coast to meet the challenges of large-scale landing by the Arab dhows.

(2) Effective road checks, supply of additional equipment and arms to Customs staff.

(3) Help from the Police and co-ordination with various State Government agencies is sought and obtained.

(4) Help from the Indian Navy is sought who spare their launches for undertaking anti-smuggling operations.

• (5) Checks On t'tie business transactions in regard to export of Silver.

(6) Special training to officers of Customs for anti-smuggling work.

(7) Launching of prosecutions in big cases of seizures and arrests of persons involved.

(8) Periodical raids of shops where consumer goods are displayed.

(9) In order to build up - an anti-smuggling fleet an order of 20 launches has been placed in Norway in the first instance.

Situation is kept under constant review. One Company of Central Reserve Police has recently been ordered to proceed to Daman area.

Indian Busiucss Houses trying to take over foreign companies operating in India

*34S. DR. Z. A. AHMAD:

SHRI L. MAHAPATRO:

SHRI INDRADEEP SINHA:

SHRI BHUPESH GUPTA:

SHRI S. G. SARDESAI:

Will the Minister of FINANCE be-pleased to state;

(a) whether it is a fact that in view of the enforcement of Section 29 of Foreign Exchange Regulation Act, 1973 some Indian business houses are trying to take ova control ol the foreign companies operating in India and/or their branches;

(b) whether Government are also aware of the fact that attempts are being made to take over control of such companies and their branches through payment in foreign currency, which these Indian concerns have accumulated in foreign countries:

whether Government have laid clown any guidelines to prevent such take-over by large business houses and/or individuals; and

(d) if so, what are the guidelines in this regard?

THE MINISTER 08 FINANCE (SHRI V. B. CHAVAN): (a) A number of non-residents have sought the permission of the Reserve Bank of India for the transfer of the shares held by them in Indian companies and/or sale of their Indian assets to Indian individuals and business houses.

(b) While Government has no specific information about such cases, whenever these come to Government's notice, appropriate action is taken.

(c) and (d) Sale of shares in Indian companies and sale of their Indian assets by non-residents require the permission of the Reserve Bank 6f India under Foreign Exchange Regulation Act.

Production of controUed cloth

*544. SHRI SANAT KUMAR RAHA: Will the Minister of COMMERCE be pleased to state what is the estimated production of controlled cloth upto June 30, 1974?

THE MINISTER OF COMMERCE (PROF D. P. CHATTOPADHYAYA): A

total quantity of 172 million square metres of controlled cloth was produced during the period April—June, 1974.

Indo-Finnish trade agreement

*345. SHRI V.V. SWAMINATHAN: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that an Indo-Finnish accord on trade promotion has been signed; and

(b) if so, what are the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) and (b) An understanding by way of Exchange of letters was reached during visit of the Minister of Commerce to Finland in May, 1974 for the establishment of an Indo Finnish Joint Commission between the Government of India and the Government of Finland. The Commission shall identify areas of cooperation between the two countries and recommend suitable measures for strengthening the relations between the two countries.

Newsprint from Soviet Union

*346. SHRI B. D. BARMAN:

SHRI JAGJIT SINGH ANAND:

SHRI NIREN GHOSH:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that recent 1\ the Government of U.S.S.R. have offered a fresh quota of newsprint to the Government of India;

(b) if so, what are the details thereof?

(c) what is Government's decision thereon; and

(d) whether the price per ton of the Soviet newsprint is higher than the price-quoted by Canada; if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) to (c) The exporters of

newsprint in the USSR have offered to supply 23000 tonnes of newsprint for shipment during July—December, 1974 to STC for which a contract has been signed. There is an offer for further sup-pi' of 22,000 tonnes for shipment during January—May, 1975 for which prices have to be negotiated later in the year.

(d) flic CIF price of the Soviet newsprint is slightly higher than the Canadian price contracted earlier. Price of newsprint depends upon many factors relating to world supply and demand of newsprint. Two important provisions in this context in the Soviet Contracts are firm prices and absence of price escalation.

Decline in textile exports

*347. SHRI S. G. SARDESAI: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the export of textiles suffered a sharp decline during the last few months! and

(b) if so, the details thereof and the reasons therefor?

THE MINISTER OF COMMERCE (PROF. D. P. CHATTOPADHYAYA):

(a) There has been a fall in the monthly rate of export of cotton textiles since January, 1974.

(b) The falling trend in the international prices of cotton textiles following a bumper crop in the USA, and the rise in domestic cotton prices have adversely affected the competitive position of our cotton textiles.

Construction of Tourist Reception Centre at Jaipur and Tourist Bungalow at Ranakpur

*348. SHRIMATI LAKSHMI KUMARI CHUNDAWAT: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) what is the progress in respect of the completion of the Tourist Reception Centre at Jaipur;

(b) when it is likely to be completed; and

(c) whether Government have made any provision for construction of Tourist Bungalow at Ranakpur during the current plan period?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR. SMT. SAROJINI MAHISHI): (a) and (b) Nearly 50 percent of the work in respect off construction of the Reception Centre is complete. It is proposed to enlarge ii into a bigger tourist complex namely a Tourist Reception Centre-cum-Motel. The proposed outlay for the new complex would be Rs. 135 lakhs whereas the original outlay for the Tourist Reception Centre was Rs. 12.25 lakhs. The enlarged project is due for completion by September, 1976.

(c) There is no proposal at present to put up a Tourist Bungalow at Ranakpur in the public sector.

Purchase of second-hand Caravelles

*349. SHRI K. CHANDRASEKHARAN: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state the number of second-hand Caravelles that have been purchased by the Indian Airlines so far?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): No second-hand Caravelle aircraft has been, purchased by Indian Airlines. However, the Corporation has taken three used Caravelles on lease from M/s. Airbus Industrie of France for a period of 18 months ending May '75 at a monthly rate of 25,000 per aircraft to tide over the light fleet position.

*350. [Transferred to the 22nd August, 1974.]

House for STC Chairman

»35L SHRI BANARSI DAS: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the State Trading Corporation has taken a house on a monthly rent of Rs. 2,100 for the use of its Chairman;

(b, whether it is also a fact that the house belongs to the wife of the Chairman;

(c) whether STC is paying 25 per cent of the electricity bill of the premises and if so, the reasons therefor; and

(d) whether similar facilities were granted to any of its former Chairman?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A.C. GEORGE): (a) to (c) No. Sir. The question of renting a house for the Chairman STC has not been finalised.

(d) Residential accommodation and other facilities were provided to the former Chairman STC according to the rules laid down by the Government in this behalf.

Five days a week for Jute mills in West Bengal

738. SHRI IBRAHIM KALANIYA: Will the* Minister of COMMERCE be pleased to state:

(a) whether it is a fact that jute mills in West Bengal were asked by the Government of West Bengal to work only five days a week due to power rationing; and

(b) if so, the estimated loss in production as result thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A.C. GEORGE)? (a) The West Bengal Government is reportedly finalizing a scheme of rationing power supply to the industries.

(b) It is too early to make an assessment of the impact thereof.

Cotton purchase by C. C. I.

739. SHRI DEORAO PATIL: Will the Minister of COMMERCE be pleased to state:

(a) the target for purchase of raw cotton fixed in the current year by the Cotton Corporation of India; and

(b) the estimated import of raw cotton in 1974-75?

(b) if so, what are the details thereof; and

(c) by when it is likely to be opened?

THE MINISTER OF FINANCE (SHRI Y. B. CHAVAN): (a) to (c) Currently, the State Bank of Bikaner and Jaipur, a subsidiary of the State Bank of India, is holding a licence for opening an office at Rewari, Gurgaon district, Haryana. The office is expected to be opened as soon as the arrangements for securing premises, posting of staff etc., are completed.

(•Set up of All India Handloom Board

245. SHRI L. MAHAPATRO:

SHRI S. KUMARAN:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government have decided to convert All India Handloom Board into a statutory organisation; and

(b) if so, what are the reasons therefor and what steps Government have taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) No decision to this effect has been taken so far.

(b) Does not arise. However, the High-powered Study Team on Handloom Industry has recommended, in its report submitted on the 20th July, 1974, that a high-powered statutory All India Handloom Board is necessary, but that till such time as it is made statutory, the present Board must be made effective. The recommendations of the Team are still to be examined.

12 NOON

PAPERS LAID ON THE TABLE

Notifications of the Ministry of Commerce

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): Sir, I beg to lay on the Table.

transferred from the 25th July, 1974.

I. A copy (in English and Hindi) of the Ministry of Commerce Notification S.O. No. 449, dated the 1st February, 1974, publishing the Viscose Staple Fibre Distribution (Second Amendment) Control Order, 1973, under sub-section (6) of section 3 of the Essential Commodities Act, 1955, together with a statement (in English and Hindi) giving reasons for delay in laying the notification. [Placed in Library. See No. LT—8151/74].

II. A copy each (in English and Hindi) of the following Notifications of the Ministry of Commerce, under sub-section (3) of section 17 of the Export (Quality Control) and Inspection Act, 1963:—

(i) Notification S.O. No. 1164, dated the 11th May, 1974, publishing the Export of Dried Fish (Inspection) Amendment Rules, 1974.

(ii) Notification S.O. No. 1165, dated the 11th May, 1974, publishing the Export of Jute Products (Quality Control and Inspection) Amendment Rules, 1974.

(lii) Notification S.O. No. 1166, dated the 11th May, 1974, publishing the Export of Steel Tubes and Tubulars (Quality Control and Inspection) Amendment Rules, 1974.

(iv) Notification S.O. No. 1167, dated the 11th May, 1974, publishing the Export of Pesticides and their Formulations (Inspection) Amendment Rules, 1974.

(v) Notification S.O. No. 1168, dated the 11th May, 1974, publishing the Export of Ceramic Products (Inspection) Amendment Rules, 1974.

(vi) Notification S.O. No. 1169, dated the 11th May, 1974, publishing the Export of Vinyl Film and Sheeting (Inspection) Amendment Rules, 1974.

(vii) Notification S.O. No. 1170, dated the 11th May, 1974, publishing the Export of Rubber Gloves for Electrical Purposes (Inspection) Amendment Rules, 1974.

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) No specific target for purchase of cotton by Cotton Corporation of India has been fixed.

(b) On present analysis, it is estimated that 4-5 lac bales of cotton may have to be imported during 1971-75 cotton year, to supplement domestic supplies. However actual imports will depend on the size of the new crop, the prices of imported cotton and availability of foreign exchange, etc.

Policy on sick textile mills

740. SHRI SANAT KUMAR RAHA: Will the Minister of COMMERCE be pleased to state:

(a) the details of the policy regarding the take-over of sick textile mills in the country.

(b) the number of State textile corporations in the country and the unit of textile mills under them;

(c) the number of mills under the control of National Textile Corporation; and

(d) what is the co-relationship between the Central and State Corporation?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) The cases of textile mills, which have closed down or are likely to close down, due to financial difficulties, are examined individually, in consultation with the State Governments concerned. An investigation Committee is generally appointed under Industries (Development & Regulation) Act, 1951, for the purpose of making a full and complete investigation into the affairs of each Mill. Based on the report of the Investigation Committee, the management of a mill may be taken over, if it is found that it can be made economically viable within a reasonable time after injection of limited funds. In the case of mills which have been lying closed for more than three months and which can be restarted with reasonable inputs, the management of the

mills may be taken over without appointing an Investigation Committee. In addition to it, the management of 46 textile mills has vested in the Central Government under the provisions of the Sick Textile Undertakings (Taking over of Management) Act, 1972. Section 2(d) of this Act defines sick textile undertakings.

(b). The number of State Textile Corporations in the country is 7. The number of textile mills under them is 60.

(c) The number of mills under the control of the National Textile Corporation is 39. In addition, 4 mills are under management of individuals or Boards of Management.

(d) The State Textile Corporations are wholly owned undertakings of the State Governments, while the National Textile Corporation is wholly owned by the Central Government. Funds required for working capital and modernisation etc., for undertakings under Government management, are generally provided in the shape of loans by the National Textile Corporation and the State Government/State Textile Corporation concerned in the ratio of 51:49.

व्यय कर

741. श्री राजनारायण : क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार द्वारा पुनः व्यय कर लगाए जाने की संभावना है ;

(ख) यदि हाँ, तो यह कर कितनी बार लगाया और हटाया जा चुका है ; और

(ग) यह कर पुनः किस आधार पर लगाए जाने का विचार है ?

[Expenditure Tax

711. SHRI RAJNARAIN: Will the Minister of FINANCE be pleased to state:

(a) whether expenditure tax is likely to be re-introduced by Government;

+ [] English translation.

(b) if so the number of times this tax was imposed and re-imposed; and

(c) the basis on which this tax is proposed to be levied again?]

वित्त मंत्रालय में राज्य मंत्री (श्री के० आर० गणेश) : (क) फिलहाल ऐसा कोई प्रस्ताव सरकार के विचाराधीन नहीं है।

+[THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH) (a) There is no such proposal under consideration by the Government at present.

(b) and (c) 'Do not arise.]

भारतीय रुपय का मूल्य

742. श्री ओ३म प्रकाश त्यागी : कि वित्त मंत्री 27 नवम्बर 1973 को राज्य सभा में तारांकित प्रश्न 327 के दिये गये उत्तर को देखेंगे और यह बताने की कृपा करेंगे कि :

(क) इस समय भारतीय बाजार में रुपये का मूल्य कितना है ; और

(ख) रुपये के लगातार गिरते हुए मूल्य को रोकने के लिए सरकार द्वारा क्या कदम उठाये जा रहे हैं ?

t[Value of Indian rupee

742. SHRI O. P. TYAGI: Will the Minister of FINANCE be pleased to refer to the answer to Starred Question No. "27 given in tire Rajya Sabha on the 27th November, 1973 and state:

(a) the value of rupee in the Indian market at present; and

(b) what steps are being taken by Government to check the steady decline in the value of rupee?]

वित्त मंत्री (श्री यशवन्तराव चव्हाण) : (क) जब कीमतों में बढ़ोतरी हो रही हो तो किसी मुद्रा की आन्तरिक क्रय शक्ति अनिवार्य रूप से कम हो

जाती है, और भारतीय रुपया इस नियम का अपवाद नहीं है। अन्तिल भारतीय औद्योगिक कर्मचारी उपभोक्ता मूल्य सूचक अंक (1949=100) द्वारा आंके जाने पर, जनवरी-मई 1974 की अवधि के लिए भारतीय रुपये का मूल्य 29.8 पैसे बैठता था।

(ख) सरकार ने कीमतों के स्तर की नियंत्रित करने और इसके जरिए रुपये के मूल्य में होने वाली कमी को रोकने के लिए कई कदम उठाए हैं। अनाज और आम इस्तेमाल की कुछ अन्य चीजों का वितरण उचित कीमतों पर किये जाने के लिये काफी गंख्या में उचित मूल्य वाली दुकानें/राशन की दुकानें चलायी जा रही हैं। अन्य कई आवश्यक वस्तुओं की कीमतों पर नियंत्रण लागू है। आवश्यक वस्तु अधिनियम के उपबन्धों को पहले से अधिक कारगर ढंग से लागू किये जाने की सुनिश्चित व्यवस्था करने के लिए जून, 1974 में एक अध्यादेश जारी किया गया था। सरकार ने अपने मुद्रास्फीति-विरोधी अभियान के अंग के रूप में हाल में तीन अध्यादेश जारी किए हैं जिनमें लाभान्शों पर रोक लगाने, वेतन और मजदूरी लेने वाले व्यक्तियों द्वारा अपने अतिरिक्त वेतनों को और अतिरिक्त मंहगाई भत्ते के 50 प्रतिशत भाग को अनिवार्य रूप से जमा कराये जाने और खुद काम करने वाले व्यक्तियों सहित उच्च आय वर्गों के व्यक्तियों द्वारा अनिवार्य जमा कराये जाने की व्यवस्था की गयी है। इसके अलावा एको परक बजट प्रस्तुत किया गया है ताकि 1974-75 में 136 करोड़ रुपये के अतिरिक्त साधन जुटाये जा सकें और घाटे की वित्त-व्यवस्था को 1974-75 के बजट में अनुमानित राशि तक सीमित रखा जा सके। सरकार ने बैंक-दर में वृद्धि करके, बैंकों द्वारा दिये जाने वाले ऋणों में और कड़ाई करने के लिए भी कदम उठाये हैं।

f[THE MINISTER OF FINANCE (SHRI Y. B. CHAVAN): (a) The internal purchasing power of a currency is bound to

decline in a period of rising prices and the Indian rupee is no exception to this rule. The value of the rupee as measured by the AH India Industrial Workers' Consumer Price Index (1949=100) was 29.8 paise for the period January—May 1974.

(hi 1 he Government have taken a number of steps for controlling the price level and thereby checking the decline in the value of the rupee. A net-work of fair price shops/ration shops is being maintained to distribute foodgrains and certain other items of consumption at reasonable prices. Price control is being exercised over a number of other essential commodities. An Ordinance was issued in June 1974 to ensure more effective enforcement of the provisions of the Essential Commodities Act. As part of their anti-inflationary drive, the Government have recently promulgated three Ordinances providing for restrictions on dividends, compulsory deposit by salary and wage earners of additional emoluments and 50 per cent of additional D.A., and also for compulsory deposits by the higher income groups, including self-employed persons. Moreover, a Supplementary Budget has been presented so as to raise additional resources of Rs. 136 crores in 1974-75 and keep deficit financing within the limits envisaged in the 1974-75 budget. The Government have also taken steps to further tighten bank credit by raising the Bank Rate, etc.]

Indian knitwear for West European markets

743. SHRI B. P. NAGARAJA MURTHY: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Indian woollen knitwear have vast scope in the markets of West European Countries; and

(b) whether any study in this regard has been made and if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) Yes Sir, however, the demand being for highly sophisticated garments while India is not manufacturing at

present and the uncompetitive price are the two hurdles coming in the way of large scale exports of Indian woollen knitwear to West European markets.

(b) A five-member delegation of the Wool and Woollen Export Promotion Council visited nine West European countries during October-November, 1973, in order to explore the possibility of finding markets for woollen knitwear in General Currency areas. The delegation has submitted a report to the Government and it is under consideration of the Government.

ICMF representation of Textile Exports

744. SHRI BABUBHAI M. CHINAI: Will the Minister of COMMERCE be pleased to state:

(a) whether there has been any fall in exports of textile recently; and

(b) if so, whether Government have received any representation from the Indian Cotton Mills Federation in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) There has been some fall in the monthly rate of exports of cotton textiles since January, 1974. However, exports during the period January—June, 1974 have been worth Rs. 118.98 crores as against Rs. 78.79 crores during the corresponding period in 1973.

(b) The Indian Cotton Mills' Federation and the Cotton Textiles Export Promotion Council have made some joint suggestions to Government for boosting cotton textile exports. These are under active consideration and a decision is expected to be taken shortly.

Cost factor of coffee production

745> SHRI BABUBHAI M. CHINAI: Will the Minister of COMMERCE be pleased to state:

(a) whether there is any proposal under Government's consideration to study the cost factor of coffee production; and

(b) whether Government propose to appoint a committee in this regard and if so, what are the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) Yes, Sir.

(b) For going into the cost of production of coffee, Government have decided to appoint a committee consisting of the representatives of tin. Ministries of Commerce and Finance, and Coffee Board,

R. B. I. study of Working of Cotton Textile Mills

746. SHRI X. G. GORAY: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that the Reserve Bank which recently made study of the top 38 cotton textile mills has found that

these mills have been making disproportionately high profits lately; and

(b) if so, what are the details in this regard?

THE MINISTER OF FINANCE (SHRI V. R. CHAVAN): (a) and (b) The Reserve Bank of India made a study of 350 large public limited companies, each with a paid up capital of Rs. 1 crore and above, with a view to making a quick assessment of the trends in value of production, sales, profitability, assets formation and the pattern of financing asset formation in the year 1972-73. This study included 38 cotton textile companies also.

On the question of profitability, the study has noted that amongst all industries, the industry group which fared better in 1972-73 in terms of return on total capital employed margin on net sales and return on shareholder's capital was cotton textiles.

The details of the ratios are given below.

	Gross profits as percentage of net sales		Gross profits as percentage of total capital employed		Profits after tax as percentage of net worth	
	1971-72	1972-73	1971-72	1972-73	1971-72	1972-73
1. All industries	11.6	10.6	11.1	10.6	11.0	9.7
2. Cotton textiles	5.7	7.2	6.9	9.5	1.7	9.0

Details of the profits of these 38 cotton textile mills disclosed in the above study are as follows:

	(In lakhs of rupees)	
	1971-72	1972-73
Gross Profits	34.53	50.33
Profits before tax	11.53	25.43
Profits after tax	2.67	15.11
Profits retained (Minus) ..	4.69	5.72

Devaluation of rupee in relation to Rouble

747. SHRI N. G. GORAY: Will the Minister of FINANCE be pleased to state;

(a) whether it is a fact that Rupee has been devalued in relation to Rouble since May 1, 1974; and

(b) if so, what are the reasons for this unilateral devaluation?

THE MINISTER OF FINANCE (SHRI V. B. CHAVAN): (a) and (b) No, Sir. There is no devaluation of the Rupee in relation to the Rouble. However, the State Bank of the USSR has been periodically announcing revised Rouble-Rupee exchange rates for non-commercial transactions, particularly since 1st March, 1974. The matter has been taken up for clarification and discussion with the USSR authorities.

1973-74 के दौरान बनवाय गये होटलों की संख्या

748. श्री राजनारायण : क्या पर्यटन और नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) 1973-74 के दौरान भारत पर्यटन विकास निगम ने कितने होटल बनवाये ?

(ख) उक्त वर्ष निगम द्वारा इन होटलों के निर्माण पर कितनी राशि व्यय की गयी ; और

(ग) उक्त वर्ष के दौरान इन होटलों के कितनी मुद्रा अर्जित की ?

+ [Number of hotels constructed during 1973-74

748. SHRI RAJ NARAIN: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) the number of hotels constructed by the India Tourism Development Corporation during the year 1973-74;

(b) what is the amount of money spent by the Corporation on the construction of these hotels in that year; and

(c) what is the amount of foreign exchange earned by these hotels during that year?]

पर्यटन और नागर विमानन मंत्रालय में राज्य मंत्री : (डा० श्रीमती सरोजिनी माहिशी) :

(क) 1973-74 के दौरान भारत पर्यटन विकास निगम का 'वाराणसी होटल' पूरा हो गया था ।

(ख) 27.67 लाख रुपये ।

(ग) 1.31 लाख रुपये (1973-74 की परिचालन अवधि के दौरान)

-j- THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR. SMT. SARAJINI MAHISHI): (a) The Varanasi Hotel of the India Tourism Development Corporation was completed during 1973-74.

(b) Rs. 27.67 lakhs.

(c) Rs. 1.31 lakhs

(for the period of operation during 1973-74.)

[English translation.

Officers of Public Undertakings drawing more than Rs. 1500/- p.m.

749. SHRI D. K. PATEL:

SHRI SUBRAMANIAN SWAMY:

SHRI V. K. SAKHLECHA:

SHRI B. S. SHEKHAWAT:

Will the Minister of FINANCE be pleased to state the number of officers in Public Undertakings who are getting a salary of Rs. 1500/- p.m. or more, with concessional rent facilities/free rent accommodation and car allowance facilities?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): In respect of those persons appointed by the Government of India to top posts in the public sector undertakings, the terms and conditions of their appointment are fixed by Government. These posts include Chairmanships, Managing Directorships, fulltime Directorships and General Managers of constituent units. In respect of these posts, the pay scale varies according to the size of the company. House Rent Allowance is fixed with reference to the cities. Current rates of House Rent Allowance are as follows:—

- (i) Calcutta and Madras: 25% of basic pay;
- (ii) Bombay and Delhi: 30% of basic pay; and
- (iii) In other places at Central Government rates.

Chairmen and Functional Directors are also permitted use of company cars on payment of Rs. 100 p.m. for small cars and Rs. 150/-p.m. for big cars. Restrictions are also placed on the personal use of the car.

In respect of other appointments, powers have been delegated to the individual companies to recruit and to fix various terms and conditions. However, Government have issued general guidelines to the companies covering House Rent Allowance, Conveyance Allowance and use of Company cars.

Sale of perfumes and tea at International Airports

750. SHRI SHYAMLAL GUPTA : Will the Minister of TOURISM and CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the sale of the Indian perfumes and tea through dutyfree shops at the international airports at Bombay, Calcutta, Madras and Delhi, declined to almost zero during 1972-7;*;

(b) if so the reasons for the decline in the popularity of these items; and

(c) the steps contemplated by Government to popularise these commodities among tourists?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR. SMT. SARAJINI MAHISHI): (a) No, Sir.

The sale of Indian tea and perfumes through duty-free shops was introduced only in April, 1972 and since then the sales turnover has been encouraging as shown below:—

Year			Tea	Perfumes
			Rs.	Rs.
1972-73	..	..	7,317-00	1,661-00
1973-74	..	..	28,004-00	3,540-00

(b) Does not arise.

(c) With a view to popularising these commodities amongst tourists and to increase the sales, these items are prominently displayed in the duty-free shops. The sales staff at these shops have also been instructed to make special effects to sell these commodities.

Distribution of common varieties cloth in rural areas

751. SHRI SHYAMLAL GUPTA : Will the Minister of COMMERCE be pleased to state:

(a) whether some time back the Central Government asked the State Governments to take effective steps for the distribution of common varieties of cloth in rural areas

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through co-operatives to meet the rural cloth needs;

(b) if so, which of the State Governments have taken necessary measures to implement the suggestion made by the Central Government and the reasons for not implementing the suggestion by other State Governments, if any;

(c) the extent to which the demand for cloth in rural areas is likely to be met as a result thereof; and

(d) whether any assessment has been made of the existing consumer cooperatives with regard to their adequacy or otherwise to take up the additional responsibility of distributing the cloth in rural areas?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) and (b) As per Textile Commission's Notification, dated the 9th October, 1972, controlled cloth is to be distributed through five channels, viz. (i) mills' own retail shops, (ii) Super Bazars in the co-operative sector, (iii) National Cooperative Consumers' Federation (NCCF) and the chains of co-operative institutions affiliated to them (iv) Fair Price Shops run under the aegis of the State Governments, and (v) any other agency in the co-operative sector specified by the State Govt, concerned. For sale through Super Bazars and Fair Price Shops, the NCCF acts as a coordinating and procurement agency. Thus, the bulk of controlled cloth is being distributed through the cooperative channels.

Following the doubling of the quantum of controlled cloth from 400 million square metres to 800 million square metres per annum, from 1st April, 1974, discussions have been held with the State Governments and the NCCF and guidelines have been evolved for ensuring that the increased supply of controlled cloth is effectively distributed.

(c) This cannot be estimated precisely.

(d) No such assessment has been made in the Central Government. However, the State Governments and the NCCF are coordinating their programme of action in order to ensure the availability of funds and organisational strengthening for this purpose.

Cloth merchants' scheme for cheap cloth

752. SHRI SHYAMLAL GUPTA : Will the Minister of COMMERCE be pleased to state:

(a) whether the Federation of All India Cloth Merchants Association has submitted any scheme to Government for sale of cheap variety of cloth; and

(b) if so, the details of the scheme and what decision has been taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE) : (a) Yes, Sir.

(b) The following suggestions were made by the Federation of All India Cloth Merchants' Association with regard to the distribution of controlled cloth.

(i) Standard varieties of cloth in each category, with suitable variations in width in construction and piece lengths will be produced to suit requirements of various regions.

(ii) Unnecessary processing would be discouraged and a distinguishing thread of a suitable colour will be inserted on any of the selvedge of the cloth to distinguish it from non-controlled cloth.

(iii) The Federation will work as an Apex body of various textile trade associations for distribution of controlled cloth to semi-wholesale level. Thereafter, cloth will be distributed through approved retailers who may be approved by the local textile trade association with the help of Civil Supplies Department and social service organisations.

(iv) Mills should stamp 3 per cent higher prices and deliver goods f.o.r. destination. Until this is agreed to, the Federation would keep 3 per cent for freight equalisation fund and expenses of the Apex body.

(v) The retailer will be allowed a maximum margin of 9 per cent. The balance margin between ex-mill and retail prices, will be distributed amongst other channels.

The question of reducing the varieties of cloth is under consideration. It has not been found possible to accept the other suggestions made by the Federation.

A.P.C. recommendation on floor price of jute

753. SHRI SHYAMLAL GUPTA : Will the Minister of COMMERCE be pleased to state:

(a) whether the floor prices of raw jute fixed by Government are in accordance with the ones recommended by the Agricultural Prices Commission;

(b) if not, comparative prices fixed by Government and the ones recommended by Agricultural Prices Commission; and

(c) the reasons for variation in prices?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) Yes, Sir.

(b) and (c) Do not arise.

Newsprint from Finland

754. SHRIMATI SUSHILA SHANKAR ADIVAREKAR:

SHRIMATI SUMITRA G. KULKARNI:

Will the Minister of COMMERCE be pleased to state:

(a) whether Finland has agreed to increase the supply of newsprint to India;

(b) if so the details of the agreement in this regard; and

(c) the extent to which the shortage of newsprint is likely to be overcome thereby.

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE) (a) to (c) S. T. C. has been in touch with suppliers in Finland for increased supply of newsprint. No agreement has, however, been reached in this behalf so far.

Cash aid for export of man-made fabrics

755. SHRI NIREN GHOSH: Will the Minister of COMMERCE be pleased to state:

(a) what is the percentage of cash aid for export of man-made fabrics;

(b) what are the various other facilities given to exporting units;

(c) the total amount of money in cash aid and various other facilities given to exporters during the last three years; and

(d) the total quantity and value of exports of man-made fabrics during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) There is no scheme for cash assistance by Government on exports of man-made fabrics. However, State Trading Corporation had been providing cash assistance. This has ceased from 1-4-1974.

(b) A statement is attached.

(c) The amounts distributed on exports of fabrics during the last three years is given below:

1971-72	..	..	Rs. 107.06 lakhs
1972-73	..	..	Rs. 119.33 lakhs
1973-74	..	..	Rs. 708.08 lakhs

Other facilities given are mentioned in reply to (b) above.

(d) The total exports of all man-made fibre fabrics during the last three years is given below:

			Quantity (metre)	Value (Rs. lakhs)
1971-72	..	..	250.28	749.44
1972-73	..	..	252.30	969.48
1973-74	..	..	718.00	2,688.00 (Provisional)

Confirmed figures of exports for entire year* 1973-74 have not yet been received from Director General Commercial Intelligence and Statistics.

Statement

The various other facilities given to exporting units as given in the Import Trade Control Vol. II are as follows:

Replenishment allowed on exports

		Yarn/Fibre	Dyes & Chemicals	Polyester Fib/Metallic Fib/Laminated sheets
(a) Fabrics	..	1.2 Kgs of yarn	5% of f.o.b. value	1.5% of f.o.b. value
(b) Hosiery and Embroidered	..	1.25 Kgs. of yarn	Do.	Do.
(c) Garments	..	1.30 Kgs of yarn	9% of f.o.b. value (Inclusive of trimmings and embellishments).	Do.

II. Drawback of duties as scheduled rates announced from time to time.

Indo-Senegal trade Agreement

756. SHRI V. V. SWAMINATHAN: Will the Minister of COMMERCE be pleased to state:

(a) whether Indo-Senegal five-year trade agreement has been signed in May, 1974; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) and (b) A trade agreement between India and Senegal was signed on 22nd May, 1974. The agreement has to be approved by the respective Governments before it is made public and comes into force.

Priority credit to textile mills

757. SHRI K. L. N. PRASAD: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the textile mills producing controlled varieties of cloth and cloth for export are to be given priority by scheduled commercial banks in the matter of bank credit; and

(b) whether any directions have been issued by the Reserve Bank of India to the commercial banks in this connection?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) and (b) The credit requirements of mills producing controlled varieties of cloth and cloth for export are given special attention by the scheduled commercial banks.

Effect of nuclear test on Indo-Canada trade

758. SHRI K. L. N. PRASAD: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that due to the nuclear test by India, Canada has threatened to stop the shipment of industrial commodities to India;

(b) if so, to what extent the trade between the two countries has suffered;

(c) whether the trade agreements signed between the two countries in November, 1973 has been affected; and

(d) if so, to what extent and what steps are being taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) Reacting to India's peaceful nuclear experiment on the 18th May, 1974, the Canadian Foreign Minister announced, at a press conference in Ottawa on the 22nd May 1974, the suspension of aid and equipment to India in the field of nuclear cooperation, pending bilateral discussions. While Canada has suspended further supplies in the field of nuclear energy development, its assistance to India in the areas of food, fertilizers and

agricultural development remains unaffected. As regards assistance in other fields, Government of Canada have asked that all proposed contracts for which Canadian financing is intended under existing loan arrangements should first be submitted to the Canadian International Development Agency for review.

(b) The Canadian decision does not affect India's exports to Canada and non-aid financed imports (except imports of nuclear equipment and material) from Canada. As for aid financed imports from Canada, it is not possible to assess at this stage to what extent they have been affected.

(c) No trade agreement was signed between the two countries in November, 1973.

(d) Does not arise.

Cashew Industry

759. SHRIMATI SARASWATI PRADHAN:

SHRIMATI SUSHILA SHANKAR ADIVAREKAR:

SHRIMATI SUMITRA G. KULKARNI:

Will the Minister of COMMERCE be pleased to state:

(a) the quantity of cashew produced and processed in the country in 1973;

(b) the foreign exchange earned from the export of cashew in that year; and

(c) what are the details of the protection given by Government to cashew plantations?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C.

GEORGE): (a) The quantity of raw cashewnuts produced in the country was 1,40,000 tonnes approximately out of which the quantity purchased in the organised sector was estimated to be between 70,000 and 1,00,000 tonnes.

(b) The net foreign exchange earned from export of cashew kernels after deducting the value of imports is estimated to be Rs. 45.41 crores.

(c) For development of Cashew plantations, both in the private and departmental sectors, the Government of India had taken up a package programme on Cashew with the following components in the Fourth Five Year Plan.

Private plantations.

(i) Vegetative propagation of cashew trees under which the cashew air layers were provided to the growers at 50 per cent cost.

(ii) Laying out demonstration plots to popularise the improved package of practices under which the entire expenditure was met by the Centre which is Rs. 300 per plot 0.8 ha. each.

(iii) Prophylactic plant protection measures on cashew under which the cultivators were given Rs. 25 per acre to meet the cost of plant protection chemicals.

Departmental plantations.

(i) Scheme for adoption of prophylactic plant protection measures on cashew.

(ii) Special Packages Programme on Cashew.

In the Fifth Plan all the above measures, except the Scheme on Prophylactic Plant Protection measures, are being continued.

Rubber Industry

760. SHRIMATI SARASWATI PRADHAN:

SHRIMATI SUSHILA SHANKAR ADIVAREKAR:

SHRIMATI SUMITRA G. KULKARNI:

Will the Minister of COMMERCE be pleased to state the foreign exchange earnings during the year 1975 from the export of rubber?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE; (SHRI A. C. GEORGE): Rs. 105.7 lakhs.

Receipt of Foreign Exchange by Ashoka Hotel

761. SHRIMATI SARASWATI PRADHAN: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) the foreign exchange contents of the total receipts of the Ashoka Hotel and Central public sector hotels during each of the last five years; and

(b) the total yearly expenditure in foreign exchange incurred by the hotels during the same period and the break-up of this expenditure on (i) payments for services; (ii) imports of capital goods and (iii) other imports?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR. SHRIMATI SARAJINI MAHISHI): (a) The management of hotel was taken over by the India Tourism Development Corporation, a public sector undertaking, in March, 1970. A statement showing the total receipts and the foreign exchange content for the years 1970-71 to 1973-74 in respect of all hotels being run by the Corporation is attached. [See appendix LXXXIX, Annexure No. 36].

(b) A statement is attached. [See Appendix LXXXIX, Annexure No. 37].

Indian goods export by air

762. SHRI V. V. SWAMINATHAN: Will the Minister of COMMERCE be pleased to state:

(a) whether Government have set up a committee to study the problems of exports of Indian goods by air;

(b) if so, what would be the composition of the committee and what are its terms of reference; and

(c) the time by when the committee is likely to submit its report?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) Yes, Sir.

(b) The Standing Coordination Committee for promotion of exports by air

(SCOPE-AIR) set up under the Chairmanship of Additional Secretary, Ministry of Commerce consists of representative drawn from Departments/Organisations such as Central Board of Excise and Customs, Ministry of Tourism and Civil Aviation, International Airports Authority of India Air India, Indian Airlines, State Trading Corporation and Air Cargo Agents Association of India.

The terms of reference of this Committee are as follows:—

(i) To examine all problems relating to space and freight rate in respect of Air exports;

(ii) To implement the recommendations contained in the Report of the Working Group on Air Cargo. (A Working Group was set up in the Ministry of Commerce sometime ago and the Group submitted a report);

(iii) To set up Air Cargo processing facilities at four International Ports for facilitating quick handling of Air Cargo;

(iv) Activating on a continual basis various authorities concerned with a view to promoting country's exports.

(c) Since it is a Standing Coordination Committee for continual action for meeting operational difficulties as and when they arise the submission of any specific report does not arise.

Construction of Airports during Fourth and Fifth Year Plan Periods

76», SHRI V.V. SWAMINATHAN: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) what is the target for the first year of the Fifth Five Year Plan for the construction of airports and expansion of existing airports in the country; and

(b) whether the target for the Fourth Plan has

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): (a) During 1974-75 the International Airports Authority of India proposes to

take up a number of development works at the four international airports. These include:—

Delhi (i) Initial work connected with the construction of one international module and

(ii) Completion of extension of the international arrival hall.

Bombay (i) Initial work connected with the construction of a new international terminal building and

(ii) Extension of the existing terminal building.

Madras. Extension of terminal building

Calcutta. Modifications and air-conditioning of the terminal building.

In regard to other domestic airports, the programme of the Civil Aviation Department includes:—

(i) Completion of Barapani aerodrome and initial work on a new aerodrome at Hubli.

(ii) Expansion and modifications of terminal buildings at Raipur and Bangalore aerodromes.

(iii) Strengthening of runways, taxi-tracks, aprons etc. at Gauhati, Port Blair, Trivandrum, Mohanbari, Agartala, Ahmedabad, Keshed, Porbandar, Jabalpur, Aurangabad, Jaipur, Udaipur and Khajuraho aerodromes.

(iv) Construction of wireless transmitting station, remote receiving station and control tower for Palam.

(b) The information is being collected and will be laid on the table of the House in due course.

Construction of Tourist Hotels in Tamil Nadu

764. SHRI V.V. SWAMINATHAN: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether the target for first year of Fifth Five Year Plan regarding construction of tourist hotels in the Tamil Nadu State has been finalised; and

(b) if so, the details thereof?

the same and what is the shortfall?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR. (SMT.) SARAJINI MAHISHI): (a) and (b) The annual plan for 1974-75, of the India Tourism Development Corporation a public sector undertaking, does not envisage construction of a hotel in Tamil Nadu.

However, the Department of Tourism has approved 18 hotel projects in the private sector in the Tamil Nadu State from the point of view of their suitability for foreign tourists.

A Youth Hostel and a Tourist Bungalow of the Department of Tourism are under construction at Madras and Rameshwaram respectively.

Price Freeze

765. SHRI SANAT KUMAR RAHA: Will the Minister of FINANCE be pleased to state whether Government propose to freeze prices to check inflation?

THE MINISTER OF FINANCE (SHRI Y. B. CHAVAN): Government recognises need to control price inflation and is also aware of the need for price control on certain sensitive commodities of mass consumption. However, due to a variety of factors, such as, continuing changes in the costs of inputs, the varying degrees of the essentiality of different commodities to mass consumption, and of supply and demand elasticities for them, the need for an efficient distributive machinery for making price control effective, the effects on the long term allocation of resources, etc. a complete price freeze is neither administratively feasible nor economically desirable.

Resentment Expressed by Central Government Employees' Organisations over Recent Ordinances

766. SHRI SANAT KUMAR RAHA: Will the Minister of FINANCE be pleased to state:

(a) whether certain organisations of the Central Government employees have expressed their opposition to the promulgation of Additional Emoluments Ordinance

for compulsory deposits of Additional wages and salaries sanctioned to both public and private sectors; and

(b) if so, the reaction of Government thereto?

THE MINISTER OF FINANCE (SHRI Y. B. CHAVAN): (a) Some organisations of the Central Government employees have demanded withdrawal of the Additional Emoluments (Compulsory Deposit) Ordinance 1974.

(b) Government do not propose to withdraw the Ordinance.

पालम हवाई अड्डे पर विदेशी मुद्रा के साथ एक व्यक्ति का पकड़ा जाना

767. श्री राज नारायण :

श्री नीरेन घोष :

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि एक व्यक्ति को, जो अपने आप को मोदी परिवार का बतलाता है, 3 लाख रुपये की विदेशी मुद्रा के साथ पालम हवाई अड्डे पर गिरफ्तार किया गया था, और

(ख) यदि हां, तो सरकार ने उसके विरुद्ध क्या कार्यवाही की है

f [Person apprehended at Palam airport with foreign currency

767. SHRI RAJNARAIN:

SHRI NIREN GHOSH:

Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that a person who claimed himself to be a member of the Modi family was recently apprehended at the Palam airport with foreign currency worth over Rs. 3 lakhs in his possession; and

(b) if so, what action has been taken by Government against him?]

+ [] English translation.

वित्त मंत्रालय में राज्य मंत्री (श्री हे० आर० गणेश) : (क) 14 जुलाई, 1974 को पालम हवाई अड्डे पर मोदी परिवार के एक सदस्य को गिरफ्तार किया गया था। और उसके पास से 24,950 रु० मूल्य की अधोषित विदेशी मुद्रा तथा यात्री चेक के साथ 328 रु० की भारतीय मुद्रा, 4,025 रु० मूल्य की ग्यारह घड़ियां, पांच ब्लू फिल्मों तथा रिकार्ड किये गये कामोत्तेजक संगीत के 3 केसेट टेप पकड़े गये। इसके अलावा, 17,440 रु० मूल्य का अतिरिक्त असबाब भी पकड़ा गया।

(ख) सम्बद्ध व्यक्ति को गिरफ्तार किया गया और उसे बाद में, 7,000 रु० का बांड और इतनी रकम की जमानत पेश किये जाने पर, चीफ मेट्रोपोलिटन मजिस्ट्रेट द्वारा जमानत पर रिहा कर दिया गया। विभागीय न्याय-निर्णय संबंधी कार्यवाही अभी चल रही है।

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): (a) 'A member of the Modi family was apprehended at Palam Airport on 14th July, 1974 and undeclared foreign currency and traveller's cheques valued Rs. 24,950 along with Indian currency of Rs. 328, eleven watches valued Rs. 4,025/-five blue films and 3 cassette tapes of recorded sexy music were seized from him. In addition, excess baggage valued at Rs. 17,440 was also seized.

(b) The person involved was arrested and subsequently released on bail by the Chief Metropolitan Magistrate on furnishing a bond of Rs. 7,000 with one surety of like amount. Departmental adjudication proceedings are in progress.]

लघु बचत अभियान के अधीन एकत्र की गई धन राशि

प्रश्न 768. श्री सवाई सिंह सिसोदिया :
क्या वित्त मंत्री यह बताने की कृपा करेंगे कि :

(क) 1973-74 के वर्ष में पूरे देश में लघु बचत अभियान के अधीन कुल कितनी धन राशि एकत्र की गई है ; और

(ख) इस अभियान को और लोक-प्रिय बनाने के लिये सरकार द्वारा क्या क्या कदम उठाये जा रहे हैं ?

•([Amount collected under small savings drive

768. SHRI SAWAISINGH SISODIA: Will the Minister of FINANCE be pleased to state:

(a) the amount collected throughout the country under small savings drive during 1973-74; and

(b) the details of the future steps that are being taken by Government for making the small savings drive more popular?]

वित्त मंत्रालय में उप-मंत्री (श्रीमती सुशीला रोहतगी) : (क) 452.31 करोड़ रुपये (निवल)।

(ख) पांचवी आयोजना के मसौदे में अल्प बचत योजनाओं के अधीन संग्रह के जो लक्ष्य रखे गये हैं उन्हें प्राप्त करने की हर कोशिश की जा रही है। अगले तीन वर्षों के लिये विशिष्ट योजनाएँ तैयार की गयी हैं। अगले तीन वर्षों के लिये सटेंडरडाइज्ड एजेंसी सिस्टम, पै-रोल सेविंग्स ग्रुप, महिला प्रधान क्षेत्रीय बचत योजना और विभागेतर शाखा डाकपालों के प्रशिक्षण जैसी विभिन्न के अन्तर्गत लक्ष्य निर्धारित किये गये हैं। इन लक्ष्यों के बारे में राज्य सरकारों को भी सूचना दे दी गई है ताकि उनका सहयोग मिलता रहे। विशेष अल्प बचत अभियानों के लिये फसल-कटाई के समय देहाती इलाकों में सुवस्थित आन्दोलन चलाने का भी विचार है।

[[THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SMT. SUSHILA ROHATGI): (a) Rs. 452.31 crores (Net).

(b) Every effort is being made to achieve the target of small saving collections incorporated in the draft Fifth Plan. Specific plans have been drawn up for achievement in the next three years. Targets have been laid down for the next three years under various schemes such as the Standardised Agency System, Pay Roll Savings Groups, Manila Pradhan Kshetriya Bachat Yojna, Sanchayikas and training of Extra Departmental Branch Post Masters. These targets have^s also been intimated to all State Government with a view to enlisting their continued cooperation. Systematic campaigns are also proposed to be launched in rural areas at harvesting time for special small savings drive.]

Setting up of a new Security paper mill

769. SHRI SHANKARLAL TIWARI: Will the Minister of FINANCE be pleased to state;

(a) whether it is a fact that Government propose to set up a New Security Paper Mill in the country;

(b) whether it is also a fact that a team of experts has visited various places in the country to find a suitable site for this project;

(c) whether the team has submitted Its report; and

(d) if so, what are the places recommended as suitable for this project?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI (K. R. GANESH): (a) to (c) Yes Sir.

(d) Committee's Report is under consideration with the Government.

R.B.I. Directive to Commercial Banks for Scrutinising Account of top Fifty Borrowers

770. SHRI NIREN GHOSH: Will the Minister of FINANCE be pleased to state:

(b) Every effort is being made to achieve Bank of India has directed all the commercial banks to scrutinise the accounts of their top fifty borrowers; and

(b) if so, what are the reasons therefor?

THE MINISTER OF FINANCE (SHRI Y. B. CHAVAN): (a) and (b) In accordance with the existing arrangements effective from June, 1970, all proposals for grant of limits of Rs. 1 crore or more from the banking system to any single borrower are required to be submitted by commercial banks to the Reserve Bank of India for credit authorisation, in terms of a detailed pro-forma, for facilitating scrutiny of such proposals by the Reserve Bank. Banks were also advised by the Reserve Bank to adopt the same proforma with a view to ensuring similar scrutiny in respect of proposals of Rs. 25 lakhs and above which are not required to be submitted to the Reserve Bank of India. Recently, on 4th July, 1974, in view of the present difficult credit situation, Reserve Bank has advised banks having deposits exceeding Rs. 25 crores that they should exercise utmost caution to ensure that the amounts drawn by borrowers are the minimum required for their immediate legitimate needs and has suggested that, to begin with, in respect of 50 largest borrowal accounts of each bank, the bank should, in addition to the existing procedure being followed by it, look specifically to certain important aspects of the operation of these accounts, such as, large debits in the account, the maximum and minimum outstanding balances in the account in each of the last three years, credit turn-over during each quarter over the last two years, relationship of inventory levels to production and sales, major items of debtors and creditors, intercorporate loans and investments, extent of dependence on bank finance in relation to other sources and such other items as are considered necessary by the bank for the objective in view.

Barter deal with USA

771. SHRI NIREN GHOSH:

SHRI BHOLA PRASAD:

Will the Minister of COMMERCE be pleased to state:

(a) whether barter deal is likely to be accepted by U.S.A. in foreign trade with India;

(b) if so, the details thereof; and

(c) what are the names of the goods to be exchanged?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) No proposal for a barter deal with the U. S. A. is under consideration of Government.

(b) and (c) Do not arise.

Increase in Interest Rates on Commercial Bank Deposits and Advances

772. SHRI B. P. NAGARAJA MURTHY:

Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that the Reserve Bank of India has recently increased the interest rates on commercial bank deposits and advances; and

(b) if so, what are the details thereof?

THE MINISTER OF FINANCE (SHRI Y. B. CHAVAN): The revised rates of Interest on deposits of different maturities and on advances of various categories, as effective from July 23, 1974, are set out in Annexures I and II. (See below).

Statement

Rates of interest on deposits payable by Scheduled Commercial Banks

(Per cent per annum)

Class of Deposits	Prevailing rates as on July 22, 1974 in the case of larger scheduled commercial banks	Revised rates applicable to all scheduled commercial banks effective from July 23, 1974
Current accounts, deposits up to 14 days and deposits subject to withdrawal or repayment by notice for period of 14 days or less.	No interest except with the prior approval of the Reserve Bank of India	
Savings accounts	5.0	5.0*
Deposits for 15 days to 45 days and deposits subject to withdrawal or repayment by notice for a period not exceeding 45 days.	3.0	3.0
Deposits for 46 days to 90 days and deposits subject to withdrawal or repayment by notice for a period exceeding 45 days but not exceeding 90 days.	3.5	3.5
Deposits for 91 days and above but less than 6 months	5.0	5.5
Deposits for 6 months and above but less than 9 months	5.5	6.0
Deposits for 9 months and above but less than 1 year ..	6.25	7.0
Deposits for 1 year and above but less than 2 years ..	6.75	8.0
Deposits for 2 years and above but up to and inclusive of 3 years.	7.5	(for 1 year and above but less than 3 years).
Deposits above 3 years but up to and inclusive of 5 years	7.75	9.0
Deposits above 5 years		(for 3 years and above but up to and inclusive of 5 years).
Deposits above 5 years	8.0	10.0

*In the case of banks where their aggregate demand and time liabilities are less than Rs. 10 crores, the rate of interest payable on deposits in savings accounts shall be at 5.5 per cent per annum.

Statement

Rates of Interest/Discount on Advances Chargeable by Scheduled Commercial Banks

(Per cent per annum)

Type of Advances	Prevailing rates as on July 22, 1974	Revised Rates effective from July 23, 1974	
1. General Minimum lending rate	11.0	12.5	
2. Selective Control Rates			
(a) Foodgrains	13.0	15.0	} For all parties other than those exempted such as Food Corporation of India.
(b) Oilseeds	13.0	15.0	
(c) Major Vegetable Oils and Vanaspati.	13.0	15.0	
<i>D. Cotton and Kapas</i>			
(i) To Mills in respect of raw cotton stocks for which they are entitled for the benefit of lower margin as specified in the Directive.	12.0	14.0	
(ii) Advances to mills not covered by (I) above and to parties other than cotton mills.	13.0	15.0	
<i>E. Sugar Factories</i>			
(i) Free sale sugar released by Govt. of India for sale.	13.0	15.0	
(ii) Free sale sugar not released by Govt.	12.0	14.0	
(f) Parties other than sugar factories.	13.0	15.0	
(g) Cotton textiles (traders, dealers, agents).	13.0	15.0	
3. Bill finance rate			
(a) Drawers' bills	9.5	11.0	
(b) Drawees' bills	11.0	12.5	
4. Maximum export credit rate other than on deferred payments.	9.0	10.5	(With interest rate subsidy of 1.1/2 per cent).
5. Food procurement credit			
(a) Food Corporation of India ..	9.0	11.0	
(b) State Govts/Agencies	9.0	12.0	

Number of flights and mileage covered by Indian Airlines

773. SHRI SUBRAMANIAN SWAMY: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) the number of passengers carried annually by the Indian Airlines since 1968;

(b) the number of journey kilometres done by IAC fleet annually since 1968; and

(c) the annual profit earned by the corporation for the same period year-wise?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR):

(a) The number of passengers

carried by Indian Airlines since 1968-69 was as follows:—

1968-69	..	1,969,417
1969-70	..	2,248,177
1970-71	..	2,160,760
1971-72	..	2,382,465
1972-73	..	2,993,539
1973-74	..	2,479,484

(b) The fleet kilometres flown since 1968-69 were as follows:—

		million
1968-69	..	40.184
1969-70	..	43.539
1970-71	..	37.931
1971-72	..	38.190
1972-73	..	46.264
1973-74	..	33.804

(c) The net profit (loss) since 1968-69 was as follows:—

		Net profit or (loss) (Rs. in lakhs)
1968-69	..	165.74
1969-70	..	228.43
1970-71	..	(467.60)
1971-72	..	(454.93)
1972-73	..	0.75
1973-74	..	(Not yet finalised)

Import of textile machinery for modernisation of industry

774. SHRI B. D. BARMAN: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government propose to import textile machinery for the modernisation of textile mill;

(b) if so, the details thereof; and

(c) whether it is a fact that the Minister of Heavy Industry is opposed to the imports on the ground that country has not enough expertise and has the capacity to supply the necessary textile machinery?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE: (a) to (c) The question of importing textile machinery to supplement indigenous supplies is under examination in consultation with other concerned Ministries, including the Ministry of Heavy Industry. No final decision has as yet been taken.

Central Government's Directive to States for cut in Plan Outlay

775. SHRI I. MAHAPATRO:

SHRI JAGJIT SINGH ANAND:

SHRI B. D. BARMAN: SHRI

S. KUMARAN: SHRI BHOLA

PRASAD:

Will the Minister of FINANCE be pleased to state:

(a) whether Government have asked all the State Governments and various Central Departments to make a drastic cut of about 30 per cent in the annual Plan outlay for 1974-75; and

(b) if so, what are the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH) (a) No, Sir.

(b) Does not arise.

Sales tax evasion by spurious drugs and cosmetics manufacturers

776. SHRI L. MAHAPATRO:

DR. Z. A. AHMAD:

Will the Minister of FINANCE be pleased to state: —

(a) whether it is a fact that the Consumer Council of India had submitted a memorandum to his Ministry revealing through their all-India survey that sale of spurious drugs and cosmetics and other items in the country are leading to a sales tax evasion of more than Rs. 170 crores annually;

(b) if so, what are the details thereof;

(c) what steps Government have taken against the traders; and

(d) whether Government had recovered any money as sales-tax from these people in 1972-73 and 1973-74?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): (a) & (b): A Memorandum was received from the Consumer Council of India alleging sales of spurious battery cells, cosmetics and drugs all over the country thus leading to an annual evasion of sales-tax of the order of Rs. 170 crores throughout the country. It was also alleged that the enforcement staff was under regular monthly payment of these tax evaders.

(c) Levy of tax on sales or purchases of goods (including battery cells, cosmetics and drugs) is a State subject of taxation *vide* Entry 54 in List II of the Seventh Schedule to the Constitution. The administration of Central Sales-tax levied on inter-State sales of goods has also been entrusted by law to the States. The Memorandum received from the Consumer Council of India was, therefore, sent to all State Governments and Union Territories for appropriate action.

(d) The question of Central Government effecting any recovery of sales-tax does not arise in view of (c) above.

Compulsory Deposits by Agricultural Land Holders and Self-Employed Persons

777. SHRI SANAT KUMAR RAHA: Will the Minister of FINANCE be pleased to state:

(a) what steps Government have taken to assess the entire agricultural production in each State and the Statewise details thereof;

(b) how much Government expect as compulsory deposits from this sector;

(c) what steps Government have taken to assess the income of the self-employed persons; and

(d) how many people Government estimate to be in this category?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): (a) The information is being collected and will be laid on the Table of the House as soon as the same is collected.

(b) The amount of compulsory deposits under the Compulsory Deposit Scheme (Income-tax Payers) Ordinance, 1974 with reference to the net agricultural income of the depositors during 1974-75 is on a rough estimate not likely to exceed Rs. 25 lakhs.

(c) Commissioners of Income-tax have been asked to launch an all out drive to collect necessary information about the names and addresses of all self-employed persons such as lawyers, doctors, chartered accountants; architects, engineers and contractors actors and bring such of them as are having taxable income and not already on the registers of the Income-tax Department, into the tax net. The survey operations are also being intensified.

(d) Government have made no estimate of lumber in this category.

Recovery of Taxes from Professionals

778. SHRI K. P. SINGH DEO:

SHRI LOKANATH MISRA:

Will the Minister of FINANCE be pleased to state;

(a) whether it is a fact that 50 per cent of the self-employed persons do not pay income-tax;

(b) if so, what steps have been taken to realise the income-tax from these persons; and

(c) how much Government expect to realise as income-tax from them?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH) (a) As per reports received from Commissioners all over the country, many professional persons registered with the respective professional bodies/associations are not being assessed to tax. It has, however, to be noted that of these persons some are not liable to tax at all and some others

are assessed to tax at places different from the place where their names are registered with professional bodies: Moreover, some of these professional persons are assessed to tax as salaried employees in respect of the salary income.

(b) Commissioners of Income Tax have been asked to launch an all out drive to collect necessary information about tire names and addresses of all self-employed persons such as lawyers, doctors, chartered accountants, architects, engineers and contractors and bring such of them as are having taxable income and not already on the registers of the Income Tax Department, into the tax net. The survey operations are also being intensified.

(c) No estimate in this respect is available.

Supply of Fuel Oil to IAC at Concessional Rate

779. SHRI K. P. SINGH DEO:

SHRI LOKANATH MISRA:

Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Indian Airlines has requested the Ministry of Petroleum and Chemicals for supply of fuel oil at concessional rates; and

(b) if so, what are the details of the request made and reaction of that Ministry thereto?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR):

(a) and (b) Such a request has been made by Indian Airlines and the matter is under examination.

Fake Appointment Letters

780. SHRI K. P. SINGH DEO:

SHRI LOKANATH MISRA:

Will the Minister of TOURISM AND CIVIL AVIATION¹ be pleased to state:

(a) whether it is a fact that some employees of the Indian Airlines have been involved in issuing fake appointment letters; and

(b) if so, the number of persons arrested and action taken against them?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR):

(a) and (b) The Delhi Police have registered a criminal case under sections 420, 468, 471 and 120-B of the Indian Penal Code against four officers of Indian Airlines for alleged cheating, forgery and criminal conspiracy. They were arrested on the 24th July, 1974 and later enlarged on bail. Police investigations are in progress. All four are under suspension.

Agency for Sugar Export

781. SHRI K. I*. SINGH DEO:

SHRI LOKANATH MISRA:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that delay in the decision as to whether the export of sugar should be arranged by State Trading Corporation or direct by the Indian Sugar Industry Export Corporation has resulted in loss worth several crores of rupees to the industry;

(b) if so, the exact amount of loss incurred as a result thereof; and

(c) whether any decision has since been taken as to which agency should be entrusted with the export of sugar?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): (a) No, Sir.

(b) Does not arise.

(c) The State Trading Corporation has been entrusted with exports of sugar with effect from 9th April, 1974.

Opening of a Branch of Scheduled/Nationalised Banks in Rewari (Haryana)

782. SHRI RABI RAY: Will the Minister of FINANCE be pleased to state:

(a) whether any new branch/branches of any Scheduled or Nationalised banks are proposed to be opened in the near future in Rewari in Haryana State;

(viii) Notification S.O. No. 1171, dated the 11th May, 1974, publishing the Export of Bright Steel Bars (Quality Control and Inspection) Amendment Rules, 1974.

(ix) Notification S.O. No. 1391, dated the 8th June, 1974, publishing the Export of Minerals and Ores—Group I (Inspection) Amendment Rules, 1974.

(x) Notification S.O. No. 1392, dated the 8th June, 1974, publishing the Export of Minerals and Ores—Group II (Inspection) Amendment Rules, 1974.

(xi) Notification S.O. No. 1393, dated the 8th June, 1974, publishing the Export of Mica (Inspection) Amendment Rules, 1974.

[Placed in Library. See No. LT—8110/74 for (i) to (xi)]

III. A copy (in English and Hindi) of the Ministry of Commerce Notification G.S.R. No. 695, dated the 24th June, 1974 publishing the Rubber Board (Rubber Production Commissioner and Secretary) Recruitment Rules, 1974, under subsection (3) of section 25 of the Rubber Act, 1947.

[Placed in Library. See No. LT-8109/74]

'Notifications of the Ministry of Defence

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI OM MEHTA): Sir, on behalf of Shri J. B. Patnaik, I beg to lay on the Table, under section 185 of the Navy Act, 1957, a copy each (in English and Hindi) of the following Notifications of the Ministry of Defence:—

(i) Notification S.R.O. No. 192, dated the 10th September, 1973, publishing the Naval Ceremonial Conditions of Service and Miscellaneous (Sixth Amendment) Regulations, 1973.

(ii) Notification S.R.O. No. 199, dated the 10th September, 1973, publishing the \;iv\ (Discipline and Miscellaneous Provisions) (Second Amendment) Regulations, 1973.

(iii) Notification S.R.O. No. 215, dated the 4th May, 1974, publishing the Naval Ceremonial, Conditions of Service and Miscellaneous (Second Amendment) Regulations, 1974.

[Placed in Library. See No. LT-8128/74 for (i) to (iii)]

I Finance Accounts (1970-71) of the Union Government

II Notifications of the Ministry of Finance

MR. MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): Sir, I beg to lay on the Table—

I. A copy (in Hindi) of the Finance Accounts of the Union Government for the year 1970-71.

[Placed in Library. See No. LT-8199/74].

If. A copy (in English and Hindi) of the Ministry of Finance (Department of Economic Affairs) Notification G.S.R. No. 791, dated the 11th July, 1974, publishing the Post Office Savings Banks (Eighth Amendment) Rules, 1974, under subsection (3) or section 15 of the Government Savings Banks Act, 1873.

HI. A copy (in English and Hindi) of the Ministry of Finance (Department of Economic Affairs) Notification G.S.R. No. 792, dated the 11th July, 1974, publishing the Post Office Savings Certificates (Second Amendment) Rules, 1974, under subsection (3) of section 12 of the Government Savings Certificates Act, 1959.

IV. A copy (in English and Hindi) of the Ministry of Finance (Department of Revenue and Insurance) Notification G.S.R. No. 358(E), dated the 2nd August, 1974, under section 159 of the Customs Act, 1962, together with an Explanatory Memorandum.

[Placed in Library. See No. L.T. 8149/74 for (ii) & (iv)].

MR. DEPUTY CHAIRMAN: Yes, Calling Attention. Mr. Rajnarain.

SHRI RAJNARAIN: On a point of order.

MR. DEPUTY CHAIRMAN: Are you on a point of order on the Calling Attention?

SHRI RAJNARAIN: No, I am on a point of order on the rules.

MR. DEPUTY CHAIRMAN: On what matter?

SHRI RAJNARAIN: On the matter of rules. The Minister should come prepared to answer supplementaries. The Minister should not give evasive answers.

ब्रिटिश पार्लियामेंटरी प्रेक्टिस के मुताबिक और अन्य अध्यक्षों की व्यवस्थाओं के मुताबिक मिनिस्टर को तैयारी करके हाउस में आना चाहिये। यह आदरणीय पुरुषोत्तम दास टण्डन जी की रूढ़ि है। यह बात बार बार लिखी हुई है। आप पार्लियामेंटरी प्रेक्टिस को पढ़िये। मैं पूछना चाहता हूँ कि अगर मिनिस्टर सप्लीमेंटरीज का उत्तर देने के लिये तैयारी करके नहीं आते और इवैसिव आंसर देते हैं तो उसके लिये हमारे पास क्या रास्ता है?

MR. DEPUTY CHAIRMAN: You should have raised this point of Order during the Question Hour. Now come to the Calling Attention.

SHRI KRISHAN KANT: Sir, will you allow a discussion on this.

MR. DEPUTY CHAIRMAN- You send a inn i>t - We will see.

CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE
Strike by Air India Pilots and declaration of Lock-out by the Management

श्री राजनारायण (उत्तर प्रदेश) : श्रीमान्, मैं एयर इंडिया के विमान चालकों द्वारा की गई हड़ताल तथा प्रबन्धकों द्वारा तालाबन्दी की घोषणा की ओर पर्यटन और नागर विमानन मंत्री का ध्यान दिलाता हूँ।

1111 MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (DR. (SMT.) SARAJINI MAHISHI): Mr. Deputy Chairman, Sir, Following the steep increases in the price of aviation turbine fuel since October, 1973, the management of Air-India

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has been doing its best to reduce operational and other costs to the maximum extent possible. One of these measures relates to the pattern of crew scheduling.

On the India-U.K. route and on the India-Japan route where the frequency of operations is high, the slip pattern of operation was considered to be more efficient than the existing base pattern of operations. Apart from effecting considerable savings in foreign exchange estimated at about Rs. 75 lakhs per annum, the introduction of the slip system on these two routes would lead to an improved utilisation of crew thereby cutting down the number of crew sets required to maintain the operations. There would be a saving of three sets of crew on the India-U.K. route and two sets of crew on the India-Japan route.

Although it is indisputably a management function to lay down the pattern of crew scheduling, the management of Air-India felt that it would be desirable in the interests of good labour relations to consult the concerned associations and guilds of the flying crew in regard to the introduction of the slip pattern so as to obtain from them constructive suggestions to ensure smooth implementation of the revised pattern. I might mention here that the slip pattern of operations was in vogue in Air India from time to time uptill 1966. It is therefore, not a novel pattern of operations at all and, in fact, is used by a large number of leading international airlines including Panam, T.W.A. British Airways, Alitalia, Air France, Swissair, K.L.M., Lufthansa, Japan Airlines, Qantas etc. In deciding to introduce the slip pattern of operations the management carefully satisfied itself that there was no violation of any agreement with the concerned associations and guilds, that time was no hardship involved to the members of the crew, safety of operations was not affected in any manner and that the system was in conformity with the normal pattern adopted by all leading international airlines. It was also ensured that adequate rest would be provided to the crew at various stations before and after the flights and that there would be no infringement of the stipulated flight

[Dr. (Smt.) Sarojini Mahishil and duty time limitations. Despite lengthy correspondence and a number of meetings spread over several months from January 1974 the management did not receive any constructive suggestions from the crew associations and guilds regarding any possible improvements to the slip pattern and since the matter could not be kept pending indefinitely, a decision was taken to introduce it. It was originally proposed that the system should be introduced on the India-Japan and India-U.K. routes from 1st April 1974. However, one of the associations concerned, namely, the Air-India Cabin Crew Association filed a petition in the Bombay High Court to restrain the management from introducing the slip pattern of crew scheduling. The management accordingly decided to await the decision of the Court. On the 4th July 1974, the Bombay High Court dismissed the petition with costs and the management of Air-India proposed to introduce the slip pattern of crew scheduling with effect from the 15th July, 1974 for Cabin Crew on their India-Japan route, from 1st November 1974 for Flying a Crew, namely, pilots, navigators and flight engineers on the India-Japan route and from 1st August 1974 on the India-U.K. route for all flying and cabin crew.

Although, the Bombay High Court's decision on the Cabin Crew Association's petition was entirely in its favour, the management, after announcing their proposals on the 12th July 1974, invited comments and concrete suggestions from the crew associations and guilds so that these could be considered and discussed if necessary prior to the implementation of the revised pattern. The Cabin Crew Association accepted the slip pattern on the India-Japan route from the 15th July and on the India-U.K. route from the 1st August. The Navigators Guild and the Flight Engineers Association have also agreed to operate the slip pattern of crew scheduling on the India-U.K. route from 1st August.

I might mention that the President of the Pilots' Guild met me on two occasions recently. On the second occasion he was also accompanied by the General Secretary of the Guild. Each of these meetings lasted

for several hours and the slip pattern of operation was discussed in broad details, as also the question of consultation between the management and the guild. On both occasions I informed the Guild's President that it would not be proper or appropriate for me to intervene in a matter of this sort unless it could clearly be demonstrated that the introduction of the slip system would in any manner affect the safety of operations or constitute violation of flight duty and time limitations. I therefore urged the Guild to give a fair trial to it. The Indian Pilots' Guild, however, has not accepted the slip pattern. On the 20th July, the Pilots' Guild wrote to the management that it would resist the introduction of the slip pattern. Earlier, on the 27th July, the Guild had issued a directive to all its members not to undertake any flights involving a slip pattern and further directing all its members to refrain from undertaking flights on the entire network if any action was taken against its members. On the 31st July the Pilots' Guild directed all its members not to undertake any flight from any point on Air-India's network on the slip pattern both on Boeing 707 and 747 aircraft.

Pursuant to these directives of the Pilots' Guild all pilots who were scheduled to operate or were stand-by for on the slip pattern have refused to operate them.

For refusal to perform flight duties legitimately expected of them 10 pilots have had to be suspended. On the 2nd August the Pilots' Guild issued another directive whereby all members of the Guild were required not to undertake any flights whatever on any of Air-India's routes whether involving the slip system or not. Pursuant to this directive all pilots who were scheduled to operate, domestic and international flights or who were stand-by for such flights have refused to undertake operations. This action amounts to an illegal strike and the management has been compelled to declare a lock out of its pilots with effect from 8.00 A.M. on the 3rd August.

The action of the Pilots' Guild in precipitating a crisis involving as it does loss of valuable foreign exchange earnings and inconvenience to large numbers of passengers is painful and regrettable. I would

urge the pilots to abandon path of confrontation and give the slip system of operations a fair trial. The management has made it clear that if in the course of operation of the slip pattern any genuine

difficulties are encountered, it would be glad to discuss them with the representatives of the Pilots' Guild. The doors for discussion are always open.

In the situation that has developed, Air-India's services have been seriously dislocated and a number of them have had to be suspended. I very much regret the harassment and inconvenience that is being caused to the travelling public. Air-India will do its best to operate as many services as possible with Executive Pilots and such line pilots as are prepared to operate on the slip pattern.

The management has issued charge-sheets against three Office-bearers of the Indian Pilots' Guild, namely, the President, Vice-President and the General Secretary for issuing a directive for an illegal strike which is a clear violation of the law of the land and the conduct rules of the Corporation.

The honourable House is aware that yesterday I once again urged the Pilots' Guild to give the slip pattern a fair trial and reiterated that any difficulties could be discussed. I must regretfully inform the House that as press reports show, my appeal has not been accepted by the pilots and on the contrary, I understand that the Pilots' Guild has decided to resort to a social and professional boycott of all such pilots as do not fall in line with its directives. This is an extremely serious matter. The action of the Pilots' Guild in precipitating and continuing an illegal strike is in fact an offence under the Industrial Disputes Act.

Till yesterday evening, 23 pilots had given undertakings to operate the slip pattern. Three, however, have since resiled from their undertakings, it would seem under pressure from the Guild. Even at this late stage, I would once again urge the leaders of the Pilots' Guild to ponder over their action. Their conduct in calling an illegal strike and persisting in furthering it, ignoring the larger interests of

the country and their fellow-workmen is in flagrant violation of the law of the land, and they are making themselves responsible for it.

श्री राजनारायण (उत्तर प्रदेश) :

श्रीमन्, माननीय मंत्री जी ने जो इस ध्यानाकर्षण प्रस्ताव पर स्पष्टीकरण दिया है उसने मामले को और अन्धकार में डाल दिया है। मैं पूछना चाहूँगा कि क्या एयर इंडिया भी रेलवे विभाग बनना चाहती है? क्या श्री ललित नारायण मिश्र ने जिस बेशर्मी के साथ रेल मजदूरों के साथ व्यवहार किया है, उनका दमन किया है, वैसे ही एयर इंडिया भी करने पर तुली हुई है? मेरी अपनी जानकारी है—और जैसा कि मंत्री जी ने भी साफ किया—कि स्लिप सिस्टम केवल यू० के० और जापान में है। इनका मतलब है कि जो पाइलट बम्बई से जहाज लेकर जाते हैं और जो वहाँ साल-डेढ़ साल रहते हैं उसमें खर्चा ज्यादा पड़ता है। अब ये चाहते हैं जो जहाज लेकर जाय, वह फिर आगे बड़े और फिर 7-8 दिन में लौट आए। हमको चालकों से पता चला है, उन्होंने स्पष्ट कहा है कि हम स्लिप सिस्टम के विरुद्ध नहीं हैं। उनका कहना है कि सरकार ने हमारे साथ समझौता किया था कि एक जोइन्ट कमेटी बनेगी और वह कमेटी स्लिप सिस्टम या स्लिप सिस्टम के एवज में कोई और सिस्टम जो इससे भी ज्यादा अच्छा हो उस पर विचार करेगी और वह जोइन्ट कमेटी जो रिपोर्ट देगी उसके ऊपर सरकार चलेगी और हम भी चलेंगे। मैनेजमेंट की ओर से कहा गया कि कोई जोइन्ट कमेटी नहीं बनेगी, 48 घंटे के अन्दर रिपोर्ट आनी चाहिये, आप लोग मानोगे या नहीं मानोगे। चालकों का कहना है कि जितने सिस्टम इस समय विश्व में चल रहे हैं उनकी छानबीन करके सबसे उपयुक्त सिस्टम का पता लगाने के लिये, जो देश के लिये और चालकों के लिये सबसे ज्यादा उपयुक्त हो, कम से कम 8-10 दिन का समय जरूर चाहिये। मगर सरकार ने कहा कि हम इसको चालू करेंगे और सरकार बजिद

[श्री राजनारायण]

हो गई और सरकार ने चालू कर दिया। अगर यह बात सही है तो मैं जानना चाहूंगा कि सरकार ने यह हठवादिता क्यों की? मैं यह भी जानना चाहूंगा कि सरकार ने एकतरफा फैसला क्यों लिया, सरकार ने तालाबन्दी क्यों की? एक तरफ सरकार कहती है कि तमाम पाइलट, क्रियु उनकी बात को मान कर स्लिप सिस्टम के मुताबिक काम करने जा रहे हैं, बहुत थोड़े से रह गये हैं और दूसरी तरफ सरकार तालाबन्दी करती है। ये दो परस्पर विरोधी बातें हैं। यह परस्पर-विरोधी आचरण सरकार का क्यों है, इसको सरकार स्पष्ट करे। पाइलटों को क्या तनख्वाह मिलती है, क्या दूसरी सहूलियत मिलती है उस सम्बन्ध में मैं अभी कुछ कहने के लिये तैयार नहीं हूँ। कुछ लोग कहते हैं कि वे ज्यादा पाते हैं, कुछ लोग कहते हैं कि वे कम पाते हैं, और भी पा सकते हैं। इस बारे में सरकार जाने और वे जानें। हमारा कहना यह है कि क्या पाइलटों की नियुक्ति में, चालकों की नियुक्ति में सरकार की और धांधली नहीं होती। सरकार की ओर से धांधली होती है। हमारी अपनी जानकारी है कि परीक्षाओं में, इन्टरव्यूज में, जो टाप करने वाले हैं उनको छोड़ दिया जाता है और जो बहुत पीछे रहते हैं उनकी नियुक्ति कर दी जाती है। जो लोग हल्ला मचाने लगेंगे अगर मैं बताऊँ कि किस तरीके से टाप पर आने वाले को छोड़ दिया गया और किस तरीके से राजीव की नियुक्ति हो गई।

सबसे बड़ी हमारी आपत्ति यह है कि इसके चेयरमैन टाटा ने पाइलट्स को देशद्रोही कहा है। क्या यह एयर इंडिया के चेयरमैन के लिये शोभा की बात है? क्या उनसे ज्यादा देशद्रोह ये चालक कर रहे हैं। मैं समझता हूँ कि कोई भी जहाज चालक ज्यादा देश-भक्त है बनिस्वत टाटा के। टाटा के मुखारविन्द से यह शब्द निकले और सरकार ने इसके लिये भर्त्सना भी नहीं की कि तुमने हमारे जहाज चालकों को देशद्रोही क्यों कहा।

क्या सरकार की ओर से इस संबंध में कोई कार्यवाही की गयी कि उन्होंने ऐसा क्यों किया। तो यह मोटी मोटी बातें हमारी हैं कि इस तरह का एकतरफा फैसला क्यों? ज्वायंट कमेटी क्यों नहीं बनायी गयी और जब चालकों की ओर से यही मांग थी कि एक हफ्ते और दस दिन का समय इस में लगेगा तो सरकार ने क्यों जिद की कि 48 घंटे के अन्दर रिपोर्ट आ जाय तभी सरकार कुछ कर सकती है बरना कुछ नहीं कर सकती और एकतरफा तालाबन्दी क्यों? तो इन तमाम सवालों का जवाब सरकार की ओर से आना चाहिये।

श्री राजबहादुर : श्रीमन्, माननीय सदस्य ने पहले कहा है कुछ रेलवे के बारे में। मैं यह कहना चाहता हूँ कि गवर्नमेंट की पालिसी, जिसे हम सब लोग जानते हैं, बिल्कुल लेबर के पक्ष में है, लेबर के उचित अधिकारों के पक्ष में है और कदापि ऐसी पालिसी नहीं है जिस के बारे में कहा जा सके कि किसी प्रकार से वह रेशनल या न्यायसंगत नहीं है या वह देश की आवश्यकताओं के अनुकूल नहीं है। लेकिन रेलवे की हड़ताल और एयर इंडिया के पायलट्स के संबंध में लाक आउट का किसी प्रकार से वास्ता नहीं है, कोई तुलना नहीं है।

आप ने दूसरा ईश्यू उठाया है कि पायलट्स स्लिप सिस्टम के विरोध में नहीं हैं। यदि वह स्लिप सिस्टम को स्वीकार करते हैं तो फिर स्लिप सिस्टम को अपनाते क्यों नहीं हैं। आज प्रश्न यह हो गया है। (Interruptions) मैं आप के बीच में नहीं बोला था आप मेरी बात सुन लीजिए। आप ने कहा कि ज्वायंट कमेटी की बात थी कि ज्वायंट कमेटी बनायी जाय। मैं आप को बताना चाहता हूँ कि मैनेजमेंट ने बिल्कुल इस बात को स्वीकार ही नहीं किया था बल्कि ज्वायंट कमेटी की स्थापना की और ज्वायंट कमेटी की स्थापना कर के उन से कहा कि आइये और अब हम लोग विचार विमर्श करेंगे यह निश्चित सवाल था

to study and make recommendations regarding the proposed 'slip' pattern of operations.

They do not want only this much, but they want और उन से बार बार कहा गया कि उस कमेटी में आइये और उस में काम करिये और जो सुझाव आप को देने हों वह आप दें, लेकिन गिल ने कहा कि :

अब किसी सवाल को तूल देना होता है तो यह सब होता है। यह सवाल बहुत दिनों से चल रहा था यह सवाल कई वर्षों से चल रहा था कि स्लिप पैटर्न के न करने से हमें नुकसान होता है, बेस पैटर्न के जरिये से नुकसान होता है। स्लिप पैटर्न दुनिया में मानी हुई चीज है। जितनी अंतर्राष्ट्रीय एयर लाइन्स हैं वह इस को अपनाए हुए हैं, वह इस को स्वीकार करती हैं। खुद एयर इंडिया में स्लिप पैटर्न था और इसलिए सब को मिल कर देखना था इस फ्यूअल काइसिस के संदर्भ में—जो कि एक बहुत बड़ी काइसिस थी—हम किस प्रकार से अपने खर्च में कमी लायें। तो यह तय हुआ कि जो बेस्ड फारेन रुट्स हैं, दो या तीन, सब के सब नहीं, उन को कम किया जाय। इन में एक हांगकांग टोकियो रुट था और दूसरा इंडिया यू० के० रुट था और इन में स्लिप पैटर्न करने में किसी प्रकार से उन के सर्विस के टर्म एंड कंडी-शन्स या फ्लाइट और ड्यूटी टाइम की लिमि-टेशन की अवहेलना या उल्लंघन लेश मात्र भी नहीं था। तो पायलट्स से कहा गया कि आप इस को स्वीकार कीजिए। इस से हमारे खर्च में बचत होती है, लगभग 75 लाख रुपये की बचत होती है और हम अधिक यूटिलाइजेशन कर पाते हैं अपने पायलट्स का तो यह कदम हम को अपनी व्यवस्था को ठीक करने में सहायक हो सकता है लेकिन उस के साथ यह सारे सवाल मिलाना एक असंगत बात थी कि हम एक ऐसी इक्वायरी चाहते

हैं कि जिस में आपरेशनल्स बगैरह सब आ जायें। ऐसा कर के तो इस सवाल को बरसों के लिए टाल देना था।

फिर भी हमने कहा कि आप आइये, बात करिये, ज्वाइंट कमेटी पर काम करेंगे लेकिन उन्होंने कहा कि ज्वाइंट कमेटी में काम करना फ्यूटाइल है।

स्लिप पैटर्न के बारे में उनको कोई आब्जेक्शन नहीं होना चाहिए, कोई प्रपला नहीं होना चाहिए। अगर स्लिप पैटर्न पर उनको आपत्ति नहीं है तो मैं उनका स्वागत करता हूँ। स्वागत ही नहीं करता हूँ, आशा करता हूँ कि वह आयें और उसको स्वी-कार करें। अगर कोई कठिनाई होती है तो उसको भी देखें। लेकिन यह कहना कि स्लिप पैटर्न स्वी-कार भी करते हैं, पर उस पर काम नहीं करते, इस वादे का मतलब क्या समझूँ, इकारार भी है, इकारार भी है।

मेरी बहन ने अभी आपको बताया कि किस तरह से पायलट्स ने अपने गिल्ड के मैम्बरों से कहा कि स्लिप पैटर्न स्वीकार मत करिये। फिर दोबारा यह कहा इस पर कि काम ही मत करिये। 2 अगस्त को उन्होंने साफ साफ लिख दिया। मेरे पास फोटोस्टेट कापी है, मैनेजिंग डाइरेक्टर को उन्होंने लिखा है —

स्ट्राइक हो जाती है। न कोई नोटिस है, न कोई पूर्व सूचना होती है। उसके बाद कोई उपाय दूसरा नहीं रहता कि जो लोग कानून के खिलाफ काम करें, गलत तरीके से काम करें जो देशके हित में नहीं है, जो एयर लायन्स के हित

to study the working of the operations department and make it a condition that along with the proposal for the introduction of the 'slip' system, various oilier matters should be discussed This is signed by Capt. Nadkarni, Vice-President. It says, — "This is to acknowledge receipt of your letter of even date which is just received. The ill, lions contained in your letter" "The responsibility for the present crisis is entirely with the management. In view of the letter under reference, we are new compelled to direct our members not to undertake any flight with died from 1700 his 1ST 2nd Aug., 1974:"

[श्री राज बहादुर]

में नहीं है ऐसे जो काम करते हैं उनके बारे में लाक आउट न किया जाये तो क्या किया जाए। आपको यह सुनकर सन्तोष होगा कि फ्लाइंट इंजीनियर्स हैं, नैवीगेटर्स हैं, कैबिन क्रू हैं और जो उड़ने वाले हैं सबने इसको स्वीकार किया है। उन्होंने कहा कि हम उड़ेंगे। लेकिन इनके बावजूद भी 200 के करीब पाइलेट्स हैं, 189 इनके गिल्ड के मेम्बर्स हैं, 11 एवजीक्यूटिव पाइलेट्स हैं उनमें से भी कुछ ने कहा है काम करेंगे मेने उन से अपील की कि स्लिप पैटर्न फ़ेयर ट्रायल दें। लेकिन जैसा अखबारों से लगता है उन्होंने मेरी अपील को स्वीकार नहीं किया है, बल्कि उन्होंने यह धमकी दी है कि जो पायलेट उनके डाइरेक्टिव को स्वीकार नहीं करेंगे उनका वह सोशल और प्रोफेशनल बायकाट करेंगे। श्रीमन्, मैं कानून की बारीकियों में नहीं जाना चाहता हूं, लेकिन जो कानून के खिलाफ काम करेंगे, लोगों को काम न करने के लिये धमकियां देते हैं, काम करने वाले का सोशल और प्रोफेशनल बायकाट करेंगे तो यह इल्लिगल काम है, आफेंस है। यह कानून का फ़ेगरेट वायोलेशन है। अगर कानून सबके लिये एक सा है तो क्या माननीय सदस्य यह चाहेंगे कि हमारे लिये एक कानून हो, और पाइलेट्स के लिये दूसरा कानून? अगर वह कानून तोड़ते हैं तो वह कानून तोड़ने के लिये पूरी तरह से जिम्मेवार है। मैं बड़े स्पष्ट शब्दों में कहना चाहता हूं कि उन्होंने कानून तोड़ा ही नहीं है बल्कि कानून तोड़ने के बाद धमकी दी है कि तुम भी कानून तोड़ो यह आश्चर्य जनक बात है।

पाइलेट्स की छंटनी का सवाल असंगत है। कोई मुझ से स्पष्ट प्रश्न करेंगे तो मैं उसकी जांच करूंगा।

जे0 आर0 डी0 टाटा के बारे में उन्होंने कहा है कि उन्होंने देशद्रोही शब्द का इस्तेमाल किया है। उन्होंने यह शब्द इस्तेमाल नहीं किया है। उन्होंने कहा कि इनका एक्शन इरिस्पॉन्सिबल है, अनपेट्र्याटिक है। उन्होंने एक्शन के बारे

में कहा है और जैसाकि मैंने भी आपसे बिनती की, पायलेट्स ने इसमें न कानून की परवाह की, न ज्वाइंट कमेटी की परवाह की गई। उनका लगभग छह महीने तक इन्तजार किया गया इसमें 75 लाख रुपये की बचत थी लेकिन वह नहीं आये। मैं समझता हूं कि यह किसी भी राज्य अधिकारी या एयरलाइंस के अधिकारी का जन्मसिद्ध अधिकार नहीं है कि उसकी पोस्टिंग हांगकांग में की जाये या बैरूत में ही की जाये। उससे बम्बई में भी ड्यूटी ली जा सकती है, दिल्ली में रहते हुए भी ड्यूटी ली जा सकती है। ऐसी कार्यवाही को गैर-जिम्मादारी नहीं कहा जायेगा तो क्या कहा जा सकता है। देशभक्ति की कसीटी से आत्मसंयम और आत्मबलिदान भी होना चाहिए। इसमें कुछ नुकसान भी उठाना पड़ सकता है। हो सकता है उनको बेह भत्ता न मिले। हां, उनको वह बड़ी एकोमोडेशन न मिले जो हांगकांग में मिलती है और जो फ़ारेन एलाउंस वहां मिलता है वह न मिले। फ़ारेन एलाउंस और बड़ी एकोमोडेशन देना हमारे अधिकार से बाहर की बात है। इसलिये देश-द्रोही की बात जो कही गई है वह गलत बात है। मैं अपील के साथ दोहराना चाहता हूं कि हमारे चालक भाई फिर सोचें और समझें कि इसमें तथ्य क्या है। जैसा कहा गया है, वे स्लिप पैटर्न के विरोधी नहीं हैं तो जरूर आएँ और अगर कोई कठिनाई इसमें होगी तो उसे हम देखेंगे। मैं आशा करता हूं कि माननीय सदस्य मेरी इस बिनती पर शान्तिपूर्वक सोचें और सोचकर जो चालक उनके पास गये हैं उनको वे परामर्श दें ताकि देश की आज की आर्थिक स्थिति को देखते हुए और फ़्यूल क्राइसिस को देखते हुए देश के खर्चों का कण-कण बचाने की कोशिश करनी चाहिए।

श्री राजना रायण : मेरे एक सवाल का जवाब नहीं आया। मैंने बिल्कुल स्पष्ट प्रश्न किया था कि 29 जुलाई को कोर्ट ने मुकद्दमा खत्म कर दिया तो उस 29 जुलाई के बाद उनको समय क्यों नहीं दिया गया। अब वे कहते हैं कि ज्वाइंट

कमेटी बना दी जाये और वह ज्वाइंट कमेटी केवल स्लिप पैटर्न पर नहीं बल्कि.....

श्री महावीर प्रसाद शुक्ल : उन्होंने इन्कार किया है ।

श्री राजनारायण : आप गलत कह रहे हैं । मेरा सवाल यह है कि आखिर कितने दिनों तक मामला फंसा रहेगा.... ।

श्री राजबहादुर : मुझे क्षमा करें । मैंने बहन जी से भी पूछा है उन्होंने बताया कि यह मुकद्दमा 29 जुलाई को डिसमिस नहीं हुआ था बल्कि यह 4 जुलाई को डिसमिस हुआ था । उसके बाद भी उन्हें बुलाकर बातचीत की कोशिश की गई ।

श्री राजनारायण : न तो उन्होंने यह कहा कि हम स्लिप सिस्टम स्वीकार करते हैं और न उन्होंने यह कहा कि हम स्लिप सिस्टम के विरोध में हैं । मैं यह कहना चाहता हूँ कि स्लिप सिस्टम ही सबसे अच्छा है या इसके साथ-साथ कोई और पैटर्न भी हो सकता है जो इससे ज्यादा अच्छा हो इस विषय पर ज्वाइंट कमेटी में बैठ कर विचार करने में सरकार को क्या दिक्कत है ? मैं समझता हूँ अगर सरकार इस बात के लिये तैयार हो जाती तो यह गड़बड़ न होती । अब सरकार को इसकी जिम्मेदारी अपने ऊपर लेनी चाहिए ।

श्री राजबहादुर : मैं जिम्मेदारी कतई स्वीकार नहीं करता हूँ । माननीय सदस्य के मन में जो भ्रम है उस भ्रम का निवारण मैं करना चाहता हूँ । मैंने बिल्कुल साफ बात कही है कि स्लिप पैटर्न मानी हुई प्रणाली है । संचालन की और दुनिया भर की भी मानी हुई प्रणाली है इसलिए हम इसको लागू करना चाहते हैं । इससे जो फायदे हैं वो मैं स्पष्ट बता चुका हूँ । अगर एयर लाइन उसे लागू करने के लिये कहता है तो कौनसा अन्याय करता है, कौनसी नई बात करता है । जहाँ तक ज्वाइंट कमेटी की बात है

मैं वे शब्द पढ़ कर सुनाना चाहता हूँ जो 6 जून को....

श्री राजनारायण : आप जुलाई के बाद की बात बताइए ।

श्री राज बहादुर : यह बात तो 6 महीने से चल रही है ।

श्री राजनारायण : जब कैसे खत्म हुआ उसके बाद बताइए । (*Interruption*)

SHRI HARSH DEO MALAVIYA (Uttar Pradesh): Sir, I am sure the nation at large will support the lock-out declared in Air-India. The pilots are a highly pampered lot, a highly paid lot and it has been suggested that sometimes they get more than a capitalist earns in the country. They have acted in a highly selfish and irresponsible way when Government was willing to negotiate with them. In this slip system, they will lose nothing ultimately. Only the nation will save Rs. 75 lakhs in foreign exchange. Their working hours will probably be increased by a few hours. I am not exactly sure. Perhaps, Sir, they are working to-day about 45 hours a week and probably, they will have to work 50 or 55 hours. I do not know and the Minister, I hope, will clarify. But this stand of the pilots in going on a strike on flimsy grounds is absolutely condemnable and I am sure the entire House will be behind the Government in taking this action which they have taken now.

SHRI M. P. SHUKLA: It is anti-national.

SHRI HARSH DEO MALAVIYA: Now, Sir, there are certain questions which have to be clarified. Our friend, honourable Shri Rajnarain, has said a lot of things about the Joint Committee and all that. But, according to our information, Sir, the Joint Committee was set up, the Pilots' Guild was invited and it was thought that they would discuss all these questions. But the Pilots' Guild refused to participate after one or two meetings. I do not know whether this information is correct and I would like to

[Shri Harsh Deo Malaviya]

know it from the honourable Minister, I is reported that they refused to come to the Joint Committee and they refused to participate in the discussions after one or two meetings had taken place. In that case, how can you charge the Government? If they are not coming for talks and if they refuse to take part in the discussions, what can the Government do? And, on top of it, they go on a strike and this is an illegal strike according to the provisions of the Industrial Disputes Act. They have given hardly any notice and the usual procedures have not been followed. Therefore the strike is illegal. Now, Sir, I would like to put certain questions to honourable Minister :

Have you tried to find out the reasons for the refusal by the Pilots' Guild to come for talks? Have they advanced any cogent reasons which might not have appeared in the papers, but which you may be aware of? Have they made any suggestions and were they accepted or not and what is the whole reality about it? What is the loss which the Air-India has suffered since this strike started and what is the total loss that has been incurred? What are the salaries and emoluments and allowances paid to a pilot? How much does he get by way of salaries and allowances like the stay allowance, whether it is for Hong Kong or Beirut or London or Tokyo? How many flights have been cancelled and how much loss they are causing? Is it a fact that you are arranging the flights of the Air-India passengers by some other planes or through some other airlines and, if so, what are the terms and conditions and how much have you to pay for this arrangement? Is it a fact that there was this slip system introduced in 1966-67 and, if so, why was it given up and what happened to it?

SHRI RAJNARAIN: This is a relevant question.

SHRI HARSH DEO MALAVIYA: Then, Sir, there are certain other questions:

You are arranging flights by Jumbo-jets and Boeings with the help of the executive pilots and some other pilots also. Have you taken good care to ensure

that these pilots whom you are engaging now are qualified enough to fly these planes because these planes are sophisticated planes? Are you ensuring this?

SHRI RAJ BAHADUR: Excuse me. Would you repeat your earlier questions because I have missed some of them? I could not hear them properly.

SHRI HARSH DEO MALAVIYA: I have put a number of questions. Which ones do you want?

SHRI RAJ BAHADUR: At least the questions about the losses?

SHRI LOKANATH MISRA: Mr. Raj Bahadur, I thought you were already having a copy of the questions.

SHRI HARSH DEO MALAVIYA: I have asked as to how many flights have been cancelled. What are the losses you are incurring? If you are arranging flights with the other airlines for carrying the passengers of Air-India what are those airlines and what are the terms and conditions? I think the Deputy Minister has answered something: But I would like to know the details about the airlines with whom you have arranged these flights. What is meant by this slip system and how many airlines in the world are having this system?

One thing also I would like to know; I know the Pilots' Guild is wrong, of course. But that does not mean, I must say, that the example of Air Marshal P.C. Lai should be followed every time. Now, there is a report—I do not know whether it is correct or not and if it is correct, it should be: condemned—that in Hong Kong, two or three pilots who flew from Tokyo to Hong Kong were about to fly to India, but were suddenly asked to get out, ordered to leave their hotel in Hong Kong and they were ordered to come out of their planes and they were evicted from their hotels and their allowances were cancelled and they were left stranded there. Whether it has happened in Hong Kong or London or Beirut, don't you think this is wrong?

You have been more considerate, in spite of the fact that they may have been

in the wrong, it is not proper to deal with our own people in this manner.

These are the questions which I would like you to answer.

Lastly, Sir, I would again appeal to you to continue your conciliatory tone and you must continue it. After all, the Air India is doing a great service to our country. Air India is one of the top airlines of the world, with a high reputation. Its services are very much appreciated in the whole world. Therefore, I want an assurance from the hon. Minister that he will do his best so that this problem is solved.

SHRI RAJ BAHADUR: Sir, so far as the working hours are concerned, as per the terms of the agreement signed by both the parties, the management and the Guild, it is 35 hours for 7 days . . .

SHRI HARSH DEO MALAVIYA: 35 or 45 hours:

SHRI RAJ BAHADUR: Thirty-five. For fifteen consecutive days it is 50 hours, and for 30 consecutive days, that is, one calendar month it is 80 hours. I am only confining myself to a month. Against that, the average flight today is 45. After the introduction of the slip pattern, it will still remain far, far, far below the optimum provided, that is, 80 hours. That means, it will be 50 to 55 or 55 hours. This is the position so far as the working hours are concerned.

The joint committee, as I have stated earlier was appointed, but, unfortunately, the pilots refused to come, and finally they called it futile, and so on. I need not repeat the whole thing again. About the reasons that weighed with Pilots' Guild not to operate or work on this pattern, I can only say that despite my meeting with them, I have also not been able to know the reason. This is something inexplicable. But if I may venture to just surmise a little, their posting abroad may bring in certain economic or other advantages and attractions. Without being unfair to them, I would say that this is human; that is understandable. I would not quarrel with them on that. But the fact remains that at the present juncture the Air India cannot afford it.

About the losses, I cannot give any exact figure because some flights have been maintained. I cannot say exactly how many flights have been cancelled; some are being run. Otherwise, on an average, the loss per day may be about Rs. 15 lakhs.

About other arrangements having been made to avoid inconvenience to passengers other Airlines' cooperation has been sought and alternative accommodation is being found for them.

How many Airlines operate on slip pattern? This is the information that I can give you on this point. All the leading Airlines in the world like PANAM, TWA, British Airlines, Alitalia, Air France, Swissair, Japan Airlines, Qantas, and so on are operating on longer routes compared to Air India and are following the slip pattern. Some time or a report, was mentioned earlier in connection with a report. I would say that despite that report, the British Airlines is still operating its own flights on the slip pattern basis. So in the home or in the land where the report was given, I would say, this thing or this proposition did not really find much support. I am really sorry that the Pilots' Guild's side is really very, very, very weak, and without any substance and, therefore, I would still hope that they would come back, and if there is any difficulty in the working we shall try to see what can be done to overcome it.

About harassment, I would say that they are our own kith and kin and we will not like to harass them. But the fact remains, once the lock-out is declared, from the moment it is declared and it becomes operative, they would not be entitled to draw any emoluments or allowances, etc., etc. And, therefore, if this works against them, nobody can help.

SHRI HARSH DEO MALAVIYA:
How much are they getting?

श्री हर्ष देव मालवीय : ये लोग कितना पैसा पाते हैं ?

श्री राज बहादुर : आप भी जानते हैं और मैं भी जानता हूँ कि कितना पाते हैं ।

श्री हर्षदेव मालवीय : मैं नहीं जानता हूँ ।

श्री राज बहादुर : इसके बारे में नोटिस दीजिये ।

श्री हर्षदेव मालवीय : आप बता दीजिये ।

DR. (SMT.) SAROJINI MAHISHI: There is difference between the salaries of pilots of 707 and 747. The person who is on command of the aircraft and the first officer, both of them get different salaries. The basic salary of the pilot of 747 including some allowances comes to Rs. 5000 odd. In the case of 707 pilots it comes to Rs. 4000 odd. Besides this they get flying allowances, 'foreign allowance', outstation allowances, foreign allowance, outstation ing upon . . .

SHRI HARSH DEO MALAVIYA: What

is the total amount?

DR. (SMT.) SAROJINI MAHISHI: The total allowances go on varying. It is very difficult to say which pilot gets how much. On the day they fly, they get the allowances. They do not get certain allowances when they do not fly. On 747 there is no navigator's post. For every hour of flying they get one pound. Like that they get so many allowances which vary from captain to captain, from pilot to pilot.

SHRI HARSH DEO MALAVIYA: What about my other questions?

MR. DEPUTY CHAIRMAN: No, I am not allowing you. I am calling Mr. Shyam-lal Gupta.

SHRI HARSH DEO MALAVIYA: But, Sir, that was a very important question I asked . .

MR. DEPUTY CHAIRMAN: You cannot go on like this. The first two Members have taken fortyfive minutes. I am very liberal in allowing you to put questions. But that does not mean that you can monopolise the entire time . . .

SHRI HARSH DEO MALAVIYA: No, no, I am not monopolising the time. It is not proper for you to make that remark against me. You should not talk

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like that. You are being unfair to me. I have only taken seven minutes

MR. DEPUTY CHAIRMAN: That means the two minutes extra that you have taken should not be answered. Anyway, I did not mean that you were monopolising. I am talking about the general tendency. Now, Mr. Shyamlal Gupta.

SHRI SHYAMLAL GUPTA (Bihar): Sir, many points which I wanted to ask have been clarified by the Minister. There are two Ministries, the Railway Ministry and the Aviation Ministry, which are very important to the nation. But unfortunately both are working in a reverse direction. We have problems all the time. There are problems which the honourable Minister or his assistants in the Ministry could have foreseen. There were lock-outs in Air India and Indian Airlines when there were strikes during this year or during the last year; negotiations were held, settlements were reached. But could you not foresee this slip system when it came last year? We should be able to foresee for three or four years what problems could arise so that a settlement could be reached when other settlements were being negotiated. My question, therefore, is this: Is it not a mistake on the part of the Minister or the high officials not to have foreseen that this slip system which was in vogue for so many years was eating away so much money and we have become conscious of it only a fortnight ago? It should have been thought at much earlier so that we could have saved much foreign exchange in the earlier years also.

SHRI B.AJ BAHADUR: A right action taken as early as practicable or whenever taken should be appreciated. As for the other question as to why there was no anticipation, we live always by the best of will in the world and everyday we hope that we shall be able to avoid troubles and disputes and settle them amicably between the management and the workers. Still disputes arise and they get settled. And I may tell you, although there was lock-out in the Indian Airlines, it also enabled the Indian Airlines management on the one hand and the workers

on lie other to understand each other better and to work in greater harmony and cooperation. And one particular important factor or fact which I would like to submit to the House is that the on-time performance in Indian Airlines services now is much more, far more improved than it was ever before. In fact, on certain occasions, the delay in flights have not exceeded 8 or 4 per cent. It was perhaps, day before yesterday that not a single flight was delayed. There was hundred per cent on time performance. Apart from economy—and I am not going into that here—there is better understanding and better harmony in industrial relations, as in a family. So there could be no anticipation in such matter.

SHRI LOKANATH MISRA (Orissa): Sir, before I put the Minister to further strain, I wish him that he recovers speedily from the injuries he had sustained during the last accident so that he is eligible for the contest of the parliamentary strain in the House.

Sir, the hon. Minister has intentionally avoided one question. And the question was, why was this slip system discontinued after 1966? If the Management thought that it was so economical, why did they discontinue that slip system? Secondly Sir, the hon. Minister has probably quoted the figure of Rs. 75 lakhs of foreign exchange saving from out of his imagination because, I hope, he understands what the slip system is. And if he has understood it, then he should not have quoted this figure.

SHRI RAJ BAHADUR: I can assure you I will make no slip in understanding.

SHRI LOKANATH MISRA: Probably, there has been a mental slip for the time being. Sir, the point is that certain crew staff is now based either in London or in Hong Kong, and they are paid Rs. 1,000/-extra as overseas allowance apart from what they get as salaries and other allowances. Every pilot gets it and every member of the staff gets it. He also gets a rent-free house to the extent that 15 per cent is charged out of his basic salary and allowances when he is abroad. Instead of that, if we withdraw them, what

shall we be paying for 14 flights that operate between India and New York? We shall be paying for one pilot, one copilot, one navigator, at least two stewards, and six air-hostesses if not ten as in the case of a Jumbo, for each flight. And each one of them has to be accommodated in a live-star hotel and a five-star hotel in London costs Rs. 300/- per day in terms of Indian currency. And we will have to accommodate 50 persons in 80 rooms continuously for the whole of the month if we withdraw the entire base of Air India London. Then, how is it that the hon. Minister quoted a figure—a fictitious figure—one to me—of Rs. 75 lakhs saving in foreign exchange unless it was meant to persuade the Members in this House and create an atmosphere in his favour. Sir, the other point that I would like the hon. Minister to explain to this House is of small technical nature, and I hope he fixes gone into it even if it has meant a little mental exercise for him. Sir, each pilot has to get acquainted with a certain rithway. And in the case of slip system, what happens is this. Now, the pilot who takes off from Bombay or from Delhi is acquainted with three or four runways like Kuwait, Tehran, Beirut and Cairo. Sir, in case of slip system, the same pilot will have to get acquainted with all the runways that the Air India Boeing touches—Frankfurt, Rome, Geneva, Paris, London and then New York also. The climatic conditions in all these places are different from one another. Each pilot has to keep in mind the climatic condition of the particular runway in which he is going to land. It is a very difficult thing and a slight miscalculation here and there means that you will lose a jumbo jet. Has the hon. Minister taken all these things into consideration? If the Management has made it a prestige issue and they want to bulldoze the entire Pilots' Guild and enforce the slip system, then I have nothing to say and they would be responsible for all that will happen. But, Sir, why did they discontinue it in 1966 so thoughtlessly if they thought that this was going to pay them dividends, or that this was going to pay them dividends to the tune of Rs. 75 lakhs in foreign exchange every month. Therefore, Sir, I

("Shri Lokanath Misra]

would like the hon. Minister to reply to all these questions.

SHRI RAJ BAHADUR. Sir, let me, first of all, assure him that it has never been my wont to avoid answering any questions, intentionally or unintentionally. If I have understood the question, I will certainly answer it and I propose to do it now also. He has asked me why was this system discontinued. I have said that both the systems are in vague. Wherever we think that it is in the best interests of the operations to have some people posted, we will certainly have them.

SHRI LOKANATH MISRA: The reply cannot be vague. After 1966, did you have at all the slip system and, if so, in respect of which lines?

SHRI RAJ BAHADUR: Well, after 1966 the slip system may have been in vague.

SHRI LOKANATH MISRA: Not 'may have been'. You have said that you had both. Now, let me know specifically which is the line where you had slip system after 1966.

SHRI RAJ BAHADUR: May be, for services to Gulf countries, for example, or African destinations, for example, definitely. Nairobi etc. And, may be, others like Singapore and Malaysia. Do you want me to give you a catalogue of all the places I know that you have been very much after this slip system.

SHRI LOKANATH MISRA: We have no other source of information, except the hon. Minister.

SHRI RAJ BAHADUR: I will give you, if you so want. I will give you the list wherever it was in operation. It is not that it was completely given up. The base system, is not being given up totally even now. For instance, we will not have a base at Hong Kong, and a base at Beirut and partly the base at London. The base at Perth continues. The base at London continues.

SHRI LOKANATH MISRA: I have nothing to do with the bases.

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SHRI RAJ BAHADUR: My friend will please bear with me. These bases alone could not have been enough to cater to all the flights operated by the Air India. There were some which were operating on the slip system also. I would certainly like to assure the hon. Member that I will make positive enquiries in this and tell him which particular ones were in operation.

SHRI LOKANATH MISRA: Sir, can I take your indulgence for a minute. When the slip system was in vague, according to the hon. Minister, then the pilots who flew our planes to Nairobi and other parts must have been working for 50 to 55 hours or 00 hours which is now envisaged under the slip system. If that was in vague then there was definitely slip system in those particular lines or, else, it was not there at all. Do I take it that they had this particular number of hours system in operation so far as the pilots are concerned? If they had it, then he is right, or else he does not know what the slip system is.

MR. DEPUTY CHAIRMAN: It is slip system, not strip system.

SHRI RAJ BAHADUR: Sir, slip system is a means to an end and not an end in itself. It provides for the better utilisation of the flights, better utilisation of the manpower.

SHRI LOKANATH MISRA: I do not want philosophy. I want a categorical answer to the question.

SHRI RAJ BAHADUR: The categorical answer is that the slip system was really given up for certain base system in certain areas.

SHRI LOKANATH MISRA: What do I understand, was it given up or was it in vague or was it in vague in certain sectors or was it not in vague? What is it?

Sir, I want your kind protection.

SHRI RAJ BAHADUR: I will have to stand up because my friend is making a great confusion, if I may say so, in the number of hours, flight and duty time and the slip system. I would say the slip system was given up and the base system

was adopted in 1960 because the number of flights, the number of frequencies permitted and made that more viable.

SHRI RABI RAY: Point of order. Does he say that it was given up altogether in 1966?

MR. DEPUTY CHAIRMAN: There is no point of order. Mr. Rabi Ray, what I have understood is, there was a slip system and it was given up in favour of the base system.

SHRI LOKANATH MISRA: But subsequently did lie not say that in certain routes like Nairobi and other places we have the slip system?

SHRI RAJ BAHADUR: He is trying needlessly to make a point out of that. I want to say ...

SHRI LOKANATH MISRA: They had the slip system everywhere?

(Interruption)

SHRI RAJ BAHADUR: I want no charitable reaction from Mr. Misra. But I have also said that I will make inquiries whether it was in operation anywhere and, if so, when. Why do you forget that.

SHRI LOKANATH MISRA: Then that is all right. What about this saving in foreign exchange of Rs. 75 lakhs?

SHRI RAJ BAHADUR: I have promised him that I will collect the information and give him.

SHRI LOKANATH MISRA: He should say whether it is not unsafe to ask the same pilot who is not acquainted with all the runways to land the plane there.

SHRI RAJ BAHADUR: I know his persuasions, ideological and political. And I believe he will concede the right to the management to do what the management has to do.

SHRI RAJ NARAIN: No, no, no.

SHRI RAJ BAHADUR: This is exactly so. But I do not agree with him when he says that Rs. 75 lakhs is a cooked-up figure because the hotel expenses and

other things might not be that much. This is an estimated figure of economy. But it depends on the number of frequencies. The more the frequency the slip system operates the better and more economically. By introducing the slip system we want to increase the utilisation of man and machines, and, therefore, I would say it depends on that. So far as familiarity with airports is concerned—you may kindly consider for a moment as a layman—A pilot flying on Bombay-Calcutta-Bangkok-Hong Kong route—either he returns from Hong Kong or goes to Tokyo. He is familiar with all the airports even now. And you know that experienced Commanders of Jumbos or 707s alone will have to do that and they are familiar with all these airports already. There is no question of training. The question here is whether they stop short at Hong Kong and come back or go on to Tokyo after due periods of rest or on the other hand, whether they set up bases at Hong Kong and make them fly only between Tokyo and Hong Kong. This is the Whole question.

It was also suggested whether they are familiar with the airports at Kuwait, Beirut, Rome, Paris, Frankfurt and London. They are already fully familiar with them. I do not know how the Hon'ble member, as an experienced person and alter so much of briefing, has imported this argument: It does not hold water at all.

Lastly, he mentioned about climatic conditions. Our pilots have been flying in all sorts of climatic conditions. So far as climatic conditions are concerned, whether it is IAC pilots or Air-India pilots, they have their methods; they have been tested and proved to be the best. I can say about the slip system 1966 I will make enquiries and if they say 'No', I will say 'No'. Otherwise I will say 'Yes'.

श्री ओ३म् प्रकाश त्यागी (उत्तर प्रदेश) :

उप-सभापति जी, अभी मंत्री महोदय ने एक बात बताई कि सन् 1966 में स्लिप सिस्टम था और उन्होंने इसको छोड़ा और बेस सिस्टम को अपनाया। मैं यह जानना चाहता हूँ कि उस समय स्लिप सिस्टम में कौन सी हानियाँ सरकार को

[श्री ओ३म् प्रकाश त्यागी]

प्रतीत हुई और बेस सिस्टम का क्या लाभ प्रतीत हुआ ? कहीं ऐसा तो नहीं है कि जो संसार में हमारे विमान चालक और विमान सेवाएं अच्छे ढंग से चलती हैं, एक्सीडेंट्स कम होते हैं, क्या यह बेस सिस्टम के कारण से ही है या इसके अन्य कारण हैं ? मैं यह भी जानना चाहता हूँ कि आपने इसमें परिवर्तन करने की आवश्यकता अब क्यों अनुभव की ? आपको यह भी जानकारी होगी कि गिल्ड के जो चेयरमैन हैं उन्होंने आप पर चार्ज लगाया है कि आपने इस बारे में एक तरफा अपनी ओर से घोषणा की है, इसका आपके पास क्या जवाब है ? इसके अलावा उनको यह भी कहना है कि स्लिप सिस्टम के बारे में सितम्बर का समझौता, एग्रीमेंट जो आपका था, उस समझौते के विपरीत आपने आचरण किया है और बे स्लिप सिस्टम के विरुद्ध न होते हुए भी उनका कहना है कि यदि हमारे साथ मिलकर समझौता करके कोई बात तय होती तो ऐसी स्थिति न आती । सरकार ने इस बारे में जिस तरीके से आचरण किया है और जिस तरीके को तानाशाही कहें या एकतरफा निर्णय कहें, इस बारे में आपका क्या जवाब है ?

इसके अलावा गिल्ड के चेयरमैन की तरफ से एक बात और कही गई है । जहां तक सरकार की बात का सवाल है, उनका कहना है कि वे भी बचत के फेवर में हैं और मानते हैं कि सरकार के खर्च में बचत होनी चाहिए । इस संबंध में उनका कहना है कि सरकार एक जायन्ट कमेटी बनाये जो केवल विमान चालकों के खर्च ही नहीं बल्कि प्रवन्ध में और अन्य सब बातों में जो फजूलखर्ची होती है उन पर विचार करे और उनका यह भी कहना है कि इसमें बहुत भारी बचत की जा सकती है । ऐसी स्थिति में क्या सरकार इस प्रकार की कमेटी बनाने के लिए तैयार है या नहीं, इस बात का भी मंत्री महोदय जवाब दें ।

इसके अलावा एक जानकारी और मालूम करना चाहता हूँ । आपने जो लौक-आउट,

तालाबन्दी की है, वह पाशियल तालाबन्दी की है । मैं यह जानना चाहता हूँ कि यह आपने किस आधार पर की है और आपने पूरी तालाबन्दी क्यों नहीं की ? मैं यह भी जानना चाहता हूँ कि इस प्रकार की पाशियल तालाबन्दी आपने किस कारण से की है ? आपने यह भी कहा है कि स्लिप सिस्टम में विमान चालकों को कोई बहुत हानि होने की बात नहीं है । ऐसी स्थिति में मैं यह जानना चाहता हूँ कि विमान चालकों को अगर कोई हानि नहीं होगी और जैसा आपने कहा कि अब उनको लुत्फ और गजारे करने को नहीं मिलेंगे, तो उन्होंने किस कारण से हड़ताल की घोषणा की है ? क्या इस सिस्टम के कारण उनकी मासिक आय में भी कोई कमी होगी या इसके कोई और कारण हैं ? इसके साथ-साथ एक बात और कहना चाहता हूँ । क्या आप इस मैनेजमेंट के संचालन में विमान चालकों के प्रतिनिधियों को भी स्थायी रूप से रखेंगे ताकि इस प्रकार का कोई निर्णय लेते समय प्रशासक, सरकार और विमानचालक तथा कू के जो अन्य लोग होते हैं उनकी वार्ता को भी ध्यान में रखा जा सके ? क्या आप इसके लिए तैयार हैं ? मैं विशेष रूप से यह जानना चाहता हूँ कि विमान चालकों को स्लिप सिस्टम से क्या हानियां होंगी जिसके कारण वे हड़ताल कर रहे हैं और आपको फारेन एक्सचेंज के रूप में क्या लाभ होगा ?

श्री राजबहादुर : श्रीमन्, जहां तक हानि और लाभ की बात है मैं अभी बता चुका हूँ कि अनुमान यह है कि 74 लाख रु० की बचत—लाभ की बजाए बचत कहना चाहिए—होगी और स्लिप सिस्टम पैटर्न लागू कर दिया जाए ।

श्री ओ३म् प्रकाश त्यागी : मैंने पूछा है, स्लिप सिस्टम से एक विमान चालक के ऊपर आपको क्या अशा है ...

श्री राज बहादुर : वह कैलकुलेशन में आपको नहीं बता पाऊंगा कि प्रति चालक और प्रति विमान के ऊपर कितना होगा ।

श्री ओ३म् प्रकाश त्यागी : समाचारपत्रों में स्टेटमेन्ट आया है कि विमान चालक इसलिए हड़ताल पर हैं क्योंकि उनको फारेन एक्सचेंज की अर्निंग नहीं होगी। इसमें कहां तक सत्यता है ?

श्री राज बहादुर : मैंने स्टेटमेन्ट पढ़ कर सुना दिया है। चाहें तो दोबारा देख लीजिएगा। समाचारपत्र में जो आया है उसकी बनिस्बत उसको देखना ज्यादा अच्छा होगा। आपने पूछा है कि बेस सिस्टम का क्या फायदा था, इसका क्या नुकसान है क्या फायदा है, इसका जवाब मैं पहले के प्रश्न के उत्तर में कह चुका हूँ कि जहां फ्रीवेल्टी ज्यादा होती है वहां स्लिप पैटर्न ज्यादा इकानामिक होता है, ज्यादा लाभप्रद होता है। दूसरी बात आपने कही कि हमने एकतरफा फैसला किया। यह मैं फिर दोहरा रहा हूँ कि एकतरफा फैसला नहीं हुआ। जनवरी, फरवरी, मार्च और अप्रैल इन चार महीनों में बराबर, कई बार, मैनेजमेन्ट की मीटिंगें हुईं, इस बात के ऊपर जॉइन्ट कमेटी बैठाई गई, जॉइन्ट कमेटी में ये लोग आए नहीं। उन्होंने कहा हम इसको फ्यूटाइल मानते हैं। आखिर में यह किया कि एक तो स्लिप पैटर्न का मामला था, उसके मामले के साथ साथ और जो असंगत मामले थे उनको लाने की चेष्टा की।

तीसरी बात आपने कही है कि केवल विमान चालकों के लिए ऐसा क्यों कर रहे हैं, औरों के लिये क्यों नहीं कर रहे हैं ? मुझे इस बात पर संतोष है और प्रसन्नता है — देश को और आपको भी होनी चाहिए, सदन को अवश्य होगी — कि हमारे जितने फ्लाइट इन्जीनियर्स हैं, फ्लाइट नेवीगेटर्स हैं, केबिन क्रू हैं, सब ने इसको माना है क्योंकि यह हितकर है आज की हमारी परिस्थिति में — बचत करना, खर्च को कम करना।

फिर आपने यह पूछा है कि उनका जो मासिक वेतन है इसमें कोई अंतर पड़ता है या

नहीं पड़ता है ? इसमें कोई अंतर नहीं पड़ता है, मन्थली सैलरी और बेसिक एलाउन्सेज में फर्क नहीं पड़ता, बाकी उनके फ्लाइंग आवर्स में डिपेन्ड करता है कि कितना उड़ते हैं, कितना काम करते हैं, कहां ठहरते हैं। जैसा मेरी वहिन (सरोजिनी महिषी) ने बताया वैसे ही कहना चाहता हूँ कि बेसिक मन्थली इमाल्यूमेन्ट्स और बेसिक एलाउन्सेज में किसी प्रकार का घाटा नहीं होता है।

इसके बाद आपने सवाल किया है कि खाली इन्हीं पाइलट्स के खिलाफ हमने तालाबन्दी क्यों की ? क्योंकि हुजूर, इल्लीगल स्ट्राइक उन्होंने ही किया — न नोटिस दिया, न नोटिस देने की बात की कि हम लोग कुछ कार्यवाही कर सकते कि एक साथ हमारी राष्ट्रीय विमान सेवा ठप नहीं हो सके, इसके लिए कोशिश करते; उसके लिए मौका नहीं दिया। अचानक यह इल्लीगल स्ट्राइक हमारे ऊपर आ गई और जहां इल्लीगल स्ट्राइक आ जाती है वहां इंडस्ट्रियल डिस्पयूट्स ऐक्ट 1947, एंड अमेन्डेड अप टू 1957 की धारा 2 उप-धारा (एल) आ जाती है। इस में है :

"(1) 'Lock-out' means the closing of a place of employment, or the suspension of work, or the refusal by an employer to continue to employ any number of persons employed by him."

इसमें लाजमी नहीं है कि जिन्होंने कसूर नहीं भी किया हो उनको भी लाक-आउट में कर दिया जाए। उसका मतलब यह है जिन्होंने इल्लीगल स्ट्राइक किया है उनका हमने लाक-आउट किया है। ये गलत और इल्लीगल स्ट्राइक न करें, स्लिप पैटर्न कबूल कर लें तो इनके बारे में भी सोचा जा सकता है।

श्री ओ३म् प्रकाश त्यागी : उपसभापति महोदय, मेरे एक इम्पोर्टेंट प्वाइन्ट का जवाब नहीं दिया; गिल्ड के चेयरमैन ने जो एक बात कही है कि सरकार लाभ के दृष्टिकोण से स्लिप सिस्टम लागू कर रही है, हम भी पक्ष में हैं, तो क्या

[श्री ओ३म् प्रकाश त्यागी]

सरकार इस प्रकार की जॉइन्ट कमेटी बनाने तैयार है ताकि पूरे तरीके से लाभ हो।

श्री राजबहादुर : यह मुझाव है जिसका वर्तमान स्थिति से कोई संबंध नहीं है। जब स्थिति नार्मल हो जाए, सामान्य हो जाए, उसके बाद इस पर विचार हो सकता है, लेकिन अभी मैं कोई आश्वासन नहीं दे सकता।

DR. K. MATHEW KURIAN (Kerala): Sir, during the stewardship of the lion. Minister, the labour relations in the Indian Airlines have gone to dogs, and today even Air India which has been functioning with a very high efficiency, accepted throughout the world, is also having a very serious management-labour relations. I would like to have specific answers from him to my following queries. I would like to know to what extent the operations of Air India have been crip-pied, whirl is the total estimated loss for \n India as a result of the recent strike and the lock-out. And compared to the Rs. 75 lakhs of the so-called saving, how many crores of rupees have been lost in terms of revenue? This is my first question.

Sir, the hon'ble Minister said that it is the management's function to decide about the slip system. I would like to ask him as to where has the principle of workers' participation in management gone? If the workers have participation in management; how can the Government say that it is only the management's function. The management has the function to manage but jointly with the workers and employees including senior officers, pilots and so on. All those who are salaried employees should who have a genuine opportunity for participation. May I know whether the Government have thrown this, principle of participation by employees in management to the winds? That is my second question.

Sir, the Pilots' Guild has made the allegation that the new system has overlooked the safety factor. Safety is primary. Instead of accepting this allegation or looking into this, Shri K. K. Unni, the Managing Director of Air-India has stated:—

"Safety is primarily the concern of the management." This is his statement. If safety is primarily the concern of the management and not the concern of the Pilots and senior officials who are actually operating the services, then I would say that this is a very distorted view, this is a very dangerous view and therefore, the Government should look into this.

Sir, the Government at least in theory is supposed to be impartial in a dispute between the management and the employees. But in this particular case I make the allegation that the Government has incited this whole affair. The Government is behind all this because their objective is not the saving of Rs. 75 lakhs but to break the organisational unity of the existing trade unions, the Pilots' Guild and the workers' associations. The object is to continue the anti-labour policy.

It is true that the Pilots in the Aft India are having vei"y high salaries. But it is also true that they operate in conditions of risk. Sir, the Union Minister of Civil Aviation may not be working under great risk particularly if he is a yes-man of the Prime Minister. But for the Pilots they have to work under conditions of risk. The high salary has been consequent to that. Shri K. K. Unni is on record to have said that stern action will be taken against the Pilots. Sir this kind of provocative attitude will only worsen matters. I would request the hon'ble Minister to perform his function as an intermeffiary between the management and the employees to ensure that the Pilots who have been suspended are reinstated, to see that the lockout is lifted immediately and negotiations started with the recognised unions.

Sir, the good image of the Air India has been destroyed through this precipitate action of the Government and the management. Air Marshal P. C. Lai's autocratic military tactics should not be implemented in Air India. This will be harmful to the good image which the Air India has built up in the past. The good relations between the management and the employees, including the Pilots,

should not be destroyed by precipitate action. I would request the hon'ble Minister to ensure that a Parliamentary Committee is appointed. My conclusion, therefore, is that proper management-employee relationship should be developed in the Air India and also in the Indian Airlines. The Government should appoint a Parliamentary Committee to examine ways and means of ensuring better management-employee relationship in the Air India and the Indian Airlines. The good name which Air India has earned should not be allowed to be destroyed by the autocratic attitude of the management.

SHRI RAJ BAHADUR: I am absolutely sure and confident that the management, the House and the Government are at one in defending, preserving, maintaining, and even enhancing the good name and image of Air India.

My friend asked about the loss. I have already given the reply. It is about Rs. 15 lakhs per day. He has stated against this that crores of rupees have been lost by this lock-out. Sir, the question is simple. Should we allow the leak in the tub to continue, or should we plug the leak? If in the duration of plugging there is some loss, we should bear it. Therefore, we are trying to plug this loophole for the sake of permanent values. That is why the slip pattern has been brought.

On workers* participation, I would only say that workers should be consulted. But the question arises: Should they also have (*Interruptions*). I take pride in telling you that mine is a Ministry under whom the International Airport Authority has got a Board of Directors with a workers' representative, Mr. Madhusudan. I am absolutely sure that even if the entire management was to be given to the workers' representatives even if that management comprises solely of workers' representatives, even that management will have to be allowed to manage. They also cannot manage, unless they are allowed to manage and if there is somebody who will off and on, time and again, disturb the management and upset their decisions, even they cannot manage. Therefore, the present management has to be allowed, so

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far as managing the affairs of Air India is concerned.

Then, Sir, it has been alleged that safety has been overlooked. I strongly dispute that statement, Sir. This is not correct, because we will be second to none in taking the fullest measures and precautions in regard to safety. By way of instance, I may just cite what the slip pattern would mean. I shall give one particular instance.

Under the base pattern of operations, the crew posted in Bombay today fly up to Beirut or Kuwait and return by a subsequent flight. We have six sets of crew temporarily posted in Beirut who fly between Beirut and London and back to Beirut after availing of rest in London. We have another five sets of crew temporarily based in London, who operate from London to Kuwait and return to London after availing of rest in Kuwait. After the slip system, the crew will be away from Bombay on around trip, from Bombay to London and back, for about seven days, during which the total flying done in the particular case cited above will be 27 hours and 50 minutes. For the remaining period, the crew will be laying over and taking rest at Beirut, London and Beirut. On return to the base, the crew will be entitled to a minimum rest period of 4½ to 5 days before he is asked to go on another flight. The round trip flight time between Bombay and London varies from 22 hours 40 minutes to 27 hours 50 minutes, depending on the route of the flight. It may not even be 27 hours and 50 minutes. So there is no question of any hazard to safety involved in this.

Sir, Dr. Kurian has made an observation. I know he has got his own viewpoints, his own slant in looking at things. He said that I am a 'yes man'. Sir, it is my proud privilege, and I claim it, and I may confess or admit it, with a great deal of pride and pleasure that it is my privilege, it is my duty, and my good luck, to be a follower of our great Prime Minister, Shrimati Indira Gandhi. I have no apologies to make to Dr. Kurian on that score.

DR. K. MATHEW EURIAN: What about my last question?

SHRI RAJ BAHADUR: About Mr. P. C. Lai, Dr. Kurian, if I may say so with all respect, seems to have a certain obsession, if not phobia . . . (*Interruptions*).

DR. K. MATHEW KURIAN: Sir, on a point of order . . .

MR. DEPUTY CHAIRMAN: There is no point of order . . . (*Interruptions*).

SHRI RAJ BAHADUR: I would only say that the Indian Airlines management and the workers have for the last so many months been working in perfect harmony. Why disturb that:-

MR. DEPUTY CHAIRMAN. Mr. Raha.

SHRI SANAT KUMAR RAHA (West Bengal): I think all possible questions have been raised in the House. I have nothing to add.

SHRI RAJ BAHADUR: Thank you very much.

SHRI BABUBHAI M. CHINAI (Maharashtra): Sir, industrial relations in Air India have been characterised so far by an attitude of passivity on the part of management and aggressive mood on the part of the employees. This is partly explainable by the fact that the doyen of civil aviation, Mr. J.R.D. Tata, has been anxious to build the external image of Air India as one of the best services in the world. Air India represents the highest magnitude of investment per unit of machine as compared to other industrial enterprises. In addition, Air India is a hundred per cent foreign exchange earner and any disruption of service means a total loss both of capital investment and foreign exchange earnings. The reaction of the pilots to the slip system which is in vogue in other Airlines as also in our own Airlines today is not only extraordinary but also perverse. At the same time one has to remember that these pampered few have been called upon to adjust themselves to some discipline. It is inevitable, therefore, that there should be the kind of reaction which we are witnessing. What is called for is a policy of firmness and fair-play so that (lie offenders of discipline come to appreciate the virtue of

discipline in the larger interests of the country and also feel confident that genuine grievances will be taken care of by the management.

One more point and I have finished. The Minister said that he will be saving Rs. 75 lakhs foreign exchange. I want to bring to your notice, Mr. Minister, that the system which you adopted of giving 100 dollars per passenger on Air India is being misused. Not only that. The other Airlines have also adopted the same system. They pay at Beirut; they pay at Geneva; they pay at Frankfurt; they pay at Paris; they pay at other places. Do you think this amount of 100 dollars is a temptation for passengers to go by Air India? It is a misnomer and I would request you kindly to examine so that you can save a lot of foreign exchange . . .

MR. DEPUTY CHAIRMAN: This point is not relevant to this question.

SHRI BABUBHAI M. CHINAI: It is relevant to save foreign exchange.

MR. DEPUTY CHAIRMAN: No, it is not relevant to the motion for discussion. Mr. Minister, you are not obliged to answer that part.

SHRI RAJ BAHADUR: The honourable Member has given expression to his views about industrial relations in Air India in the past. I do not want to comment on that. He is free to have his views. I will not dispute or challenge them. At the same time I must say that industrial relations complex and a very delicate matter, and therefore, you cannot provide for all situations and all times with the same yardstick, it is the exigencies of a particular situation which warrant or justify a particular approach in a particular manner by the management at a given time. He has asked me that we should remain firm. And he also used the word "fair play". He said that we should be firm and there should be fair-play. I can tell him that whatever is the law of the land, if there has been any violation under the Industrial Disputes Act, illegal strike,

threat of social and professional boycott, all these matters will be taken notice of in the right perspective. I very much regret that I have to say that because, after all, law is supreme; the law of the land is supreme, and we shall have to observe it. If this very Act Which governs the rights and interests of both the management and the workers, is violated, it is not merely the management . . .

DR. K. MATHEW, KURIAN: That Act does not say that you should declare a lock-out.

SHRI RAJ BAHADUR: That Act clearly allows me not only to declare a lock-out, but a partial lock-out against the particular number of employees . . .

DR. K. MATHEW KURIAN: It is a political action and you should take full responsibility for it,

SHRI RAJ BAHADUR: This is not a political action. This is purely the concern of the management, the administration. Hundred per cent it is managerial and functional. And that has been exercised. And I need not repeat it. But still I hope and plead that my friends who unfortunately did not listen to my appeal, will still listen to it and will come back to accept this slip system and try to avoid a crisis in to which they are taking themselves as also some of their colleagues. Let me also take this opportunity to say something about the threat they have given. A threat has been given that social and professional boycott will be done. I can assure all those workers, all those IPG members and all those pilots who are threatened with social or professional boycott that we shall provide them and furnish them all possible protection for their due discharge of their duties.

SHRI N. G. GORAY: I think we are blowing hot and cold in the same breath, both the pilots and the management. Only yesterday I read that in the Lok Sabha the Minister described these people as best sons of the soil.

SHRI RAJ BAHADUR: I still say that.

SHRI N. G. GORAY: In the same breath, some of us are describing them as pampered children.

SHRI RAJ BAHADUR: It is not me.

SHRI N. G. GORAY: Some others do it. Either they are very pampered children or the best sons of the soil. They cannot be both. If they are pampered children, deal with them firmly and do not describe them as patriots and sons of the soil. The pilots also on the one hand say that so far as the Slip system is concerned, in principle they have no objection. On the other hand, they have gone to the extent of saying that those who accept the Slip system will be boycotted socially and otherwise.

I think, Sir, we should try to find out what is the difference between the two positions. I could see that the difference was very narrow. While the management was saying that within 48 hours this question will have to be decided upon this way or that, the pilots were saying that it might take about a week. We have been told that every day the loss will be about Rs. 15 lakhs and the total savings will be 's. 75 lakhs. I would like to know whether it is in the interests of the Airlines or of the nation that we go on losing Rs. 15 lakhs every day or whether it is still possible for the Minister to do something. Let him not take a stand that whatever the management does will be backed by him. If it is possible, let him use his independent position and try to find out a way by which it will be possible for both of these groups to come and sit together. If the difference is only about the number of days it should take to debate the point and carry on the discussion, I think one week is not such a long time that they are asking for. If they are only wanting to have an excuse so that they could go back and inform the Guild: "Well, we have discussed it with the management. They do not agree and therefore we have to submit", let us provide them with an excuse. I do not think that both of you should stand on prestige and make it impossible for a

[SHRI N. G. GORAY]

common formula to be evolved. The result then will be that we shall be losing heavily and the relations will be very much embittered. If it is still possible to save the situation, I think the Minister is the right person to do it. He should not say: "I will not interfere". He should intervene. He is there for that purpose. Things should not be allowed to come to a head and we should not incur such huge loss.

SHRI RAJ BAHADUR: So far as I am concerned, I do not stand on prestige. I can assure him that, But there is no question of a day or 48 hours or a week. The question has been under discussion, under consultation for the last six months. Can one more week make all the difference?

SHRI N. G. GORAY: If it does not make

SHRI RAJ BAHADUR: After refusal, saying that joint consultations or joint committee is futile, even after that, they have met me twice. I may tell you that one of them was good enough to have called on me while I was in my sick bed. I am grateful to him. Even then I appealed to him: "Please hold your soul in patience and try this slip pattern. If you find any difficulties, we shall look into them through the normal channel". I thought he accepted my appeal. He gave me that impression. Probably I was wrong because today I find that they have rejected my appeal. I am always prepared to do anything that is reasonable. Let them also take into account two things. Firstly, they have gone on an illegal strike. Secondly, they are now resorting to things which they should not have. As an elder brother, Sir, I would certainly advise them not to think in terms of this social and professional boycott and all these things. This is something which is—i will put it in the clearest terms—reprehensible. If they want to persist in their attitude or keep these strikers on like this, that would amount to throwing the whole trade union movement to the winds.

Then, Sir, the last point made was about their being "the pampered children" or sons of the soil and I am not going into

the semantics of these expression. But repeat I regard them as the sons of the soil only since they are some of the best pilots in the world though they may be called "pampered children", they may still remain the best sons of the soil and the best sons of the soil may have still been pampered. It can be both ways. But I have not used the word "pampered child". It was used by some other distinguished friend. I only said that I still hope and pray that they would come back and meet the management and would accept the slip system and work it.

SHRI MULKA GOVINDA REDDY

(Karnataka): Mr. Deputy Chairman. Sir, Air-India is one of the best airlines in the world and it is known for its efficiency, for its courtesy and for the help it renders to the Indians who travel abroad and also to those foreigners who come to India. Sir, Air-India had very good labour relations and very cordial relations were there between the management and the pilots. Sir, our pilots are the best pilots in the world as the Minister has said just now. Now, Sir, I would like to know whether the introduction of the slip system or slip pattern was discussed at the IATA conference. I would also like to know since when the oilier prominent airlines in the world introduced this slip pattern and how is it that they discontinued the slip pattern in 1967?

Then, Sir, I would like to appeal to the pilots that they should give up this illegal strike of theirs and that they should sort out their differences with the Minister. I assure that the management will not take any vindictive attitude and victimise the pilots who have gone on strike and the strike will be withdrawn and a new chapter will be opened in the history of this airline.

SHRI RAJ BAHADUR: There is no question of the IATA coming in here. It is the International Air Transport Association and it is an association of the airlines. But the members of the IATA, as I have repeatedly said earlier, so many of them, are operating on the slip pattern.

SHRI MULKA GOVINDA REDDY: Since when?

SHRI RAJ BAHADUR: They have been operating perhaps right from the beginning and it is not a new system at all and it is no novelty at all. The base system might have come later for certain reasons of operational exigencies. So far as the other points are concerned. Sir, I would certainly share with him the hope that the pilots would accept my appeal and they would work this pattern and would come back and that if there is any difficulty, it can be sorted out by the management and these people sitting together.

MOTION FOR ELECTION TO THE COFFEE BOARD

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI A. C. GEORGE): Sir, I beg to move:

"That in pursuance of clause (b) of sub-section (2) of section 4 of the Coffee Act, 1942 (VII of 1942). this House do proceed to elect, in such manner as the Chairman may direct, one member from among the members of the House to be a member of the Coffee Board." *The question was put and the motion was adopted.*

REFERENCE TO FLOOD SITUATION IN EASTERN UTTAR PRADESH

श्री नागेश्वर प्रसाद शाही (उत्तर प्रदेश) : उपसभापति महोदय, आपकी आज्ञा से मैं सरकार का ध्यान पूर्वी उत्तर प्रदेश में जो भारी विपदा छापी है उसकी ओर दिलाना चाहता हूँ। श्रीमन्, इस समय गोरखपुर, देवरिया, बस्ती, गोंडा, आजमगढ़ और बहराईच, ये 5-7 जिले घाघरा, राप्ती और गंडक की बाढ़ से बिलकुल समुंदर हो गए हैं। आप श्रीमन्, लखनऊ से गोरखपुर की ओर चलें तो देखेंगे कि दोनों तरफ न कहीं गांव या फसल दिखायी देती है—लाखों लोगों की फसल पानी के अंदर डूब कर बर्बाद हो गई और कई हजार घर पानी के अंदर डूब कर बह गए हैं। श्रीमन्, सरकारी आंकड़े बताते हैं कि 10,000

से ज्यादा लोग अपने घरों से निकल कर सड़क के किनारे रह गए हैं, उनके घर का सारा सामान अन्न, कपड़ा वगैरह सब पानी में बह गया। श्रीमन्, मैंने उत्तर प्रदेश के चीफ मिनिस्टर जी से निवेदन किया कि राहत की मात्रा बढ़ाएं, परन्तु उनके साधन सीमित हैं और उन्होंने कहा कि हम कोशिश कर रहे हैं, मगर हमारे साधन सीमित हैं। इसलिए मैं, संसदीय मंत्री जी यहाँ मौजूद हूँ, उनके माध्यम से भारत सरकार से निवेदन करना चाहता हूँ कि प्रधान मंत्री जी के रेलवेन्ट फण्ड से उस क्षेत्र के लिए कुछ सहायता प्रदान की जाए। इस समय श्रीमन्, लाखों आदमी सड़क के किनारे पड़े हुए हैं, उनके पास मकान तो है नहीं, ऊपर से बारिश हो रही है, भीग रहे हैं, सारे कपड़े उनके घरों में रह गए, सारा गल्ला वहाँ पानी में डूब गया, उनके खाने का कोई ठिकाना नहीं, दवा का भी कोई मकूल इंतजाम नहीं हो रहा है इसलिए मैं दख्खवास्त करता हूँ कि केन्द्रीय सरकार शीघ्रातिशीघ्र भारी सहायता करे।

डा० रामकृपाल सिंह (बिहार) : श्रीमन्, मैं आपका ध्यान . . .

MR. DEPUTY CHAIRMAN: You never look any permission. This Is not fair. This is off the record.

डा० रामकृपाल सिंह: श्रीमन्, हमारी बात सुन तो लीजिए . . .

MR. DEPUTY CHAIRMAN: Please take your seat. I will nit permit you to say anything in this House like this . . .

(The hon. Member continued to speak)

श्री सीताराम सिंह : श्रीमन्, हमारा पौइन्ट आफ आर्डर है।

MR. DEPUTY CHAIRMAN: Mr. Rajnarain is having the floor. There is no business here. Mr. Rajnarain, you are having the floor now.

Reference to unhealthy effect of Kesari Dal

श्री श्री राजनारायण (उत्तर प्रदेश) : यह आदरणीय सदन के सम्मानित सदस्य समाचारपत्रों में पढ़ेंगे कि एक दाल होती है—केसरी। कहीं कहीं उसको चपरी भी कहते हैं। केसरी की दाल खाने से 40 आदमियों को लकवा मार गया और वे अस्पताल में हैं। हम अपने बनारस जिले के बारे में जानते हैं कि वहां पर चंदोल तहसील में अभी जो बड़े लोग हैं और जो आज कांग्रेस के बड़े बड़े पदों पर विराजमान हैं, वे मजदूरों को और हरिजनों को जो मजदूरी देते हैं उसको चपरी देते हैं। तो चपरी की दाल का वही गुण है जो केसरी की दाल का है। उसको जो आदमी खाता है, चार छः महीने, साल भर बाद उसको लकवा मार जाता है और यह गठिया पकड़ता है। तो मैं चाहता हूं यह केसरी की दाल एक प्रकार से अखाद्य पदार्थ बना दी जाए और जो लोग अपनी दयनीय स्थिति में केसरी की दाल को खाने के लिए जाते हैं उनके लिए सरकार कोई व्यवस्था करे। हमारे मित्र नागेश्वर शाही गोरखपुर के संबंध में केवल इतना ही सदन को बताएंगे कि तमाम बाढ़ आ गई, उसके बाद उनको बताने की कोई आवश्यकता नहीं। वास्तव में जो बताने की आवश्यकता है वह यह है कि आज जो बाढ़ग्रस्त एरिया है वहां के लोग खा क्या रहे हैं? केन्द्र की सरकार की जिम्मेदारी है लोगों के पेट को भरना। वहां श्रीमन्, आज खाने के लिए नहीं रह गया है।

वहां पर पशुओं को खाने के लिए चारा नहीं रह गया है और वहां पर बोन के लिए बीज नहीं रह गया है। तो जहां पर ऐसी स्थिति हो, वहां पर लोग अखाद्य चपरी, केसरी और मडुवा का भात, यही खाते हैं और यह चीज अपने देश की गरीबी और दयनीय स्थिति को दर्शाती है।

श्रीमन्, जिस देश के प्रधान मंत्री पर 35 हजार प्रतिदिन खर्च हो, जिस देश के कैबिनेट के मंत्री पर 4 हजार रुपया प्रतिदिन खर्च हो और जिस देश के क्लर्क पर 6 हजार रुपया माहवार खर्च हो, उस देश का गरीब मजदूर,

किसान, जो मेहनत करता है जो अन्न पैदा करता है, जो देहात में रहता है, वह चपरी, केसरी दाल खाकर लकवाग्रस्त रहे, यह स्थिति बहुत ही भयानक है और वर्दाश्त के काबिल नहीं है। इस तरह की स्थिति एकदम खत्म हो, इस तरह की सरकार को व्यवस्था करनी चाहिये। सरकार को इस सम्बन्ध में अच्छी तरह से नियम बना देने चाहिये कि इस तरह के अखाद्य पदार्थों को जनता को नहीं खाना चाहिये जब तक बाढ़ नहीं रुकती है। यह कहना कि बाढ़ एक दैवी विपत्ता है और यही कारण है कि लोगों को केसरी, चपरी और मडुवा का भात खाना पड़ता है। गांधी जी के लेख जो उन्होंने 1946 में लिखे थे, उनको पढ़ा जाय। गांधी जी ने कहा था कि जो सरकार बाढ़ को दैवी विपत्ता बनाकर बाढ़ग्रस्त लोगों की जिम्मेदारी और बाढ़ की जिम्मेदारी अपने ऊपर नहीं लेती है, वह सरकार पाजी है और वह सरकारी पापी है। मैं चाहूंगा कि यह पाजी और पापी होते हुए भी ऐसे कर्तव्य करे जिससे केसरी और चपरी जैसे दालों को खाकर लोग भविष्य में लकवाग्रस्त न हों।

MR. DEPUTY CHAIRMAN: The House stands adjourned till 2.45 P.M.

The House then adjourned for lunch at fortyseven minutes past one of the clock.

The House reassembled after lunch at fortyseven minutes past two of the clock, Mr. Deputy Chairman in the Chair.

THE PRESS COUNCIL (AMENDMENT) BILL, 1974

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): Mr. Deputy Chairman, Sir, the House will recall that it had given consent to an amendment to the Press Council

Act in 1973 which had extended the term of the members of the Press Council and its office bearers from 30th September, 1973

to 30th June, 1974. As the House is aware a Committee consisting of Members of Parliament from both the Houses is going into the question of considering amendment to the Press Council Act to provide a suitable machinery for the nomination of the Chairman and members of the Press Council.

श्री राजनारायण : इस कमेटी में कौन कौन लोग हैं ।

SHRI DHARAM BIR SINHA: If the hon. Member is interested, I can read out the names of the Members.

From Rajya Sabha, the Committee consists of:

Shri Bhupesh Gupta;
Shri V. G. Gadgil;
Shri T. N. Singh;
Shri Harsh Deo Malaviya;
Shri Krishna Kripalani; and
Shri Krishan Kant.

And from Lok Sabha, the Committee includes:—

Shri Anantrao Patil;
Shri C. L. Chandrakar;
Shri D. C. Goswami;
Shri B. S. Murthy;
Shri Hari Kishore Singh;
Shri Rudra Pratap Singh;
Shri K. P. Unnikrishnan;
Shri P. M. Sayeed;
Shri Somnath Chatterjee;
Shri Atal Bihari Vajpayee;
Shri Era Sezhtyan; and
Shri Vikram Mahajan.

श्री राजनारायण : अपोजिशन से केवल एक आदमी है ।

SHRI DHARAM BIR SINHA: Shri T. N. Singh and Shri Bhupesh Gupta.

MR. DEPUTY CHAIRMAN: No discussion, please.

SHRI DHARAM BIR SINGH: This Committee is going into this procedure. It has already examined several witnesses and has

gone into different aspects of the Press Council with objective of recommending a suitable machinery to select the Chairman and the members of the Press Council. The present Bill seeks to replace the Ordinance because the term of the Chairman and Members ended on the 30th of June and an Ordinance had to be issued to extend the term of the Council till the 31st of December. The present Bill seeks to replace the Ordinance.

In this connection, I would only like to bring one other matter to the notice of the House and that is that on the advice of the Committee on Subordinate Legislation contained in their Ninth Report we have included an amendment which lays down suitable provisions regarding laying of the rules to be framed under the Act.

Sir, at this stage I would confine my remarks only to these words and would later respond to the suggestions of the hon. Members that they would like to make.

With these words, Sir, may I now seek your permission to move the Press Council (Amendment) Bill, 1974, for consideration. Thank you.

The question- was proposed.

MR. DEPUTY CHAIRMAN: Are there any Members who would like to speak on the Bill?

SHRI LAL K. ADVANI (Delhi): Sir, we may take up the discussion of this Bill tomorrow and proceed with the discussion under Rule 176.

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS AND IN THE MINISTRY OF WORKS AND HOUSING (SHRI OM MEHTA): Sir, this may cause inconvenience. A number of Members have given their names for speaking on Discussion under Rule 176 and they are not here at the moment.

MR. DEPUTY CHAIRMAN: Let, at least, one Member speak. Then we will adjourn it for tomorrow.

SHRI OM MEHTA: Sir, if there is nobody to speak, then we will proceed with

[SHRI OM MEHTA]

the Bill and get it passed. Then start discussion on the Railways.

MR. DEPUTY CHAIRMAN: Shri Rajnarain, do you want to speak on the Press Council Bill?

श्री राजनारायण : आपके आने के पहले यह तय हो चुका था कि यह कल होगा ।

SHRI OM MEHTA: Sir, the Members who have to move the next motion are not here. They might object. Shri Niren Ghosh, Shri Rabi Ray, and others are not here. Then that motion also goes.

AN HON. MEMBER: That motion cannot go. There are other names also.

MR. DEPUTY CHAIRMAN: We will take up that motion at 3 p.m. sharp.

श्री राजनारायण : श्रीमन्, मेरा एक प्रश्न है ।

श्री सभापति : उस को आप पूछ लीजिए ।

श्री राजनारायण : श्रीमन्, मैं आप की इजाजत से एक बहुत ही आवश्यक प्रश्न यहां प्रस्तुत कर रहा हूं ।

MR. DEPUTY CHAIRMAN: It must have relevance to the Press Council (Amendment) Bill.

SHRI JAGDISH PRASAD MATHUR (Rajasthan): It is printed in press.

MR. DEPUTY CHAIRMAN: It has nothing to do with the Press Council. Is it a magazine or something?

श्री राजनारायण : मैं चाहता हूं कि प्रेस काउंसिल को यह भेजा जाय । जरा इस को देख लिया जाय । एक और दशहरा—आग से नहीं बोट से । श्री चरण सिंह, श्री अटल बिहारी वाजपेयी, श्री चन्द्रभानु गुप्त, राजनारायण और एक मुस्लिम लीग के नेता, यह जनता के दुश्मन हैं । जनता इन्हें हरायेगी । जनरल सेक्रेटरी, आल इंडिया, सांप्रदायिक विरोधिनी समिति । मैं कहना चाहता हूं कि इसको भी आप प्रेस काउंसिल में भेजें । जरा इसको देखा जाए

कि इलेक्शन के समय यह आर्डर था कि कोई आदमी ऐसे मैटर को न छापे ।

MR. DEPUTY CHAIRMAN: How is it concerned with the Press Council Bill?

श्री राजनारायण : श्रीमन्, मैं प्रेस काउंसिल बिल पर आ रहा हूं । प्रेस काउंसिल बिल जो माननीय मंत्री जी ने यहां प्रस्तुत किया है मैं समझता हूं कि उसकी कोई आवश्यकता नहीं रह गई है । क्यों आवश्यकता नहीं रह गई क्योंकि प्रेस काउंसिल बिल या प्रेस के सम्बन्ध में जो जो समितियां बनी हुई हैं उनकी रिकमंडेशंस को सरकार मानने के लिए तैयार नहीं है । आज प्रेस पर सरकार हावी होती जा रही है । प्रेस का सरकार ने पूर्णरूपेण अपहरण कर लिया है । प्रेस पर सरकार का खूनी पंजा इतनी मजबूती से गढ़ता जा रहा है कि हमारे देश की जनता गुमराह होती जा रही है ।

श्री हर्षदेव मालवीय : आपके रहते हुए कैसे गुमराह हो सकती है ?

श्री राजनारायण : हो रही है । मैं चाहता हूं कि प्रेस के लिए कितने कागज का कोटा चाहिए इस पर इनका नियंत्रण रहना चाहिए क्योंकि सरकार दिन पर दिन कागज का कोटा काटती जा रही है । उसका मकसद यह है कि प्रेस को कागज ही न मिले ताकि वह विरोधी दलों की बात को छाप ही न पाये । तो मैं यह कहना चाहता हूं कि यह जो प्रेस काउंसिल बिल यहां पर प्रस्तुत है, जो कमेटी इसके लिए बनी हुई है उसके टर्म्स आफ रेफरेंस को बढ़ाया जाए । उसमें विरोधी दलों के लोग जो कि सही मानों में स्वतंत्रता के पक्षाधर हैं ऐसे लोगों का समावेश कराया जाए । राज्य सभा का केवल एक आदमी है जिसको विरोध पक्ष का कहा जा सकता है ।

श्री ओम् मेहता : दो हैं दो ।

श्री राजनारायण : भूपेश गुप्ता को मैं विरोधी दल का नहीं मानता । भूपेश गुप्ता जी को प्रेस काउंसिल से क्या मतलब ।

श्री ओम् मेहता : वह ऐडिटर हैं एक न्यूजपेपर के ।

श्री राजनारायण : ऐडिटर हो किसी पत्र का या किसी न्यूज का इससे हमसे मतलब नहीं है । अमरीका में भी आप देखिये, श्रीमन्, कि कैसा प्रेस है । अमरीका की व्यवस्था देखिये और रूस की व्यवस्था देखिये । अमरीकी व्यवस्था में पूर्णरूपेण प्रेस आजाद है । श्री निक्सन जो वहाँ के राष्ट्रपति हैं अब उनका इंचीमेंट होने जा रहा है । यहाँ पर लागू प्राइम मिनिस्टर का नाम आ जाए, राष्ट्रपति का नाम आ जाए तो जैसे गगन गिर जाता है, धरा धँस जाती है, ऐसी स्थिति सदन में पैदा कर दी जाती है । मैं उन लोगों से पूछना चाहता हूँ कि जो आज प्रेस पर हावी होने जा रहे हैं उनको देखा जाए । निक्सन का वाटर गेट कांड क्या, मैं कहना चाहता हूँ कि निक्सन से ज्यादा चाहे वाटरगेट कांड कहिए या फ्लड गेट कांड कहिए, या ब्लडगेट कांड कहिए, यहाँ होते हैं । उससे मुल्क की जनता 3 P.M. चिन्तित है । यानी जिस दल ने निक्सन को राष्ट्रपति बनाया उसी दल के सदस्य आज निक्सन पर दबाव डाल रहे हैं कि आप इस्तीफा दो । हमारे यहाँ जो जनतंत्र के प्रहारी हैं, जो अपने को समाजवाद की लाइन पर लाते-लाते नहीं थकते . . .

श्री हर्ष देव मालवीय : आपके दल के बहुत से लोग आ गये हैं । आप से भी कहते हैं आप भी इधर चले आइए तो आप क्यों नहीं चले आते ।

श्री राजनारायण : मैं आपकी बात से पूर्णतः सहमत हूँ क्योंकि आज जो सत्तारूढ़ दल है वह सर्वप्राप्ति है । वह राष्ट्र की दिव्यता को चवाने और कुचलने पर तुला हुआ है । जो भी अपने देश की अच्छी चीजें हैं उनको नष्ट करने और दूसरे दलों को तोड़ने में लगा हुआ है ।

कल मेरा जो यहाँ भाषण हुआ आपने देखा होगा कि वह कहीं किसी अखबार में नहीं आया । ओबराय के बारे में मैंने कहा था कि उन पर

5 लाख रुपये जुर्माना है और 9 चार्जिज उन पर साबित हुए हैं फारेन एक्सचेंज के । आप पाएंगे ये चीजें अखबारों में गुम हैं । रेडियो जो प्रचार करता है उसमें भी नहीं आया है ।

मेरे पास एक आदमी आया जो 5 दिन तक अम्बाला में पुलिस कस्टडी में रहा . . .

श्री उपसभापति : तीन बज गए हैं, खत्म कारण ।

श्री राजनारायण : कल तो मैं लखनऊ जा रहा हूँ . . .

श्री उपसभापति : तीन बज गए हैं और रेलवे पर डिस्कशन होना है ।

श्री राजनारायण : मैं तो न इधर का रहा और न उधर का रहा । मुझे केवल दो मिनट दे दीजिए ।

श्री उपसभापति : आप वाइण्ड-अप कर लीजिए ।

श्री राजनारायण : मैं यह कह रहा था कि एक आदमी 5 दिन अम्बाला में पुलिस कस्टडी में रहा । फखरुद्दीन अहमद साहब ने वहाँ टेलीफोन किया और टेलीफोन करके उसको पुलिस से गिरफ्तार करवाया । (Interruptions) इसलिए गिरफ्तार करवाया ताकि वह अपना रिट पैटीशन वापस ले ले । मैं कहना चाहता हूँ कि डिप्टी चेयरमैन साहब आप वहाँ बैठे हुये थे और हमारे चेयरमैन साहब भी बैठे हुए थे जब मैंने उस आदमी को प्रोड्यूस किया और उस आदमी का ब्यान कराया . . .

श्री गुणानन्द ठाकुर : चेयरमैन साहब इन शब्दों को प्रोसीडिंग से निकलवाइए ।

श्री राजनारायण : मैं कहना चाहता हूँ कि इस देश की जनता आजाद है और आजाद रहेगी इसलिए प्रेस की स्वतंत्रता के जो पक्षाघर हैं, जो जनतंत्र के प्रेमी हैं उनका परम पुनीत कर्तव्य होना चाहिए कि जो सरकार प्रेस की स्वतंत्रता

[श्री राजनारायण]

पर अंकुश लगाए, उसकी स्वतंत्रता को काटे—चाहे किसी बहाने से भी काटे—उस सरकार को हटाए। इसलिए मैं अदब से कहना चाहता हूँ कि जो लोग प्रैस काउंसिल विधेयक के पक्ष में बोलें वे इस बात को बहुत ही हिम्मत के साथ कहें कि प्रैस की स्वतंत्रता की सुरक्षा के लिए जो भी कदम उठाना पड़ेगा, जो भी कर्बानी देनी होगी उस के लिए सदन के सम्मानित सदस्य तैयार हैं।

DISCUSSION UNDER RULE 176—Reported harassment, Victimisation etc. of Railway Employees for Participation in Recent Strike.

MR. DEPUTY CHAIRMAN: Mr. Rabi Ray.

SHRI BHUPESH GUPTA (West Bengal): Before you take this up, I had made a request that the assurances given in the month of May in this House by the hon. Minister should be circulated from the proceedings of this House and, if necessary, from the proceedings of the other House. Now, we have not got anything . . .

MR. DEPUTY CHAIRMAN: Mr. Rabi Ray.

SHRI BHUPESH GUPTA: You will be seeing that the Government has violated all the major assurances that were given. . . .

MR. DEPUTY CHAIRMAN: Yes, Mr. Rabi Ray.

SHRI BHUPESH GUPTA: We are entitled to have them circulated in order to debate it in the most effective manner.

MR. DEPUTY CHAIRMAN: Mr. Rabi Ray.

श्री रबी राय (उड़ीसा) : आज जिस सवाल पर मैं बोलने जा रहा हूँ वह एक इस प्रकार का सवाल है जो कि लाखों की तादाद में हमारे देश के रेलवे कर्मचारियों से संबंधित है। उप-सभापति महोदय, आप जानते हैं कि रेलवे हड़ताल को लेकर एक ऐसी चीज हो गई जिससे पता

लगा कि यह किस तरह का गम्भीर मामला है और रेलवे मजदूरों के साथ किस तरीके से खुल्लमखुल्ला बर्ताव किया गया। इसी सिलसिले में राष्ट्रपति गिरी और श्रीमती इन्दिरा गांधी के बीच में खुल्लमखुल्ला मतभेद भी हमारे सामने आ गया।

उप-सभापति जी यह इसलिए किया गया कि राष्ट्रपति श्री गिरि रेलवे मजदूरों के सभापति रह चुके हैं और उनके नाम से “गिरि मैदान” खड़कपुर में अभी भी है। इसलिए गिरि साहब का भारत सरकार से और प्रधान मंत्री से यह कहना था कि लाखों की तादाद में रेलवे मजदूर हिन्दुस्तान के चारों तरफ गांवों, जिलों और सब स्थानों में फैले हुए हैं, उनके साथ सहानुभूति के साथ आप बर्ताव करें। लेकिन भारत सरकार ने उनकी सलाह को नहीं माना और उसको ठुकरा दिया। यह बात सब लोगों को मालूम है कि राष्ट्रपति श्री गिरी की इस प्रकार की मान्यता थी और वह चाहते थे कि रेलवे मजदूरों के साथ अच्छी तरह से बर्ताव हो। लेकिन भारत सरकार द्वारा रेलवे मजदूरों के साथ उसी तरह से बर्ताव किया गया जिस तरह से दुश्मनों के साथ बर्ताव किया जाता है। मैं यह कहना चाहता हूँ कि रेलवे मजदूरों की मांग आर्थिक सवाल पर थी। रेलवे मजदूरों की सब संगठनों की प्रतिनिधि सभा आल इंडिया रेलवेमेन फेडरेशन की तरफ से मांग दी गई थी। उनकी छः मांगें थीं और वे मांगें इस प्रकार हैं :—

"(a) All railwaymen be treated as industrial workers with full trade union rights including the right to negotiate.

(b) The working hours of railwaymen shall not exceed eight hours per day.

(c) There shall be job evaluation of all railwaymen through a scientific system to be followed by their reclassification, re-gradation with the need-based minimum wage as the wage for the lowest-paid worker.

(d) Pending the completion of job evaluation and reclassification, immediate parity in wages with those of workers in

the Central undertakings, viz: HMT, BHEL, HSL, HAL, etc.

(e) Dearness allowance linked to the cost of living index with full neutralisation for every rise of 4 points in a six-month period.

(f) Bonus at the rate of one month's wages for the years 1971-72 and 1972-73.

(g) Decasualisation of all casual railwaymen and their confirmation in service with all benefits given to them with retrospective effect.

(h) Adequate and subsidised food-grains and other essential commodities through departmentally-run shops.

(i) All victimisation cases should be

उप-सभापति जी, ये छः मांगें आर्थिक सवाल पर थीं। वर्तमान स्थिति में जो आर्थिक कठिनाइयां रेलवे मजदूरों की थीं। वर्तमान स्थिति में जो आर्थिक कठिनाइयां रेलवे मजदूरों को थीं उसी सिलसिले में ये मांगें थीं। आप जानते हैं कि रेलवे मजदूरों के प्रतिनिधियों के साथ अप्रैल 30 तारीख को कुरुक्षेत्री साहब की बात होती है और आप इस बात का भी अन्दाजा लगा सकते हैं कि 30 तारीख को बात होती है और सुबह हम लोगों को खबर मिलती है कि रेलवे मजदूरों के प्रतिनिधि श्री जार्ज फर्नांडीस को गिरफ्तार कर लिया गया है। मैं समझता हूँ कि रेलवे मजदूरों के ऊपर यह एक बहुत बड़ा हमला हुआ और इसके परिणामस्वरूप 30 तारीख को जो वार्तालाप चल रही थी वह भी आगे नहीं चल सकी। सरकार रेलवे मजदूरों को अपना दुश्मन समझने लगी और इसलिए उन्होंने इनके ऊपर इस प्रकार से हमला बोल दिया। आप जानते हैं कि 30 अप्रैल से 28 मई तक सारे देश में हड़ताल चली। मैं आपको यह भी बताना चाहता हूँ कि जो हड़ताल हुई थी उसके अन्दर जिस तरीके से मजदूरों के ऊपर अत्याचार हुए, उसने हिटलर के जमाने को भी मात कर दिया। हिटलर के जमाने में भी इस तरह के अत्याचार नहीं हुए थे। इसी सिलसिले में
withdrawn."

मैं मैं सदन के सामने इंग्लिस्तान का उदाहरण रखना चाहता हूँ। वहाँ पर कोल-माइन्स के अन्दर मजदूरों की हड़ताल हुई थी। इस हड़ताल से ही सरकार सहमत नहीं थी, लेकिन हीथ सरकार ने इस प्रकार के हिटलरी अत्याचार मजदूरों पर नहीं किये। इसके विपरीत हीथ सरकार ने उनकी मांगों को लेकर अपने देश में आम चुनाव कराये। एक तरफ इंग्लिस्तान की सरकार मजदूरों की मांगों को लेकर और हड़ताल के कारण अपने देश में आम चुनाव कराती है और उसमें कंजरवेटिव पार्टी की हार होती है, लेकिन दूसरी तरफ हिन्दुस्तान में मजदूरों पर घोर अत्याचार किये जाते हैं। रेलवे मजदूरों के ऊपर और उनके बच्चों के ऊपर इस बार इतने अत्याचार किये गये कि इस बात को सब मानते हैं कि इस तरह के अत्याचार मजदूरों के ऊपर पहले कभी नहीं हुए हैं। हड़ताल जब वापस हुई तो 30-40 हजार कर्मचारियों को नौकरी से निकाल दिया गया और इसी प्रकार लगभग 50 हजार कैजुअल कर्मचारियों को नौकरी से हटा दिया गया। इस प्रकार से लगभग एक लाख कर्मचारियों को नौकरी से हटा दिया गया। इसके फलस्वरूप रेलवे के अन्दर नामलसी अभी तक नहीं आ पाई है। सवाल यह है कि इस सत्र में इसी सवाल पर उस रोज जब हम चर्चा कर रहे थे तो सदन में रेलवे मंत्री की तरफ से यह आश्वासन दिया गया था कि हम विक्टिमाइजेशन नहीं करेंगे। और विक्टिमाइजेशन के सिलसिले में खुद रेल मंत्री एल० एन० मिश्र जी द्वारा 28 मई को आल इंडिया रेडियो के जरिए कहा गया कि :-

"Railwaymen have been assured that there will be no victimisation".

फिर यह भी कहा गया कि :-

"The Railway Minister has said that illicre will be no victimisation to the employees who participated in the strike."

[श्री रवी राय]

उपसभापति महोदय, बाकायदा 28 तारीख को सरकार की तरफ से रेल मंत्री यह ऐलान करते हैं कि जो मजदूर हड़ताल में हिस्सा लिए हैं उनके ऊपर हम कोई विक्टिमाइजेशन नहीं करेंगे और यह भी आपको मालूम है कि जब वार्तालाप विरोधी दलों के साथ चल रही थी प्रधान मंत्री के साथ उस वक्त खाद्य मंत्री फखरुद्दीन अली अहमद, जो अभी राष्ट्रपति पद के उम्मीदवार हैं, उनकी तरफ से एक फार्मूला निकाला गया। फार्मूला में यह था कि जो रेलवे मजदूर रेल हड़ताल वापस लेंगे उनके ऊपर हमारी तरफ से कोई विक्टिमाइजेशन नहीं होगा। यह फार्मूला भारत सरकार की ओर से आया। लेकिन यह सब होते हुए भी, रेलवे मजदूर हड़ताल वापस कर लिए थे मई को। फिर उसके बाद रेलवे मजदूरों के ऊपर जो अत्याचार हुए वे अभी भी जारी हैं। सरकार ने 28 मई को जो आम तौर से एथोरेन्सेज दिए थे कि हम उन मजदूरों के साथ कोई रिप्राइजल नहीं करेंगे जो हड़ताल पर गए, उन पर कोई कार्यवाही नहीं हुई।

श्रीमन्, अभी क्या स्थिति है? आप जानते हैं, दिल्ली में जो एक बड़े आफिसर हैं रेलवे मंत्रालय के जो जोनल मैनेजर्स हैं, जनरल मैनेजर्स हैं, उनका एक सर्कुलर रेलवे की तरफ से निकाला गया, वह मैं पढ़ कर सुनाता हूँ जिससे पता चलता है कि रेल विभाग के जो नीचे तबके के आफिसर हैं वे उनके साथ अत्याचार जारी रखते हैं :

"It has been observed that despite the issue of Shri Goel's D. O. no appreciable progress has been made either in regard to the processing of cases of condonation of break in services or disposal of appeals preferred by May 1974 strikers against their dismissal, removal, termination. The Board have also expressed their concern on their account."

सवाल यह है कि जो आफिसर नीचे के तबके के हैं उनको चाहिए कि सरकार की तरफ से जो ऊपर से सर्कुलर निकाले जाते हैं कि सहानुभूति के साथ बर्ताव करो, वह नहीं हो पाता है जिससे

कर्मचारियों के ऊपर अत्याचार जारी रहता है। मैं आपको दिल्ली के आंकड़े देना चाहता हूँ। दिल्ली में एक सक्सेना साहब हैं जो अभी दिल्ली डिविजन के सुपरिन्टेंडेंट हैं, इन सक्सेना साहब के खिलाफ कई रिपोर्टें ह, और यह भी निकल चुका है कि भ्रष्टाचार के आरोप में उनके खिलाफ इन्क्वायरी चली है। यह क्या करते हैं? जो इनके नीचे के तबके के बलकें जो सारा भ्रष्टाचार का केस दिए हुए हैं, उनके खिलाफ वे जान बूझकर रिवेन्ज ले रहे हैं, पर्सनल वैन्डाटा के तौर पर, जिससे दिल्ली में जानबूझ कर ये लोगों को तंग करते हैं और उनके आर्डर के अनुसार 750 रेलवे कर्मचारी डिस्मिस हुए हैं, 575 जो टेम्परेरी कर्मचारी हैं वे डिस्मिस हुए हैं...

श्री महावीर त्यागी : आन् ए पोइन्ट आफ आर्डर। मैं यह अर्ज करना चाहता हूँ कि अगर भ्रष्टाचार वगैरह के चार्ज किसी आफिसर के खिलाफ हैं तो उनका नाम लेकर यहां जिक्र नहीं करना चाहिए।

SHRI BHUPESH GUPTA: I suggest his name and his father's name also should be taken so that the whole pedigree is known. The whole pedigree should be known of this bureaucracy running the railways of this country. (Interruptions)

MR. DEPUTY CHAIRMAN: Let him continue his speech.

श्री रवी राय : 27 अक्टूबर 1973 के फ़ोट फ़ार्वाइडिंग में यह निकल चुका है कि ये भ्रष्टाचार के आरोप हैं। तो इस तरह से उप-सभापति जी, मैं कह रहा था कि यह सक्सेना साहब जानबूझकर रेलवे कर्मचारियों के ऊपर अत्याचार कर रहे हैं और उनके आदेश पर इस तरह की चीज चल रही है।

इसी तरह से मैं बेजवाड़ा के सम्बन्ध में कहना चाहता हूँ। मैं नहीं जानता कि रेलवे मंत्रालय को यह जानकारी है या नहीं? बेजवाड़ा में मीसा के अन्तर्गत 14 आदमियों को गिरफ्तार किया गया, डी० आई० आर० के अन्दर 5 आदमियों को गिरफ्तार किया गया।

जिन लोगों ने हड़ताल में योगदान दिया था, केवल हड़ताल में योगदान किया था, उनमें से 19 को डिसमिस कर दिया गया है। समरी ट्राइल करके 33 आदमियों को जुर्माना कर दिया गया क्योंकि वे हड़ताल में शामिल थे। इसी तरह से आप देखेंगे कि हर एक जोनल डिविजन में इस तरह के अत्याचार जारी हैं, विक्टिमाइजेशन जारी है और आफिसरों के जो पर्सनल वैनडिटा है, उसके आधार पर वे अत्याचार कर रहे हैं और यह चीज अभी तक जारी है।

उपसभापति जी, सवाल यह है कि हड़ताल वापस हो गई है और सरकार का कहना है कि वह एन० सी० सी० आर० एस० की जो संस्था है, उसके साथ बातचीत नहीं करेंगे। सवाल यह है कि 30 तारीख को कुरैशी साहब ने चन्द बातें कही थी कि सरकार की तरफ से रेलवे वालों की 6 मांगें पूरी हो चुकी हैं। सवाल यह कि अब तक वे 6 मांगों के बारे में कह रहे थे। 6 मांगों पर आल इण्डिया रेलवे मेन्स फेडरेशन के किसी भी पदाधिकारी ने दस्तखत नहीं किये। इस तरह से देशवासियों को गुमराह करने के लिये सरकार की तरफ से यह कहा जाता है कि हमने रेलवे मजदूरों की 6 मांगों को पूरा कर दिया है इसमें कोई तथ्य नहीं है।

कल सदन के आमने सवाल आया था और कुरैशी साहब ने कह दिया कि जब स्ट्राइक के लिये बैलट हुआ था, उस समय मजदूरों की जो मांगें थी उसमें बाद में बैलट के बाद परिवर्तन हो गया। मैं कहना चाहता हूँ कि इस तरह की बातें कहकर वे सदन को गुमराह कर रहे हैं। सवाल यह है कि अब तक बोनस और पेंशन की जो मांग थी, वह मैंने आपकी खिदमत में पढ़कर सुना दी और वही मांग रेलवे मजदूरों की है। इस मांग को लेकर सरकार की जो अपनी संस्था रेलवेमेन्स फेडरेशन है, उसके साथ बातचीत करने के

लिये सरकार आग क्यों नहीं आती है ? अब तो रेलवे में हड़ताल समाप्त हो गई है तो उसके बाद सरकार इस तरह का रुख क्यों अपना रही है। सरकार की ओर से यह कहा जा रहा है कि रेलवे में नार्मलसी आ गई है, लेकिन हमको यह जानकारी मिली है कि पिछले साल जुलाई में जिस तरीके से ट्रेनें चल रही थी उस तरह से आजकल नहीं चल रही है। और उस तरह की नार्मलसी अभी तक नहीं आई है। सरकार जनता को गुमराह करने के लिये सदन को गुमराह करने के लिये कह रही है कि नार्मलसी आ गई है जब कि अभी तक कितनी ही ट्रेनें बन्द हैं और नार्मलसी नहीं आई है। इसलिये मैं कहना चाहता हूँ कि सरकार को रेलवे कर्मचारियों के साथ प्रजातन्त्रीय ढंग से बर्ताव करना चाहिये जो वह नहीं कर रही है। आज सदन को इस तरह का मौका मिला है कि वह रेलवे कर्मचारियों के बारे में बहस करें और इसीलिये मैं आपके जरिये मंत्री जी से कहना चाहता हूँ कि स्ट्राइक करना यह रेलवे कर्मचारियों का जन्म सिद्ध अधिकार है। प्रजातन्त्रीय तरीके में यह बात मानी जा चुकी है कि रेलवे कर्मचारियों की हड़ताल करने का अधिकार है और जन्म सिद्ध अधिकार है।

हड़ताल अब वापस हो चुकी है और उसके बाद भी मैं यह कहना चाहता हूँ रेलवे कर्मचारियों की जो प्रतिनिधि संस्था है उनके साथ फौरन बातचीत करनी चाहिये और जो उनकी मांग है उसके सम्बन्ध में बातचीत होनी चाहिये। सवाल यह है कि जो कैसेज रेलवे कर्मचारियों के खिलाफ है, जिन्हें डिसमिस कर दिया गया है, जिन्हें सस्पेन्ड कर दिया गया है, उनको काम पर ले लिया जाय ताकि रेलवे में नार्मलसी की सिचुएशन पहिले की तरह फिर कायम हो जाय। यह सरकार की जिम्मेदारी है कि रेलवे में नार्मलसी कायम करे और सरकार को इस चीज को प्रैस्टीज का मामला नहीं बनाना चाहिये।

[श्री रबी राय]

सरकार को इस तरह नार्मलसी लाने के लिये सोचना चाहिये और हाउस को आश्वासन देना चाहिये कि कल से रेलवे मजदूरों के प्रतिनिधियों के साथ हम बात करेंगे, सारे कैसेज को वापस लेंगे और जो ब्रैक-इन-सर्विस है उसको पूरा करेंगे और नार्मलसी को लाने के लिये जो वातावरण पैदा करना चाहिये उस तरह का वातावरण पैदा करेंगे। मैं आशा करता हूँ कि आज हाउस को चाहिये जो इस विषय पर बहस करने का मौका मिला है उसका हम फायदा उठायेंगे। सरकार से मैं यह कहना चाहता हूँ कि राष्ट्रपति गिरी ने जैसा प्रधान मंत्री को कहा था कि उस ढंग से बर्ताव करें और सरकार ने जो यह कहा था कि विक्टिमाइजेशन नहीं करेंगे उससे सरकार तनिक भी इधर उधर न हो सरकार ने इस हाउस में जो आश्वासन दिया था उसको देखते हुए मैं आशा करता हूँ कि हाउस के उठने से पहले सरकार इस बात का आश्वासन देगी कि वह हम लोगों की इस मांग पर विचार करेगी।

श्री कमल नाथ झा (बिहार) : उप सभापति महोदय, हमारे मित्र माननीय रबी राय जी ने यह कहा कि मजदूरों का यह जन्मसिद्ध अधिकार है कि वे हड़ताल करें अपनी मांगों के लिये। जन्मसिद्ध अधिकार क्या होता है बर्थ-राइट क्या होता है, मैं नहीं जानता, लेकिन हमारे देश में जहाँ जनतांत्रिक व्यवस्था है, मजदूरों को कानूनी अधिकार हड़ताल करने का अवश्य है। मैं अपने मित्र को बताना चाहता हूँ कि जैसे मजदूरों को कानून में अपने हक के लिये हड़ताल करने का अधिकार है, वैसे ही सरकार को भी कानून में अधिकार है कि अगर वह किसी हड़ताल को जनहित के विरुद्ध समझती है तो उस हड़ताल को अवैध करार दे सकती है। ये दोनों अधिकार कानून से मजदूर और सरकार को प्राप्त हैं। अगर किसी

यूनियन या किसी दल को ऐसा महसूस हो कि सरकार ने कानून का नाजायज उपयोग करके किसी उचित हड़ताल को अवैध करार दिया है तो हमारे संविधान में, इस जनतांत्रिक संविधान में जहांगीर के घन्टे के डलाने का हक है और वे सुप्रीम कोर्ट में याचिका दाखिल करके सरकार के इस एलान की वैधता को चुनौती दे सकता है। अगर सरकार ने जनहित में रेलवे की हड़ताल को गैर कानूनी घोषित किया तो ये लोग, अगर इनकी संविधान और कानून की मर्यादा में थोड़ी भी आस्था होती, सरकार की इस घोषणा के विरुद्ध सुप्रीम कोर्ट में याचिका दायर कर सकते थे और वहाँ से फैसला करा कर हड़ताल पर जा सकते थे, लेकिन इन्होंने ऐसा नहीं किया क्योंकि इनको विश्वास था कि अगर हम न्यायलय में जायेंगे तो वहाँ मुंह की खाँयेंगे। कानून पर इनकी आस्था नहीं, संविधान पर इनकी आस्था नहीं और जनतंत्र पर इनकी आस्था नहीं, इसलिये इस हड़ताल को कोई कानूनी-हड़ताल मानने के लिये तैयार नहीं है और न होगा। हड़ताल की वैधता की जांच करने का एक दूसरा मेजरिंग राड भी होता है क्योंकि कानून ही सब कुछ नहीं है, कानून से अलग भी कुछ चीज होती है जैसे मान लीजिए इस हड़ताल के पीछे सम्पूर्ण राष्ट्र की जनता की सदभावना होती क्योंकि डेमोक्रेसी में, जनतंत्र में जनमत भी बहुत अहमियत रखता है। मैं उनसे पूछना चाहता हूँ—कानून की दृष्टि से तो आपने नाजायज काम किया ही—कि क्या इस रेलवे हड़ताल के पक्ष में इस 56 करोड़ के भारतवर्ष में आपको किसी तबके का समर्थन प्राप्त हुआ? क्या गांवों में काम करने वाले खेत के मजदूरों ने आपकी हड़ताल का समर्थन किया?

क्या खेतों में काम करने वाले किसानों ने आप की हड़ताल का समर्थन किया? क्या शहरों में काम करने वाले औद्योगिक मजदूरों ने आप की हड़ताल का समर्थन किया? क्या बुद्धि जीवियों ने, वकीलों ने, डाक्टरों ने, पत्रकारों ने, नवयुवकों ने, यूथ ने, आप का समर्थन किया? आप

सीने पर हाथ रख कर कहिये कि 57 करोड़ में लोगों ने आप की हड़ताल का समर्थन किया। एक भी तबका नहीं। बल्कि मैं उपाध्यक्ष महोदय, आप के माध्यम से कहना चाहता हूँ कि अगर यह हड़ताल कुछ और दिन तक चलती तो जनता इनसे इतनी उब गयी थी, उस का आक्रोश इतना बढ़ गया था कि जनता स्वयं कानून को अपने हाथ में ले कर इन हड़ताल करने वाले लोगों से निपटना शुरू कर देती। इसलिये इन की हड़ताल को न कानून का समर्थन था और न जनता का समर्थन था। अब यह मजदूरों के हामी बनते हैं। जिन मजदूरों के यह प्रतिनिधि होने का दावा करते हैं उन के लिये मैं तीसरी बात कहना चाहता हूँ कि उनकी हड़ताल को रेलवे में काम करने वाले दस लाख मजदूरों में से एक छोटे हिस्से का ही समर्थन प्राप्त था। अगर उनको बहुमत का समर्थन प्राप्त होता, अगर उन के झंडे के नीचे दस लाख रेलवे मजदूर आते तो उन को एसिड बल्ब फेंकने की कोई जरूरत न होती, उन को तेजाब फेंकने की कोई जरूरत न होती और उनको फिस प्लेट्स उखाड़ने की जरूरत न होती, उनको आग लगाने की और छुरे और बम ले कर रेलवे कालोनीज में घूमने की जरूरत न होती। यह मायनारिटी वायलेंस के बल पर, अल्पमत के हिस्सों के बल पर बहुमत मजदूरों को डरा धमका कर उन के दिल में दहशत पैदा कर के उन को काम से दूर रखना चाहते थे। मैं इस हड़ताल के सिलसले में एन० एफ० रेलवे में गया जहां कि नक्सलाइट लोगों का डेन है और जब मैंने सिलीगुड़ी में, कटिहार में मीटिंग की और उन को आश्वासन दिया तो आंकड़े बतायेंगे कि पांच, दस दिन के बाद भी वहां के मजदूर काम पर आने लगे और 12, 14 दिन में ही वहां का सारा ठप्प काम चलने लगा, तो मैं आप के माध्यम से उपाध्यक्ष महोदय, पूछना चाहता हूँ कि यह हड़ताल जिस को कानून का समर्थन नहीं, जिस को जनता का समर्थन नहीं, जिस को मजदूरों का समर्थन नहीं, सिर्फ एक देश की स्थिति को डिस्टर्ब करने के लिये एक डिस्टर्ब मोटिव

से जो चलाई गई ऐसी हड़ताल का आप ने आवाहन किया, और अब आप बनिये की दकान की तरह बैठ कर यह तलपट बिठाते हैं कि इतने मजदूर डिस्मिस हुए, इतने मजदूरों की सर्विस ब्रेक हुई, और इतने मजदूरों को मीसा में अरेस्ट किया गया, इतने आदमियों पर मुकदमा चलाया गया, और आप यह लेखा जोखा मिला रहे हैं, मैं कहना चाहता हूँ कि नाटक में जैसे सूत्रधार होते हैं, जैसे नाटक का एक स्टेज मैनेजर होता है, हिन्दी में उस को सूत्रधार कहते हैं और वह परदे के पीछे बैठ कर प्राम्पटिंग करता है, उसी प्रकार ये विरोधी पक्ष के लोग इस हड़ताल के सूत्रधार हैं और उन से पूछना चाहता हूँ कि यह ठीक है कि आप तलपट बिठाये। आप तलपट बिठाये कि कितने डिस्मिस हुए, कितनों का ब्रेक-इन सर्विस हुआ, कितनों पर मीसा लगाया गया और कितनों को जेल भेजा गया, लेकिन इन के साथ साथ आप यह भी तलपट बिठाये कि इस के साथ ही इस हड़ताल के कारण इस देश का, गरीब देश का कितना नुकसान हुआ। आप यह भी तलपट बिठाये कि इस हड़ताल से इस रेलवे को कितनी क्षति हुई। आप यह भी तलपट बिठाये कि इस हड़ताल से इस देश के करोड़ों लोगों के साथ कितना अन्याय हुआ। यह भी तलपट बिठाये कि मजदूरों के ऊपर इस के कारण आप ने कितना जुल्म ड़ाया और फिर दोनों को तराजू पर रखें और अपने ईमान को साक्षी रख कर देखें कि पलड़ा किस का भारी है। इस लिये मैं आप से कहना चाहता हूँ कि आप इन बातों पर ध्यान कर के इस सदन में अपने दिल के पट खोलिये। बात उठती है विक्टिमाइजेशन की किस का विक्टिमाइजेशन। आज विक्टिमाइजेशन किस का हुआ मुठी भर रेलवे के मजदूरों का जो हिस्सा पर उतारू थे या विक्टिमाइजेशन हुआ इस गरीब देश का जहां आज दो तिहाई आफ दि टोटल पापुलेशन भूख से तड़प रही है।

उस देश की इंडस्ट्री को आपने विक्टिमाइज किया, आपने उन करोड़ों लोगों को,

[श्री कमल नाथ झा]

जो स्टेशनों पर आपके द्वारा रोक कर रखे गये पानी के बिना, बिजली के बिना, विक्टिमाइज किया। आपने उन लाखों उद्योगों को विक्टिमाइज किया जो कि कोयले के बिना, बिजली के बिना स्टा^र करते रहे और आपने उन करोड़ों रोगियों को जिनके पास दवा नहीं पहुंच सकी, विक्टिमाइज किया। आपने उन लोगों को जिनके पास अनाज नहीं पहुंच सका क्योंकि रेलवे लाइन बन्द थी, विक्टिमाइज किया। इसलिए अपने मुल्क के खिलाफ यह साजिश की कि मुल्क की जनता को आपने विक्टिमाइज कराया मूठ्ठी भर मजदूरों को भड़का कर। इस बात को इतिहास से आप नहीं मिटा सकते।

उप-सभापति जी, आपके माध्यम से मैं कहना चाहता हूँ, कि इतिहास यहीं खतम नहीं होता है। यह तो पहला अध्याय है। जिस इतिहास को राजनारायण जी, सी० पी० आई० वाले और जनसंघ वाले दोस्त लिखना चाहते हैं, मैं भूषेण गुप्त को धन्यवाद दूंगा कि एक बार इनके चंगुल में पड़ गये हो लेकिन इसने वाद अपनी जान छुड़ाकर भागे, उसके लिये इनका 3 पाईट प्रोग्राम चल रहा है—डिसरप्शन डिस्सल्यूशन और डिफेंशन। ये 3 पाईट प्रोग्राम है—डिसरप्, डिस्साल्यूट और डिफेंस। इन्होंने पहला प्रोग्राम चलाया डिसरप् करने का बिजली घरों को बन्द करो, रेल को बन्द करो, उद्योग धंधों को ठप्प करो और देश को पैरेलाइज करो। लेकिन...

SHRI G. LAKSHMANAN (Tamil Nandu): Sir, on a point of order. We are now discussing, according to the list of Business, "the reported harassment, victimization and break in service of thousands of the railway employees for their participation in the recent strike". But the honourable Member is going off the point.

MR. DEPUTY CHAIRMAN: Please take your seat. I know who is going off the point and who is not. Several members have gone off the subject quite often. So, please take your seat.

श्री कमल नाथ झा : लेकिन प्रधान मंत्री इन्दिरा गांधी के नेतृत्व में और उनके निर्देशन में भारत सरकार ने ठोस फैसला किया कि ऐसे तत्वों को, डिसरप्शन करने वाले तत्वों को इस बात का मौका नहीं दिया जाएगा और हमारी सरकार ने देश की जनता ने, कांग्रेस पार्टी ने इसका डटकर मुकाबला किया और इनको घुटने टेकने पड़े और देश की सोशल लाइफ में जो डिसरप्शन की इन्होंने साजिश की जब उससे ये नाकामयाब हो गये तो फिर विक्टिमाइजेशन का नारा लाते हैं।

दूसरा इनका परमहंस का नारा है कि इस देश की सरकार बेइमान है, इसे देश के अफसर भ्रष्ट है। साबन के अंधे को केवल हरा ही सूझता है। उसको सारे देश में बेईमानी ही सूझती है केवल अपने को छोड़कर। इसलिये उप-सभापति जी, मैं यह कहना चाहता हूँ कि मजदूर और देश के गरीबों के प्रति हमारी सरकार की हमदर्दी है और वह रहेगी और मजदूरों के इस देश के दुश्मन दूसरी तरफ बैठे हुए हैं। वह जो कुछ कर रहे हैं वह जनता के सामने है। हमारी सरकार और हमने कभी भी मजदूरों का विक्टिमाइजेशन करने की बात स्वप्न में भी नहीं सोची और आज जो सर्कुलर पढ़कर रवीराय जी ने बताया, वह इस बात का प्रमाण है कि रेलवे मंत्रालय उन सारे केंसेज को सहानुभूति के साथ, सद्भावना के साथ रिक्यू कर रहा है, जिनके ऊपर किसी परिस्थिति से मजबूर होकर देश हित में और देश की रक्षा के तकाजे में हमको अफसोस के साथ कार्यवाही करनी पड़ी। (Time bell rings) मैं यह कहना चाहता हूँ आपके माध्यम से रेलवे मंत्री महोदय से कि आज जो मजदूर गुमराह हो कर या दबाव में पड़ कर या किसी भय और आतंक से काम पर आने के लिये मजबूर हुए उनके साथ सहानुभूतिपूर्वक वर्ताव होना चाहिये और जिन लोगों ने जानबूझ कर देश की सम्पत्ति को नष्ट करने की कोशिश

को, जिन्होंने जानबूझ कर रेलवे की सम्पत्ति को बर्बाद किया या जान-माल पर हमला किया और आतंकवादी प्रवृत्ति को ट्रैड यूनियन में घुसाने की कोशिश की ऐसे कसों के विरुद्ध जो उचित कानूनी कार्यवाही होनी चाहिए, वह करनी चाहिए। जिनके विरुद्ध ऐसा संगीन मामला नहीं है, जिन्होंने दवाब में पड़कर या बहकावे में आकर या किसी तरह से गलती की है ऐसे कसों पर सहानुभूतिपूर्वक विचार करना चाहिये क्योंकि हम समाजवादी हैं और हम लोग मजदूरों को अपना एक अंग मानते हैं। इन शब्दों के साथ मैं समाप्त करता हूँ।

SHRI G. LAKSHMANAN: Mr. Deputy Chairman, Sir, the railway strike was conducted, and it is over. I am here to make an appeal to the Prime Minister of India and to the Minister concerned, that all those people who have participated in the strike and who have been punished or victimized, whatever the terms may be, should be reinstated. If our Government is a National government, having socialism as its aim, they must deal with the trade union activities in a different way. But they have dealt with the trade union activities as though this country is a colonial country, ailed by foreigners. In any country, where there is a national government or a socialist government, these trade union activities are not taken so seriously as has been done by the Government of India. Recently, in England there was a very big strike of coal-miners, but not a single employee was victimized there. In any other country, this is the way how they deal with strikes. But here, unfortunately, in our country which is the 'Bharath punnia bhoorni', that is India, thousands of families are in the streets today. The Minister concerned is taking his food and is dressing himself properly, and he is coming to this House. The Railway Minister is the first employee in the Railways. The State Minister is the second employee, and the Deputy Minister is the third employee. They have put their own employees in the streets. And they are here. They should not sit here when they

are the first employees and their own colleagues, with whose co-operation only they are running the Department, are in the streets.

The strike was organized, and now the Minister says that it is an illegal strike. They have had negotiations with Mr. Fernandes and they have allowed that strike. If it is an illegal strike, they should not have field negotiations with Comrade Fernandes. But they held negotiations. They allowed the strike. But when they found that in spite of their propaganda and other attacks unleashed against the workers the strike took a very serious shape and the strike was organised very well and the workers rallied and they successfully conducted the strike, and now they come and say: It is an illegal strike, Sir, when you punish an employee, the whole family is punished. That you must take into consideration. In reply to a question yesterday it was stated that a man, who is involved in sabotage or something like that, is arrested and he is in the prison, according to the Government but he is given a subsistence allowance, whereas some people who are not arrested but who are dismissed by the officers do not get any subsistence allowance, they are in the streets. It is not the mistake committed by the minor children or the marriageable daughter or the wife of that employee. When you take such drastic action against our own citizens, it is not becoming of a national or a socialist government. Therefore, I would appeal on behalf of the families of these thousands of employees not to land on prestige. After all, our Government is a very powerful Government. Nobody can do any underground work in this country. Nobody can unseat the Government. If at all they do it, they will do it as they have done in Gujarat or as they are doing in Bihar. Our people are so cultured. They may belong to any political party. I may say that the Indian people are the most cultured and the most civilised people in the world. Therefore, the Government should not be afraid of these poor employees. After all, they cannot do any underground work and they cannot unseat the Government. Therefore, the Government should not stand on prestige and these employees must be reinstated.

("Shri G. Lakshmanan] I think our lion. Railway Minister is following the footsteps of our revered Prime Minister. Our Prime Minister has raised the slogan of 'Garibi Hatao. I do not know Hindi. But the English translation is 'We will wipe out poverty. Therefore, Mr. Mishra, a true follower of our Prime Minister, wants to wipe out poverty by killing these poverty-stricken people. I make this charge that thousands of people are going to die in two or three months. If 'Garihi Hatao' has to be implemented by hon. Mishra, it should not be this way. I think the Prime Minister also does not mean it this way. Now, how these railway employees who are in the streets were treated? How were they arrested and how were they removed from service? You heard the speech of my predecessor. I do not know his name. He said that he was so very angry because the strike was led by Mr. Fernandes. The workers who followed him did not belong to any political party. As Government servants, they cannot belong to any political party. That is in the Government Servants' Conduct Rules. You have had no legislation in this country to the effect that no outsider should be the leader of a trade union organisation for the past 25 years. It has only been talked Out in this House. But you have not brought in any legislation to die effect that no outsider should lead any trade union movement in this country. If such a legislation had been there, Mr. Fernandes would not have been allowed to lead the railway employees. You did not bring forward such a • legislation because you have your own wing in the Railways, that is the Indian National Trade Union Organisation. The INTUC people gave lists of the Railway employees who were to be arrested. It is the Indian National Trade Union Organisation which gave the lists to the officers and the officers in turn sent the lists to the Police Department in each State and the Police arrested these people. That is why my predecessor did not show a merciful attitude. He was only talking in terms of revengeful attitude. All these people are the persons whose lists were given by die respective names, especially the ruling party in all the States to the General Managers who sent the lists to the Police De-

partment. That is how these people were arrested. When the Minister spoke on the Calling Attention, he said that this strike was politically motivated. But when the strike was going on, you behaved in a poli-rically-motivated way. You instructed your rank and file and partymen in all States to give the lists. This is the method that they followed to organise the INTUC. Now, they will victimize all these people because they were not with them but they were with the All India Railwaymen's Federation and same other unions. And now all these people will go to the INTUC leaders because they have got to earn their bread. They will go to them and request them or prostrate before them and say that they want jobs.

When the strike took place, you have behaved in a politically motivated way, and therefore, if the strike had been conducted in a politically motivated way, you cannot blame them. Whatever be the merits or demerits of the case, now the question is that you have to discharge your responsibility as a citizen to another citizen. Therefore, I would make an appeal on behalf of my Party to the hon. Minister and to the Prime Minister of India that this kind of victimization and harassment is unbecoming of a national government in power today. And you are punishing whom? I have said already that you are punishing the children of the employees, you are punishing the wives of the employees, you are punishing the daughters and sons of the employees, Suppose one man is arrested and removed, what happens? He is penni-less. How can he get milk to his children? So, it is a humanitarian thing. The Ministers know if. But they have their Party and their party discipline and they can be guided only by the Party. And, Sir, they want to organize trade union in the Railways where they are powerless. And they cannot organize trade unions there and that is why they use such methods to organize trade unions there. That is why this victimization is taking place. I would appeal to the hon. Minister and to the Prime Minister of India to forget whatever that might have happened. In the interest of the nation and in the interest of the people in this country, you must act in a noble

way. When I spoke on the Calling Attention motion on the arrest of Mr. Fernandes, I said, "It is a cowardly act on the part of the Government to arrest Mr. Fernandes." If the Government wants to be noble in its approach, if they want to be humanitarian in their approach, taking into consideration the lives of the people involved in this, I would say that they should reinstate all the employees. You are the Minister in charge of the Railways. You have taken the oath of affirmation that you would discharge your duties to the public and that the interests of the employees are protected. Now, you are going against it. Whatever the mistakes they might have committed, you can excuse them, if they are mistakes. But, according to me, the strike is a complete success. The late lamented leader of our country. Pandit Jawaharlal Nehru once said, "Any strike in a public undertaking or a government organization cannot be a success. If it is a success, then, I will not remain here as the Prime Minister." So, Sir, this is not the way to act. I say, Sir, the strike is a success. After the strike only, you have brought in certain ordinances to cut down inflation. Wage freeze, credit freeze and so many other, ordinances have come. This is because of the organized agitation of the Railway employees. You have brought in these ordinances; they have got their own merits and demerits. You have taken certain action only because of the organized agitation. So, as far as the Indian working class is concerned, the strike is not a failure. The strike has brought senses to the powers that be that something should be done. They have brought in something, of course, in their own way. In a capitalist economy, this is the maximum that could be done by our reverted Prime Minister. So, the strike is not a failure; it is a success. Therefore, I would appeal to the hon. Minister and the Prime Minister that without following a revengeful attitude, they should see that all these employees are reinstated immediately. My earlier speaker said that some people indulged in sabotage and this and that. And no train was derailed when there was such a nation-wide strike. Nothing happened. However, the strike was a success. They have conducted the strike in the most peaceful manner, in the Gandhian way. In a vast country like ours, the strike has been con-

ducted very peacefully and I salute the entire working class though they were intimidated through the radio and the press. In every possible way, they tried to pull down the strike. But, still they stood as a rock and successfully conducted the strike. Now, the nobility in the Government of India should help them and all those employees should be reinstated irrespective of the charges or anything against them. So, I would make a fervent appeal to the Railway Minister on behalf of the families of the Railway employees who are citizens of this country of ours and who are responsible for the Minister sitting here as a Minister in this House, to reinstate all these employees and meet them again in the year 1976 when he will know his fate.

SHRI J. N. MISHRA: That is already known.

श्री नत्वी सिंह (राजस्थान) : उपाध्यक्ष महोदय, अभी सदन में इस ओर से यह बात कही गई कि रेलवे की हड़ताल के कारण हजारों लोग बेरोजगार हो गए, उनकी आजीविका चली गई, उनके परिवार है, छोटे बच्चे हैं उनके गुजारे का सवाल है जबकि मंहगाई का यह दौर है कि जो लोग अच्छे रोजगार पर हैं वे अपना जीवनयापन नहीं कर पाते तो जिनको बेरोजगार कर दिया गया है वे कैसे अपना जीवन निर्वाह करेंगे। सदन में इस ओर बैठने वाले किसी माननीय सदस्य का यह मत नहीं हो सकता कि किसी को बेरोजगार कर दिया जाय, भूख के कगार पर खड़ा कर दिया जाय। पर यह सोचना होगा कि जो रेलवे के कर्मचारी आज बेरोजगार हैं, जिनको डिसमिस किया गया है, जिनकी सविस में ब्रेक आया है उनको इस स्थिति में लाने की जिम्मेदारी किस पर है? क्या वह जिम्मेदारी रेलवे मंत्रालय पर है, रेलवे बोर्ड पर है कि उसने उन्हें डिसमिस कर दिया है उनके खिलाफ एक्शन लिया और आज वे इस स्थिति में हैं या उधर बैठने वाले माननीय सदस्यों के ऊपर वह जिम्मेदारी है जिन्होंने स्ट्राइक का

संचालन किया ? जिन्होंने यह स्ट्राइक कराई उनकी भी कुछ जिम्मेदारी है या नहीं, आज हमको इस बात को सोचना पड़ेगा । स्ट्राइक हो जाय, जनता कण्ट में पड़े और उसका कुछ दिनों बाद हम यह कहें कि सारा दोष सरकार का है, कर्मचारी कण्ट में है, उनके खिलाफ जो एक्शन लिया गया है उसको वापस कर लीजिए तो ऐसा कहने वाले लोग या तो अपने राजनीतिक अज्ञान का परिचय देते हैं या उन्होंने राजनीतिक परिणामों को सोचा नहीं । उन्होंने यह सोचा नहीं कि किन राजनीतिक परिस्थितियों में यह हड़ताल हुई ।

अगर हड़ताल के फलस्वरूप जो परिणाम निकले हैं उनसे आखें मूंदी जाती हैं तो आगे भविष्य में देश के सामने जो संकट है उसकी हालत क्या होगी । कोई भी जिम्मेदार राजनीतिज्ञ, कोई भी जिम्मेदार शासन करने वाले इन तथ्यों को नजरान्दाज नहीं कर सकते । जब देश में यह हड़ताल हुई थी उस वक्त देश की परिस्थितियाँ उनको मालूम थी । देश आर्थिक संकट से गुजर रहा था, देश में इस बात की जरूरत थी कि सुखा पीड़ित लोगों तक अनाज पहुंचाया जाय । देश में ऐसे प्रदेश थे, जैसे राजस्थान जहां से मैं आता हूं और जहां लोग लाइन बांध कर खड़े देखते हैं कि रेलगाड़ी आएगी तब पानी लेकर दूर दूर गांवों में जाएंगे । राजस्थान ही नहीं और भी ऐसे प्रदेश हैं । जब इस बात की जरूरत थी कि हमारा इंडस्ट्रियल प्रोडक्शन बढ़े उस वक्त रेल की हड़ताल आज के परिणामों को सोच कर नहीं की गई । उस वक्त सोचा गया था कि एक हफ्ते के अन्दर रेल का चक्का जाम हो जायगा और इस देश की अर्थव्यवस्था पूरी तरह लड़खड़ा जायगी, इस सरकार को घुटन टेकने होंगे और देश में अराजकता की स्थिति पैदा हो जाएगी । यह सोचा था उन राजनीतिज्ञों ने जो इसग्रान्दोलन का संचालन कर रहे थे, यह सोचा था उन ट्रेड यूनियन के नेताओं ने जो इन परिणामों को जानते थे लेकिन यह नहीं सोचा था उन मजदूरों ने

जो इन परिणामों को भुगत रहे हैं, यह बात मैं मानता हूं । इसलिए आज के दिन, जब हम कोई फैसला लेने जा रहे हैं, हमारे सामने स्थिति साफ है । हम भूल नहीं सकते गुजरात और बिहार में जो घट रहा है और उसके पीछे जो इरादे हैं । आज भी देश में हड़ताल की धमकी दी जाती है, अनेक संस्थाओं एयर इंडिया, एयर लाइन्स व अन्यो में दी जाती है ।

और आज भी रेलवे में हम रोजाना सुन रहे हैं कि अभी हम गो-स्लो कर रहे हैं । इस के बाद जरूरत पड़ेगी तो दुबारा हड़ताल भी की जा सकती है । इन सारी धमकियों के पीछे, इन सारी स्थितियों के पीछे सरकार को निश्चित रूप से यह सोचना होगा कि हम कोई ऐसा मलत कदम उठावें कि जिससे उस स्थिति की पुनरावृत्ति हो और इसलिए मैं विरोधी दल के सदस्यों से कहता हूं कि आप की जिम्मेदारी ज्यादा है इस देश में वातावरण पैदा करने की । ऐसा वातावरण कि जिस से यह सरकार सोचने और समझने पर बाध्य हो कि अब विरोधी दल भी इस देश के आर्थिक संकट को पूरी तरह से महसूस करते हैं और वह चाहते हैं कि इस देश का आर्थिक संकट टले, देश में उत्पादन बढ़े । तो क्या आप इस के लिए तैयार हैं कि दो साल के लिए अब हड़तालों पर ब्रेक लगा दिया जाय और इस बीच में कोई हड़ताल नहीं करेगा और गो-स्लो एवं 'लाक आउट' पर भी ब्रेक लगे और ऐसी स्थिति में मैं सरकार से निवेदन करूंगा कि चाहे किसी ने कितना भी अपराध किया हो, जो हिंसा में लिप्त हों उन को छोड़ कर बाकी के लोगों की माफी के प्रश्न पर आप विचार करें । अगर आप इस बात के लिए तैयार नहीं हैं तो सरकार को निश्चित रूप से इस बात को ध्यान में रखना चाहिए कि जानबूझ कर अराजकता फैलाने के लिए जिन लोगों ने काम किया, और जिन की तादाद अभी लाखों में बतायी गयी कि जिन की सर्विस में ब्रेक हुआ है, यह भी बताया गया कि इस ब्रेक से उन की बरिष्ठता पर कोई असर नहीं पड़ता, उन की नौकरी पर कोई असर

नहीं पड़ता, लेकिन जो बेरोजगार हुए हैं उनके लिए सरकार ने जो रुख लिया है कि जो लोग उन के पास आयेंगे जो अपने कैसेज को रिजेंट करेंगे उन पर वह सहानुभूतिपूर्वक विचार करेगी और इस प्रकार सरकार के सहानुभूतिपूर्वक विचार करने में जो उन की हजारों लाखों की तादाद है वह सैकड़ों में ही रह जायगी, तो जो लोग वास्तव में इस इरादे के साथ आयेंगे उन के साथ न्याय होगा, लेकिन जो लोग इस देश की आर्थिक व्यवस्था को लड़खड़ाने के लिए तैयार थे, जो देश की सरकार के घुटने टिकाना चाहते थे और जो देश में राजनीतिक अव्यवस्था लाना चाहते थे उन को अवश्य पतिश किया जाना चाहिए और बाकी लोगों को राहत मिले इसमें कोई दो राय नहीं है। लेकिन मैं माननीय सदस्यों से कहना चाहता हूँ कि क्या आप भूल गये कि जब भोगलसराय पर गाड़ी को रोक लिया गया और उस में यात्री जनता के लोग थे और कड़-कड़ानी धूप में उन पैसंजम को घंटों तक बिना पानी के रोके रखा गया और उस के लिए विरोधी दल सिर्फ आरोप लगाता है। अभी माननीय सदस्य कह रहे थे, राजनारायण जी कह रहे थे कि आज निक्सन के खिलाफ उन की पार्टी के लोग कहते हैं कि उनके विरुद्ध महाअभियोग चलाओ। मैं पूछना चाहता हूँ कि क्या विरोधी दल जिम्मेदारी निभाता है जब जनता को किसी तरह का कष्ट दिया जाता है? 28 मई को खड़गपुर में अधिकारियों पर तो हमला किया ही गया परन्तु महिलाओं को नंगा कर के प्रदर्शन किया गया, तो उस के लिए आप क्यों नहीं बोले कि यह गलत बात है। यह ऐसी बात है जो निहायत शर्मनाक बात है। इस की निन्दा की जानी चाहिए थी आज जरूरत इस बात की है कि जिम्मेदारी के साथ इस देश के दोनों पक्ष इस बात को सोचें कि पिस कौन रहा है। पिस वह गरीब रहा है जिस ने आप के राजनीतिक इरादों को पहचाना नहीं लेकिन वह आपके राजनीतिक हथियार बन गये। और इसलिए आज जरूरत इस बात की है कि हम सोचें कि क्यों इस सदन

में भी और इस सदन के बाहर भी जनता के केवल एक वर्ग के लिए ही चिल्लाहट होती है, चाहे वह रेलवे का मजदूर हो या कारखाने का मजदूर हो, वह हमारा एयर इंडिया का पायलट ही हो या इंडियन एयर लाइन्स का पायलट हो, जो आर्गनाइज्ड लेबर है, जो प्रदर्शन कर सकता है, जो हमारा हामी बन सकता है उसके लिए चिल्लाहट जरूर होती है, लेकिन जो करोड़ों की तादाद में जनता है, जो अनआर्गनाइज्ड लेबर है, जो इस देश का 80 फीसदी से ज्यादा भाग है उस के लिए हमारे मन में कोई चिन्ता नहीं रहती। यह रेलवे की हड़ताल हुई, उस से पांच अरब के करीब इस देश को नुकसान हुआ और इस नुकसान को किस को उठाना पड़ा उस खेतिहर मजदूर को, उस किसान को जिस के लिए कानून बनाने के बाद भी 31 मई के बाद लेवी ली गयी। उस ने गल्ला बेच दिया, लेकिन जब व्यापारी ने देश को धोखा दिया तो उस के घर से फिर वह निकाला गया। उस के मुंह में जबान नहीं है और इसलिए डिसआर्गनाइज्ड लेबर के लिए आप कुछ नहीं कहेंगे। आज देश में वह स्थिति है कि जिस में हर एक को कमर कसनी पड़ेगी चाहे वह किसी जगह पर हो और जब हर एक को कमर कसनी पड़ेगी तो निश्चित रूप से इस देश में अगर आप चाहते हैं कि ऐसे काम न हों तो उस के लिए बराबर का दायित्व आपोजिशन का भी है कि वह आर्थिक व्यवस्था सुधारने के लिए ऐसी स्थिति पैदा करे कि जिसमें हड़तालें न हों और अधिक उत्पादन के लिए सब लोग जुट जायें और देश के आर्थिक संकट को समझ कर उस को हल करने की कोशिश कर और इसके लिए आप के साथ हम भी सरकार से कहेंगे कि रेलवे मजदूर ने अगर कुछ ऐसा काम कर दिया है तो उस को माफी दी जानी चाहिए। लेकिन यह कह नहीं सकते और 4 P.M. ऐसी स्थिति आप पैदा करें नहीं और इधर सरकार आपकी बातें मानकर उनको माफी दी जाए तो रोज हड़ताल होगी, सारे देश की आर्थिक व्यवस्था एकदम लड़खड़ा जाएगी।

[श्री नत्थी सिंह]

इसलिए दोषी लोगों को दण्ड देना जरूरी हो जाएगा। इसलिए मेरा निवेदन है कि गम्भीरता से इस बात को आप सोचें। क्या यात्री जनता जिसको कष्ट हुआ उसको कोई कंपेंसेशन मिला? कभी आवाज उठाई आपने उनकी कि कितने लोगों का काम का हर्ज हो गया? आप घरों में जाइये, मैं गांवों में गया हूं, गांव के लोग कहते हैं कि अगर भारत सरकार ने कोई हिम्मत का काम किया है तो रेल हड़ताल का मुकाबला कर के किया है। वह जनता इस बात को कहती है जिसको खाना नहीं मिल सका। आप चलिये मेरे साथ, उत्तर प्रदेश में, राजस्थान में, वह जनता जिसकी वाणी कोई नहीं बोलता आज कहती है कि अब तक सरकार झुकी रही। पहली बार सरकार ने हिम्मत की है और सही बात के लिए उत्तर दिया है।

श्री राजनारायण : बेहयाई और बहादुरी दो अलग अलग शब्द हैं। आप बेहयाई की बात कर रहे हैं। . . .

श्री नत्थी सिंह : मैं राजनारायण जी की भाषा को अच्छी तरह से समझता हूं। मैं उनके साथ रहा हूं। उन्होंने कितने रूप बदले हैं, यह भी मैं जानता हूं। कल मैं जब लोक दल की घोषणा पढ़ रहा था कि वह कहते हैं कि नेशनलाइजेशन नहीं होगा तो सोचा कहां से कहां पहुंच गये हैं आप। इस देश में तो मेहरबानी करके इस देश को बनाने के लिए हिम्मत करिये कि दो वर्षों के लिए उत्पादन कार्य में लगेंगे और इस तरह के बेकार के कामों में नहीं लगेंगे।

इन शब्दों के साथ मैं आपसे विशेष रूप से और सरकार तथा विरोधी दल के लोगों से अपील करता हूं कि इस संदर्भ में इन सारी बातों को सोचें। अगर विरोधी दल हमारा साथ नहीं देता है तो जितने अधिक लोगों को हम अकॉमोडेट कर सकें, सहानुभूति से कर सकते हैं वह करें। इन शब्दों के साथ मैं अपनी बात समाप्त करता हूं।

SHRI BHUPESH GUPTA (West Bengal): Mr. Deputy Chairman, Sir, if the suppression of the railway strike was brutal and barbarous, the manner in which the Government is dealing with the railwaymen, after the strike, is cynical, cowardly, mean and vindictive. We are discussing here not the strike. The railwaymen's strike will ever shine in the annals of our working people's struggle as a glorious milestone and landmark, just as the Government's behaviour in that context would shame generations of Indians born and yet unborn.

At the moment we are not going to discuss the railway strike because the last word has to be yet said on it. I know the Congress Government, the Prime Minister and others and more so the tyrants who sit on the Railway Board are mightily happy that they have suppressed with a heavy hand one of the glorious class actions of their own working people, the like of which we have rarely seen in this country either after or before independence. This strike opened the eyes of men in this country. The Government has been moving to the right, handing out concession after concession to the monopolists and the multimillionaire class, and the suppression of the strike was an expression of its loyalty to the capitalist class and betrayal of the working people.

Today, I get up here to urge upon the Government, if it has any conscience left with it, to understand the sorrow and suffering of lakhs and lakhs of railwaymen and their families who have been robbed of their bread, who have been thrown on the street and are unemployed, who have been humiliated and humbled and who have been thrown into prisons. Still about 700 people are in prison. They face in many ways a dark and dismal future.

[The Vice-Chairman (Shri Bipinpal Das) in the Chair]

But those rulers who came down heavily upon them shine on the misery of the masses and on the sorrow of the people, on the agony of the man in the street and above all, of our working people.

Sir, we are dealing with victimisation in this discussion. But before that, I should

only like to say what has happened to Shri L. N. Mishra's very facile statement in this House last May that their demands had been conceded. Let him spell them out. What exactly has been conceded, I do not know. Many people do not know. The railwaymen certainly do not know.

SHRI L. X. MISHRA: They know.

SHRI BHUPESH GUPTA: Even with regard to the demand for the supply of foodgrains to the railwaymen through fair price shops, it will be remembered, I hope, that the Minister here in this House gave an assurance that he would take the full responsibility for making foodgrains available through fair price shops to the railwaymen. What happened? Today it is not being done and other kind of direction has been given and the Government has broken its commitment—it is a breach of faith—even on this matter. Starvation stares the railwaymen in their faces.

Now, with regard to the other commitment—well, I am not a trade unionist, I would not like to go into this—I urge upon the Government that they should start and resume the discussion from the point where it was left, with the representatives of the railwaymen. We were given to understand by the Prime Minister at the meeting of the Opposition leaders, not once or twice, but at least three times, that the Government was not opposed to negotiation. Today we find that the Railway Minister and the other Ministers are telling the nation that they would never negotiate with them. They have dealt with the railwaymen in a cruel and violent manner and they have got them down; they want to get them further down. But, Sir, history will take revenge on this kind of attitude. All the same, I would urge upon them to negotiate with the railwaymen and their leaders before it is too late; and it should be done immediately. That is according to their own commitment. We are never told under what circumstances they would not negotiate. They always told us that they were in favour of negotiation with the railwaymen and their leaders, and they wanted to blame us. But we know that they broke off the negotiation. Is it not their duty today to start, to resume, the negotiation and bring about a better situation

in the railways by meeting the legitimate and just demand of negotiation? There should be the approach of human decency. I am not talking about the other bigger considerations of democracy and others. Human decency demands of this Government that it resumes the negotiation with the leaders and the representatives of the railwaymen.

With regard to victimisation, what shall I say. This Government has set a record. Somebody from London sent me a cutting from the Daily Telegraph of 17-5-74 wherein Lord Mason wrote a letter to the editor, in order to have a jibe at the labour leaders of London—"Look here! See what the Indian Government is doing. You are asking the people not to send goods to Chile. Why don't you ask your people, the workers, not to send goods to India?" India was defamed like that. I do not say that our Government is like the Government of Chile. But you see how you have defamed our country. The Guardian and all other papers wrote things which should not be complimentary to this Government. They published stories of the brutal repression, of what was happening in a bourgeois democracy which has indulged in such a terror, victimisation, humiliation and vilification, in dealing with the strike of the working people. The right to strike given under the Constitution has been declared illegal arbitrarily by the administration in order to take revenge on the railwaymen. This is not the way to function in a democratic institution or even to project yourself as if you are a civilised government.

With regard to the victimisation, how many have been victimised, we do not know. Today in the Lok Sabha the hon'ble Minister in reply to a question declared that about 40 per cent, of the staff whose services were terminated have since been reinstated on representation or appeal. But he did not reveal how many of them are permanent employees, and how many of them are casual employees. Nor did he say how many appeals for reinstatement have been rejected. Yet these are material points. Sir, casual workers have been very badly hit. In each railway there are 5,000 to 6,000 casual labourers. Many of them were removed from service. This includes daily rated workers, monthly rated workers whose services in

[Shri Bhupesh Gupta.]

many cases ranged from 10—15 years have been taken back on daily wage. The Mianbhai Committee about which we heard so much had recommended that those casual labourers who had put in four months' service should be treated as temporary employees. Now what they are doing is something in the opposite direction. I do not know how many they have dismissed and victimised in this manner. But their number would not be less than 10,000 to 12,000. According to our reckoning and estimate not even one-third have been reinstated.

Sir, we are told that the Government has given guidelines. What is preventing the implementation of these guidelines? Guidelines are being implemented by the bureaucrats who are trying to wreak vengeance on the railwaymen. They are putting them to all kinds of humiliation. I have got an interesting example from Baroda. In some Division workers are being humiliated in a strange manner. In the Baroda Division particularly some dismissed employees were called for interview by the Divisional Officers and asked whether he was married. If he was married he would be asked to go home. He was told to go back home with that chappal and he should ask his wife to beat him on the head with that chappal as many times as he had children. Is it the way human beings should be treated? Has any enquiry been made into this and similar other allegations? Such things are happening. In other cases blacklegs have been given double, triple, multiple promotions. A regime which feeds on black money will certainly worship black-legs, that we understand.

SHRI L. N. MISHRA: Not black-legs.

SHRI BHUPESH GUPTA: This is a regime which encourages black money and now it encourages black-legs to rule our society. Black-legs have been rewarded. Black-legs were also recruited and now they are being rewarded and being given promotions over the heads of many others. You can imagine what a situation will be created resulting in constant friction and tension. Do you mean to say that those railwaymen who had gone on strike, who worked for the cause of their class, are going to submit to the treacherous people who have been elevated to high positions or brought

in anew order to keep them down. Treachery shall not be allowed by them to go unpunished. It is bound to give rise to constant tension and friction. Is it the example you are setting before the country?

Sir, in our country we have black-leg Governors, black-leg Ministers, black-leg politicians, black-leg bureaucrats and, I would not say, black-leg Railway Minister. But the Railway Minister is now all the same thriving on black-legs. He is the master of black-legs. Mr. Mishra today commands the largest number of black-legs in the whole world. Mr. Lalit Narain Mishra can certainly get the international award of the underworld for maintaining in service such a large number of black-legs. We do not need an enquiry commission for that. It is stated there, it is seen there. It is a shame. This is not the way to discharge public duty.

Sir, there are other things also with regard to the way in which the railwaymen are being treated. They are being made to give undertakings. They are asked by the Divisional and other officers who are interviewing them for reinstatement 'You sign that you went on strike because you were forced to.' This kind of thing is being done. So, on the one hand, workers are instantly humiliated; on the other, cases are built against others in order that they could be kept out of their jobs. This is cowardice; this is immoral. This does not conform to any standard of elementary moral decency, to behave with the railwaymen in this manner. Yet, Prime Minister Indira Gandhi told us on the 18th May—on the day on which there was explosion of a nuclear device in our country—at a meeting in South Block that she would not humiliate the railway workers. I do not know the bourgeois sense of humiliation or decency, but any decent man would feel humiliated if you behave with him in the manner in which you are behaving with your railwaymen.

Sir, these officers are implementing the guidelines according to their temperament, according to their wish. As you know, the Railway Board presided over by one gentleman called M. N. Bery. Why don't you send him somewhere? He belongs to the Mafia. He does not belong to any

civilised administration. He belongs to the Mafia.

SHRI L. N. MISHRA: Very unfair.

SHRI BHUPESH GUPTA: His place is the Chicago underworld, not New Delhi or the Railway Bhavan. That is what I say. He is corrupt, degenerate, tyrannical oppressive, and has let loose a reign of terror and vendetta against the railway-men. Sir, I will share with you a little interesting information which they kept secret. During the strike, a Control Room was set up in New Delhi as if they were in a war. The Control Room consisted of representatives from the Railway Board, Steel, Mines and Coal Ministries and the police. From that Control Room the Mughal Sarai strike was suppressed. When the Mughal Sarai strike was successful, instructions went from here through a special telephone connection that the workers should be surrounded and they should be taken back to work. They were taken to a camp, beaten up there, humiliated there and forcibly taken to work. This was done. Let him deny it. I do not know who was the Commander-in-Chief of that Control Room, or the Field Marshal. Maybe Mr. M. N. Bery was the Field Marshal. I do not know. Or if Mr. L. N. Mishra took that position, well, he can say so. I do not grudge him that honour or distinction.

DR. K. MATHEW KURIAN: Does he also belong to the Mafia?

SHRI BHUPESH GUPTA: No, I would not include him in the Mafia. He is not of that type. He is not of the Mafia type because there are four rings in his hand and the Mafia does not do that. He is a very nice person that way, but I do not know what his smile means.

THE VICE-CHAIRMAN (SHRI BIPIN-PAL DAS): Please wind up.

SHRI BHUPESH GUPTA: I am just finishing. This is how the strike was dealt with. That story is a story of shame, a story of horror, a story of disgrace. We even hate to remember it. But they flourish on their achievement in suppressing this strike in so cruel a manner. One or two instances I will give. In one office, the

superior officer has put a ban on employees visiting the toilet during working hours. They have to go only in the interval. Employees in the administrative offices should not go if the superior says they should not. Medical facilities have been put out for those who suffer break in service. This has led to untold suffering. There is one case of death of a newborn child of a train examiner in Gauhati, your place, Sir. The doctor refused to treat the child and the child ultimately died. Now, do I understand that Mr. L. N. Mishra would promote this method for purposes of family planning? Kill the children. What can you say of this Government's behaviour. Arrests are taking place all over the country. Even now many people are being arrested. In the name of screening witch-hunting is going on. Most of the popular people among the railwaymen have not been reinstated. In this matter it is interesting that the NFIR services under the command of redoubtable A. P. Sharma are being used. I wish A. P. Sharma were sitting between Mr. Qu-reshi and Mr. Lalit Narain Mishra. I would be prepared to pay Rs. 500 as fine if you could bring this gentleman and make him sit here between those two persons so that everyone could see the trio in its proper composition. Now, that is what is happening . . . (Time-bell rings) Yes, I am finishing. You have been ringing the bell and you have been advised to ring the bell. When some people advise you to ring the bell, you 'ring the bell. It is disgraceful that some people advise you to ring the bell as if you do not know when to ring the bell, as if you do not have a watch to note the time, as if you cannot see the time.

THE VICE-CHAIRMAN (SHRI BIPIN-PAL DAS): You have exceeded by five minutes.

SHRI BHUPESH GUPTA: If you do not have a watch, then take my watch and see the time. It does not look good to ring the bell when you are advised to ring the bell. Everything is ugly here, including the manner in which we conduct our proceedings in the House. If the Chair does not have a watch, there are wall-clocks here . . .

THE VICECHAIRMAN (SHRI BIPINPAL DAS): Please conclude now.

SHRI BUPESH GUPTA: Sir, before I sit down, I would suggest that the Government should no longer delay restoring normalcy in the railways. All the people who have been removed should be reinstated as a matter of policy; and this will not be done unless at the highest level, a policy decision is taken to reinstate immediately all the victimised workers, dismissed or removed from service or otherwise not taken back. This decision will not be taken until the Prime Minister gives her blessing to it. The Prime Minister owes responsibility in this matter. Railway strike was a national issue. Many of the Members, from that side also, have been demanding reinstatement and stopping of victimisation. Is it not the duty of the Prime Minister of the country to listen to us? She accused us, the Opposition, of not listening to her, of not cooperating with her, and so on. I am not going into all that now. But on this point, despite our serious political differences, we on the Opposition are all one and many on the other side are sympathising with us at least on this point that there should not be any victimisation and that all those victimised should be reinstated without pre-conditions. Why is not such a policy decision taken at the instance of the Prime Minister? The Railway Minister himself should see that necessary administrative arrangements are made in order that such a decision is faithfully and loyally carried out, not sabotaged as many of the decisions are being done by this Government. There is one of the most important of my suggestions. I do not wish to say more. *(Time-bell rings)*. Now two things are clear. The first is reinstatement without pre-conditions for which you need a policy decision and necessary administrative arrangements. The Minister of Railways should be personally responsible for telling the House from time to time how the decision is being implemented. This is number one. The second point is very essential. The Government should not stand on prestige. Hardly has it any prestige left. You travel on the railways and see how they are being talked about in this Government in the country. And these black

legs should not be put where they are. Seven "A" grade drivers have been transferred or degraded to B grade in Vijayawada. Thirteen drivers from B grade have been reclassified and certain 'C' grade drivers promoted to Foremen. Such things are happening. It is very, very essential today that in the interests of the Railways you should come to some understanding. One thing I might tell you. There was black money given to many people during strike. We have information that during the strike every Divisional Officer dealt with unaccounted money. It had to be accounted for. In order to end the strike they were given Rs. 6 to Rs. 7 lakhs. This was the secret money given to them. We have also information that this money has been misappropriated and has not been used even for the purpose for which it was given. This money was misappropriated by the Divisional officers. This was black money. Everything black over this matter ...

THE VICE-CHAIRMAN (SHRI BIPINPAL DAS): Please conclude now.

¹ SHRI BHUPESH GUPTA: You are asking me to stop. I do not feel like stopping. I wish all of us get up and start speaking. Damn with this Short Duration Discussion. We shall discuss as long as we can because we all feel aggrieved over this matter. We ourselves feel humiliated over this. Only your Party has prestige and only your Party has a sense of honour to be protected! And you seem to think that all that we say from this side of the House even on behalf of the workers has no relevance and has no meaning. You brush that aside as if we are saying something nonsensical and something which should not be uttered by men. You just ignore the voice of workers. This is the arrogant attitude of this Government which is shifting recklessly day after day to the right. It is carrying out the behest of the Tatas and Birlas and that is why you are placating Tatas and Birlas. You read Birla's memorandum. You read Tata's memorandum demanding anti-working class posture to be adopted by the Government and with the support of K. K. Birla the Government has taken that posture and has tried to prove grateful to

them at the bar of the big money by taking measures one after another, attacking the working class people. The working class today is the main target of their attacks . . .

THE VICE-CHAIRMAN (SHRI BIPIN-PAL DAS): I am calling the next speaker.

SHRI BHUPESH GUPTA: Working class today is being assailed on all sides by bureaucrats, who can never reconcile to any democratic norms, supported by some Ministers. Unfortunately Shri L. N. Mishra is helping some people to rum amock among the railwaymen and in the Industrial sector of our country. Therefore, we strongly protest against the behaviour of this Government. I would ask again and again my friends opposite. You had differences with us over the railway strike. But that is over . . .

THE VICE-CHAIRMAN (SHRI BIPIN-PAL DAS): You have made your point.

SHRI BHUPESH GUPTA: Now you should join with us as honourable men and women. At least join with us in implementing the pledge of your leader whom you flatter everyday in the House, namely, there will not be any victimisation and there will not be any humiliation of the workers and ask for immediate resumption of talks to end all victimisation.

श्री जगदीश जोशी (मध्य प्रदेश) : माननीय उपसभापति जी, काफी अरसे से माननीय भूपेश गुप्त जी का प्रवचन सुना जा रहा था। बंगला में तो उनकी वाणी मधुर और रसमय रहती है लेकिन जब वे अंग्रेजी में बोलते हैं तो लगता है कि धारा उल्टी चल रही है और कभी कभी तो इतनी उल्टी चलती है कि उनके जैसा विद्वान, वरिष्ठ, सुयोग्य, कर्मठ, नीतिवान व्यक्ति लगता है क्या बोल रहा है, क्या विषय है, क्या सार है, क्या मर्म है।

बहुत गर्व से कहा कि जो सदन के उस तरफ बैठे हैं क्या उन को कोई आत्मसम्मान नहीं है? क्या उन की बात को न माना जाय? मैं समझता हूँ कि सरकार की बात तो उतनी नहीं कह सकता जिम्मेदारी से, लेकिन जहाँ तक

रेलवे मंत्रालय का सवाल है, रेलवे मंत्री ने माननीय सदस्य को सब से बड़ा आदर समय समय पर दिया है और मुझे यह भी इतिमिनान है कि माननीय मंत्री जी माननीय भूपेश गुप्त को सदैव सम्मानजनक आदर देते रहेंगे। लेकिन मैं माननीय गुप्त जी से और माननीय रेल मंत्री साहब से, दोनों से निवेदन करना चाहता हूँ कि यह सम्मान देश के 59 करोड़ लोगों के मूल्य पर नहीं दिया जा सकेगा। कोई भी सम्मान कोई सब से बड़ा पराक्रमी व्यक्ति भी चाहे पराक्रमी ताकत भी चाहे, देश के 59 करोड़ लोगों की कीमत पर नहीं दी जा सकती। जो आज भुखमरी की सीमा रेखा के नीचे रह रही है उन की ज़िन्दगी के साथ खेल कर मुट्ठी भर लोगों के लिए, मुट्ठी भर नेताओं के स्वाभिमान की रक्षा नहीं की जा सकती। देश बड़ा है अगर देश रहेगा तो सब रहेगा देश की अर्थ व्यवस्था रहेगी तो सब रहेगा। अगर देश डूबेगा, देश की अर्थ व्यवस्था डूबेगी तो सब डूबेंगे। सारी बात एक पक्षीय ढंग से कही गयी है और शायद आज से 50, 60 वर्ष पुरानी बात है। नज़ीरें दाहिने और बायें तरफ की हैं। दाहिना बायाँ फ्रांस की संसद में एक शब्द निकला था और फिर बहुत से लोगों ने दाहिना बायाँ ले लिया। दाहिने बायें का तखल्लुस चल गया सारी दुनिया में—दाहिना बायाँ, दाहिना बायाँ, दाहिना बायाँ इस देश में बायें का बड़ा महत्व है। बायाँ हिस्सा जो वामांग है वह सब से अच्छा माना जाता है। तो कोई बायें का अपमान तो कर ही नहीं सकता। अब भूपेश जी बायें का क्या मतलब लगाते हैं यह उन पर निर्भर करता है, वह जो चाहें लगा सकते हैं, लेकिन जिस संदर्भ में वह बायें दाहिने की बात कह रहे हैं वह आज के ऐतिहासिक संदर्भ में आक्सलीट हो चुकी है, वह चीज दकियानूसी हो चुकी है, वह सारा कथानक इतिहास की वस्तु हो गया है। जिन बड़े बड़े मोनोपोली हाउसेज की बात कही गयी और जो वह कह रहे हैं उन का यह सदन सम्मान करता है या यह सरकार सम्मान करती है और उस के हिसाब से यथासंभव वह आचरण भी करती है। उसके

[श्री जगदीश जोशी]

एक नहीं अनेक प्रमाण हैं, लेकिन जिन लोगों ने सबसे बड़ा प्रहार इस सारी व्यवस्था पर किया, जिन्होंने सारी दुनिया की क्रान्ति की रोशनी दी उन देशों को भी राक फेलर और फोर्ड्स को दावत देनी पड़ी अपने देश के आर्थिक पुनर्निर्माण के लिए। यह तथ्य है और यह इतिहास के तथ्य हैं। इन तथ्यों को आज नकारा नहीं जा सकता। एक कंगाल मुल्क की हर बात पर अगर मोनोपोली कैपिटलिज्म, हर बात पर एडवेंचरिज्म, हर बात पर पूंजीवाद, हर बात पर रिएक्शनरी कह देना बहुत आसान है। हम बहुत गरीब लोग हैं, बहुत टूटे हुए देश हैं और सैकड़ों सालों की गुलामी से निकले हुए मुल्क हैं। आज आप हमारे ऊपर उंगली उठा सकते हैं पुरानी दर्शन की पुस्तकों को लेकर, लेकिन दर्शन के बनाने वालों ने आज जो आर्थिक विकास का नया ढंग, नया चरण उठाया है उस की तरफ आंख बंद कर के समाज नहीं चल सकता है। पीछे देखू समाज बनने से काम नहीं चलेगा। बगल देखू समाज बनने से भी काम नहीं चलेगा, आगे देखू समाज बन कर कदम उठाना पड़ेगा। समय कहां जा रहा है, मुल्क कहां जा रहा है, देश कहां जा रहा है, कौन क्या कर रहा है। कई बार सुनाई पड़ता है मोनोपोली कैपिटलिज्म लेकिन इस देश में पूंजी है कहां? जो थोड़े से लोगों के पास है उसको राज्य को देखना चाहिए। लेकिन जो शक्ति है जो कुशलता है उसका संग्रह करना अनिवार्य है इस देश के अन्दर। उसका संग्रह आप नहीं करेंगे तो फिर आपको दूसरों पर अवलंबित रहना पड़ेगा सारे औद्योगीकरण के लिए, सारे विकास के लिए। आप उनको मुनाफा मत कमाने दो, लेकिन जो मेघार्थ हैं उनका सही इस्तेमाल करने की शक्ति पैदा करो तब यह देश चल सकता है। अगर ऐसी कोई तकनीक होती तो वह समझा जा सकता है, लेकिन व्यक्ति द्वेष से राजनीति नहीं चल सकती है देश नहीं चल सकता है। बड़े आदर्शों को लेकर चलने वाले लोग, बड़ी चीजों को लेकर चलने वाले छोटे और संकुल हृदय के लोग आगे की

योजनाओं को बनाने में असमर्थ हो जाया करते हैं। इसलिए मेरा निवेदन है कि इस हड़ताल के प्रश्न को एक परिप्रेक्ष्य में देखना चाहिए।

जो रबी राय जी ने कहा है बहुत साफ ढंग से कहा है, गो कि उन्होंने अपनी टूटी फटी भाषा में कहा, वह अहिन्दी भाषी ह, लेकिन बहुत शक्ति के साथ कुछ मुद्दों को प्रतिपादित किया है। जो इश्यूज हैं उनको सामने लाने की कोशिश की है। लेकिन भूपेश गुप्ता जी इतने अधिक भावावेश में थे सारी बातें एक धारा में नहीं आ सकी कई चीजों को तोड़कर समझना पड़ा। उन्होंने कई बातें कहीं। मैं आपसे निवेदन करना चाहता हूं कि इंग्लैंड की बात माननीय रबी राय और भूपेश जी दोनों ने कही है दोनों ने कहा कि इंग्लैंड में कोयले की हड़ताल हुई, एक आदमी पर कोई कार्यवाही नहीं हुई। मैं पूछना चाहता हूं कि पश्चिम के किस मजदूर आन्दोलन में सेबोटैज हुआ है? फ्रांस, ब्रिटेन, जर्मनी, नार्वे, स्वीडन और अमरीका को लीजिए, कभी किसी मजदूर आन्दोलन ने दुनिया के, मजदूर संगठन में अपने देश की शिकायत करने की जुरत की? वह देश ऐसा नहीं किया करते। मैं सुनना चाहता था कि रूस की, जर्मनी की, अक्रॉसलोवेकिया की, पोलैंड की, चीन की बातें, वहां के मजदूर आन्दोलन की बातें क्योंकि मेरा दिल, दिमाग और हृदय उनके साथ है जो समाजवादी क्रान्ति के हिस्से रहे हैं भले ही कुछ प्रयोगों में हमारे और उनके विचारों में थोड़ा फर्क हो। लेकिन वह कैसे पैदावार करते हैं? क्या वह भी हड़तालों को तरजीह देते हैं। जो वहां गये हैं, मैं उनसे पूछना चाहता हूं कि वह वहां क आर्थिक साधनों को जोड़ कर बताएं। ब्रिटेन की बात कहना बहुत आसान होगा, फ्रांस की बात कहना, जर्मनी की बात कहना बहुत आसान होगा। लेकिन रूस, पोलैंड और अमरीका जैसे किसी देश की प्रति व्यवित आसदनी, न्यूनतम आसदनी और एक श्रमिक की आसदनी, इन तमाम फर्कों को भी देखना पड़ेगा। वहां के आर्थिक साधनों को भी देखना पड़ेगा, औद्योगीकरण

को भी देखना पड़ेगा, राष्ट्रीय सम्पत्ति को भी देखना पड़ेगा और वहाँ के अंतर्राष्ट्रीय सम्बन्धों को भी देखना पड़ेगा। तब आकर वहाँ के श्रमिक आन्दोलनों की परम्पराओं से आप इस देश की तुलना कर सकते हैं। केवल कपिल कल्पनाओं से आप वहाँ की बातें नहीं कह सकते। हर बात में विनायक की नज़ीर मुन्ने को मिल जाती है। मैं समझता हूँ कि हिन्दुस्तान का आदमी थोड़े दिनों तक इस देश के अन्दर एक नज़ीर डूबने की कोशिश करे, इस जमीन के नीचे से कोई चीज़ तलाशने की कोशिश करे तो यह मुल्क बन सकता है। अगर खेत नदी के किनारे, पो नदी के किनारे या मिशिगन के किनारे ये चीज़ें तलाशने की कोशिश करेंगे तो इस देश की धरती नहीं बन सकेगी। इस देश की संस्कृति और औद्योगीकरण बनना मुश्किल होगा।

इसलिए मैं आपसे निवेदन कर रहा था कि जब आप ब्रिटेन की नज़ीर दें तो उसके साथ अपने देश की आर्थिक, भौगोलिक संदर्भ को भी सामने रखकर देखना पड़ेगा। मैं आपसे निवेदन कर रहा था कि मुझे रेल मंत्री जी से गिना इस बात की है कि उनको कोई आवश्यकता नहीं थी कि मजदूर नेताओं को बुलाकर वह निर्णय करते।

जब रेलवे बोर्ड आटोनामस वाडी बन गया है, वह गलत या सही और रेलवे बोर्ड का जो चेयरमैन है—हो सकता है भूपेश जी उन पर अपनी अलग राय दें—जिसे भारत सरकार ने नियुक्त किया है, वह अयोग्य है या योग्य, इस बात पर बहस नहीं करनी चाहिए। उस आदमी पर यकीन करना चाहिए और यकीन करके सारी बातचीत रेलवे मंत्रालय के माध्यम से की जानी चाहिए।

आपने देखा होगा रेल मंत्री जी अपनी उदारता से, राजनीतिक उदारता के भाव में तमाम लोगों को बुला लेने हैं और बुलाने के बाद बातचीत

हो जाती है। बातचीत की टेबल खुल जाती है जब बहसें हो रही हों, बहस के दौरान नेगोसिएशन चल रहे हों, चर्चाएं चल रही हों और अभी यह तब न हो कि सरकार की नीति क्या होगी तब आपकी ओर से ब्यान जाता है कि हड़ताल 8 तारीख को जरूर होगी। दुनिया की कोई ताकत हड़ताल को रोक नहीं सकती। बात भी चल रही है और हड़ताल का फैसला भी चल रहा है, अजीब माहौल है।

जब पहली तारीख को जाज साहब गिरफ्तार हुए तब आपने लखनऊ में जाकर शरण मांगी और शरण भी मांगी अंतर्राष्ट्रीय ट्रांसपोर्ट वर्कर्स फ़ेडरेशन से। यह तो गज और गिरह वाली बात हुई। मैं आपको एक किस्सा सुनाना चाहता हूँ। एक हाथी था उसको पकड़ा मगर ने और जब वह पकड़ा गया तब चिल्लाने लगा : 'भगवान बचाओ, बचाओ'। मैं कहना चाहता हूँ कि हाथी कभी भी अपना शरीर नहीं देता। जब भी वह पकड़ा जाता है भगवान को ही पुकारता है। इस देश में भी इनकी यही हालत है। जब इनको अपने देश में कोई ताकत नहीं मिली तो विदेशी ताकत को बुला लाए। उनको यह कहा गया कि इस देश की सरकार तानाशाह है इसलिए फौरन हमारी रक्षा कीजिए। पता नहीं इन्होंने उधांट साहब, जो कि संयुक्त राष्ट्र संघ के महासचिव हैं, को तार दिया या नहीं, या मुरझा परिषद को खबर भेजी गई या नहीं कि आप रेलवे हड़ताल में हस्तक्षेप करें।

मैं आपसे निवेदन करना चाहता हूँ कि जब आप तोड़ फोड़ की कार्रवाई कराएँ तो क्या मंत्री महोदय इनको न रोकें। गाड़ियों को उलटने पलटने दें, कारखानों को टूटने दें और उसके लिए कोई कार्रवाई न करें। अगर इसके बावजूद भी कोई कार्रवाई की गई है तो मैं समझता हूँ कि वह बिल्कुल नगण्य है, न्यूनतम है मुझे फिर भी इतमीनान है रेलवे मंत्रालय और भारत सरकार दोनों सहिष्णु और दयालु हैं।

[श्री जगदीश जोशी]

मैं थोड़े अंश में दुःसाहस करके कहना चाहता हूँ कि यह इतने दबैल हैं कि वे इनमें से अधिकांश लोगों को क्षमा करेंगे।

आप जानते हैं कि हम लोगों की बात, तो सुनी नहीं जाती क्योंकि हमारा समय भी उधर के लोग ले लेते हैं। मैं कहना चाहता हूँ कि यह लोकतंत्र कतई नहीं है। उस तरफ अगर कोई आदमी बोलने लगता है तो 25-25 मिनट बोलता रहता है तब भी हमें कोई गिला नहीं रहती, हमारे लोगों को तकलीफ नहीं होती इस सारे संदर्भ को देखते हुए जो भी निर्णय रेल मंत्रालय ने अभी तक किया है वह बिल्कुल नगण्य है। मुझे उम्मीद है वे दया और कृपा के बल पर, जिन लोगों के केस आते जाएंगे उनको क्षमा करते जाएंगे। मैं सिर्फ एक बात अंत में कहना चाहता हूँ कि एक बार फिर भूपेश गुप्त जी को मौका दे दिया जाए ताकि वे अपनी वेदना का प्रकटीकरण कर सकें।

SHRI D. THENGARI (Uttar Pradesh): Sir, before I come to the subject proper, I must make one clarification. Approaching the International Transport Workers Federation is not tantamount to seeking foreign intervention. Otherwise, India's membership of the United Nations also would be treated as such. So, that misunderstanding should not be there.

Sir, YOU Must have been amused at the bravado of some of the Members on that side. All of us know that the strike was imposed upon the Railway employees, who wanted a negotiated settlement with the Railway Ministry. We also know that there was no sabotage or violence anywhere in the country. So, the strike was nationwide and continued for 20 days-in some places it was for more than 20 days-for which the Railway employees should have been congratulated by the other side. We also know that while the railway employees went in for industrial action, the Government greeted them with serai-military operation and tried to crush them as if it was an array of China or Pakistan, and not their own brethren, flest of their flesh

and blood of their blood. And then, our friends on that side boasted here of suppressing the railway strike as if they have suppressed a rebellion or a revolution. It is quixotic. Sir, you must have heard the story of Don Quixote as you are well versed in all these things. Now, the Government has said that the strike was illegal and technically they can say so. . .

SHRI BHUPESH GUPTA: You said that he is well-versed with Don Quixote. I think, after having seen exhibition of Mr. L. N. Mishra, he must have forgotten this story.

SHRI D. THENGARI: He has out-Quixoted Quixote.

Sir, this strike has been declared as illegal. Yesterday, I was surprised to hear from Mr. Qureshi that it was illegal because the strike ballot was not taken on the demands for which the strike was launched. In the first place, this is a misrepresentation or a misunderstanding because whatever might be said in the course of negotiations, one thing is certain that the demands for which the strike was launched were precisely the demands for which the strike ballot was taken. That is one thing. Apart from that, I want to know whether according to the hon. Minister the strike would have been legal had the strike ballot been taken afresh on the same demands because, according to us, the strike became illegal as there was a Notification from the President that the railways are the essential services. And on the strength of that Notification, it was declared illegal. Does the hon. Minister mean to say that had the strike ballot been taken, notwithstanding the Notification by the President, the strike would have been considered as legal? Against this background, I want to ask, can there be any occasion or any period or any circumstance under which the rail-waymen in our country would have an opportunity to stage a legal strike because, every time when there is a likelihood of a strike by the railwaymen, some such notification by the President would be there. And, therefore, virtually the railway employees have been deprived of their legitimate trade union rights because strike is a legitimate trade union right. And I would like the

bon. Minister to specify the circumstances under which they will have an opportunity to stage a legal strike.

Now, Sir I will not go into all the details of the Government action during the strike. But I should like to inform the House that even after the strike was called off, victimization is persisting. Yesterday I said, and it was not contradicted by either of the Ministers, that on July 18, the services of four lady employees of Tinsukia in Assam were terminated while there was no sabotage or violence in the vicinity. And in mid-July, the services of three members of the running staff in Kanpur were terminated. And there are reports from other places also. Sir, the hon. Minister has given some information about victimisation. But, it is not a total picture of victimisation. He has gone on technicalities. Only the number of dismissed employees has been given by the hon. Minister. It was ten thousand and odd. But, Sir, victimisation comprises not only dismissal but removal, termination, discharge, compulsory retirement, discontinuance without any sort of communication, etc. Now, Sir, if the Members of Parliament inquire as to what is the total number of dismissed employees, they are not going into the technicality of difference between removal and termination and discharge and dismissal. They want to know the total picture of victimisation. But, standing on technicality, only the number of dismissed employees has been given which is not only inaccurate and incomplete but misrepresents the total picture. To give one example only, in the Ajmer Division, in this month, i.e., two months after the strike is over, notices compulsory retirement have been served on about 180 employees. Now, Sir, according to rules, it is true that there can be compulsory retirement and notices can be given but I would like to know when that rule was made. Pandit Jawaharlal Nehru had assured that it would be used very sparingly and only in cases of corruption and gross inefficiency and in cases of danger to national security. But, in the case of these 180 employees it has not been proved that either they suffered from corruption or gross inefficiency or that they constituted danger to national security. Nor even a committee for scrutinising their cases was constituted.

Arbitrarily they were served with notices for compulsory retirement which is also as much victimisation as dismissal.

Now, Sir, the Railway Establishment Code says that transfers should not be ordered by way of punishment and here, after the strike, a large number of employees have been transferred without rhyme or reason by way of punishment.

SHRI MONORANJAN ROY (West Bengal): They will say that it was done for administrative purposes.

SHRI I. THKNGARI: It is a convention that transfer in the same grade can be ordered normally before the academic year starts. But, after the strike there have been large-scale transfers even before the commencement of the academic year. Even [men, who are normally not transferred, are being transferred. The implication of this should be properly understood. In the main Divisions, transfers within the Division also mean inter-State transfers. Take, for instance, Ratlam Division. It comprises areas in three States—Gujarat, Rajasthan and Madhya Pradesh. So, the medium of instruction, text books, curriculum etc. changes. This certainly causes hardship to the children of the employees.

Now, in the event of a transfer, the administration has to give Rs. 200 to each employee and they are giving it. This is unnecessary expenditure on the part of the administration and it is only to satisfy the personal vendetta of some of the officials. All these cases should have been gone into by the Railway Ministry.

Sir, the extent of vindictiveness can be understood by the fact that there are cases where people have been dismissed on the ground of having gone on strike while, in fact they were arrested before the commencement of the strike. That will just be the idea as to how vindictiveness is playing its own part.

Sir, there are cases of employees who have been refused permission to occupy their quarters during the pendency of their appeals. While the appeals are pending, employees are evicted and as such they should be allowed to occupy their residential

[Shri D. Thengari]

quarters. But, they are being evicted, thrown out bed and baggage though their appeals are still pending. There are also cases where employees were thrown out. Again they were asked, giving a latitude, to re-occupy their residences and once again they are served with notices that before 15th of August they *must quit*; otherwise they will be thrown out forcibly.

Sir, we had in this House and also, in the other House reported a number of cases of police atrocities. Even there were man-handling of females in railway colonies but no enquiry has been instituted in all such atrocities which any civilized Government should have done by now.

Sir, after the strike though it has been said by the Railway Minister that the railways constitute one family, he is just ahead of the family of the railway employees and now the free movement of railway employees which was a normal feature till the strike has been restricted. They are not allowed to move. You will be wonder-uncle, Sir, they are not allowed to move out of the office buildings or workshop buildings even during lunch hours. Virtually, they are prisoners during office hours. The employees were normally required to mark their attendance once in a day but they are required to mark their attendance thrice i.e. at 10 a.m., at 15.35 hours and at 17-hours. Probably, as some psychologist said that whatever is in sub-conscious mind is revealed by unconscious gestures. A very significant gesture has been there in Delhi that the boundary walls of the office of the Divisional Superintendent at New Delhi have been raised after the strike further by six to ten feet. Probably they are strengthening the walls between themselves and the employees. Names of all the employees attending gate meetings are noted and reported by railway intelligence. At Jagadhari some employees are being charge-sheeted for attending gate meetings which is a normal trade union right.

Sir, there was no system of appealing in 1900 and 1968; Now this appeal system has been introduced. But in appeals it was decided, we were told, that no humiliation would be inflicted upon the employees, It

was a gentleman's agreement that what is to be given in writing should be that I have been dutiful and I will continue to be dutiful; I have been loyal and I will continue to be loyal in future. But in practice, in order to break the morale of the re-instated workers, they are compelled to write something humiliating. Those whose break-in service has been condoned after due consideration are also forced to give similar humiliating undertakings. I may say with confidence that the number of those suffering from break in service was much higher than 2.5 lakhs when the Minister declared that figure on the floor of the House. Subsequently, the officials had to hurry up the process of condoning in order to bring down the number to 2.5 lakhs. In the process, they got this in writing from the poor employees mere as a face saving device for themselves.

Sir, personal venom of officials is playing havoc in appeals. The cases are rejected in spite of earlier clearance after scrutiny.

According to the policy now 'hard core' is to be kept out but what is 'hard core'? In a number of cases, we know, Important office-bearers are being taken back while ordinary workers are kept out just to satisfy the sense of personal revenge. 'With whomsoever they have quarrels, officers are keeping them out and some of them are described as 'hard core', the others as blacklisted but it is just venom and nothing else.

5 P.M.

Quite unusually the SPs and District Magistrates have been required to consult the D. S. of Railways for the purpose of Finalising as to which cases should be withdrawn in spite of the fact that the group of workers is charge-sheeted and, apart from F. I. R. earlier screening by the Departmental Security Officer and Police Department, nothing new can now be added. Even there are cases in which the entire group thus charge-sheeted is categorised for being taken back and then, subsequently, a few of them have been omitted on the advice of railway officials. For example, at Agra, two employees, Ranbir Singh and Man Singh, have been left out deliberately, while the entire group, whose members were

charge-sheeted together, has been taken back. Terupoiary staff, who can be taken back, have been deliberately kept out, describing them as casual or substitutes. In workshops or open lines there can be no Substitutes. Still they are so described and maliciously kept out. Preferential treatment to the so-called loyal workers in bound to create a permanent division among employees, which is not in the interests of the smooth running of the administration. Recently there has been *en masse* upgradation of officers, while simultaneously reduction has been effected in certain categories such as stenographers, etc. I should like to know whether the Labour Ministry has become defunct so far as railway officials are concerned. It is not functioning in the normal way. R.L.Cs. are not taking cognisance of the complaints of railway employees. P.N.M. meetings are not being held and thus all the doors are closed. This is bound to aggravate discontent further.

It is very unfortunate and unusual that the Railway Ministry is trying to interfere in the democratic trade union movement. You will be surprised to hear that at every level, from top to bottom, the office-bearers of the recognised unions are told that they must throw out Mr. George Fernandes from the Presidentship of AIRF. Otherwise, victimisation will not be withdrawn. I must say that this is quite undemocratic and dictatorial. It is for the workers to decide who should be their President. Still I should like to announce here that if the legitimate demands of the workers are met, i.e., all the arrested persons are released; the victims' families are compensated; all victimisation is withdrawn; all the notices for the de-recognition of unions are withdrawn, negotiations with the NGCRS are resumed, if all these demands are conceded by the Railway Ministry, here and now M. George Fernandes is prepared to resign from the Presidentship of AIRF. I want to know from the Government whether they are prepared to concede these legitimate demands, instead of interfering like a totalitarian State in the democratic trade union rights of the railway employees. Thank you.

SHRIMATI SUSHILA SHANKAR
ADIVAREKAR (Maharashtra): Sir, the
railway

L/P(N)20RSS—8

strike ended in a rather unexpected manner than visualised by its organisers and so it looks that the opposition Members are extremely agitated over the outcome of it and the consequences of it. Nobody denies the role of trade unions or its right to go on strike. Trade unions are meant to agitate for better conditions of work for their workers and demand and protest when necessary. Strike is a weapon to be used sparingly and as a last resort. But recently the railwaymen have made it a regular practice to go on strike very frequently. The last strike was the most unprecedented one at a time when the country was passing through a very critical economic crisis. But those experienced critics of the Government and its economic policies, leading to innumerable hardships to the common man were the first to forget the interests of the country or its people. To them the national loss or the common man's hardships had no consideration, when they so loudly gave a nation-wide call for strike. Sir, do we not all know what irreparable damage the strike has done to our country? India's rail network is literally our lifeline. The call to strangle this lifeline was most unfortunate and most ill-timed. This has crippled all our industries, large or small, for want of fuel, for want of raw materials. Sir, about 60 per cent of India's materials are carried by goods trains. Once need not be an economist to imagine what could have been its wider impact if the Government had not decided to take timely steps.

It is a well-known fact that it was with deep reluctance that the Government intervened, not in the traditional way to appease the opposition party leaders but in the most effective way, to reduce the impact of this most uncalled for strike. The massive walk-outs by railwaymen and the stopping of thousands of trains have threatened the country with devastating economic dislocation that one can ever think of. It was not just the stopping of the trains. But, Sir, it was the stopping of our country's economy. When our country is reeling under rising prices, high inflation, shortages of essential commodities, was this call of strike justifiable? The

[Shrimati Sushila Shanker Adivarekar]

Government knew that under no circumstances could it allow any such move to paralyse the economy.

[The Vice-Chairman (Shri Jagdish Prasad Mathur in the Chair)]

The Government which is always known for its extremely lenient and sympathetic attitude towards the workers and their trade unions had to deviate a bit from the usual course by taking a real firm stand. This move represents a decisive break from the past practices, especially when the opposition leaders were not in a mood to concede any persuasive and negotiating methods. No doubt, Sir, there were a number of economic grievances of the railway workers which required solution and attention. But it is also equally true that the Government was not in a position to afford to pay the total emoluments that were demanded. The opposition leaders, instead of pressing the workers to work hard to increase the productivity of the country, to fight inflation, etc. chose the path to make political gain out of it. In other words, I may say that it was nothing short of political adventurism.

Sir, it was for the first time that the opposition parties and their trade unions were facing a resolute Government, and that is the real harsh truth for all the bitterness and rancour and so, these talks about victimisation and intimidation. But really the story has the other side to it. The opposition leaders were touring and inciting the railway staff to violence and acts of sabotage. And there were a number of such acts that were reported, like placing of boulders, logs and explosives on the railway track and also the harassment of the workers who were not prepared to participate in or associate with the strike. When the strike organisers were planning such massive sabotaging activities, did they ever take into consideration the safety of the travelling public? What can the Government do in these circumstances except to arrest them and take disciplinary action against those who indulged in unlawful activities? It just cannot allow this to pass as unnoticed in the larger interest of the country. Which Government in the world can sit with folded hands silently witnessing the drama of dragging the country to-

wards chaos and misery to millions of people?

Sir, I earnestly wish that these opposition Members and other leaders of the strike had been the victims of this situation and had travelled along with the other lakhs of citizens of Bombay and other cities in trucks, buses, tempos, etc. with all the inconveniences and the hazards to life, not to speak about the tremendous suffering of women and children travelling in open trucks in sun and rain. Sir, we just do not know what the nation has lost during this strike. It might be colossal in terms of production. But when these people were planning to jeopardise the industries of the country, did they ever think of the plight of a poor self-employed person like a hawker or a shoe-shine boy or even a singer or a beggar who has to depend on his meagre daily earnings?

There is a lot of talk by the strike organisers about the repressive measures adopted by the Government and the police excesses in the railway colonies to harass the workers and their families. After the strike failed to achieve the desired results, these types of talks have become the face-saving device. The just and ordinary actions of the Government against any violent activity are criticised by them. But they conveniently forget what assaults and humiliation they have inflicted upon the workers who reported for duty during the strike. Just because their genuine desire was to keep the wheels of the railway moving so that the economy of the country is not stranded. The Opposition Members also forget that the militant elements of the strikers have also left a saga of sad stories of their behaviour which I need not narrate. And even today we read and hear about labour leaders still exhorting the railwaymen to violate the law and adopt go-slow tactics.

One side, Sir, they have to indulge into practising all that is anti-national and on the other side they are keen to criticise the Government for its, just, appropriate actions by naming it as victimisation, harassment etc. How far this game of face-saving is to continue? The people have no sympathy with them and that has been proved during the strike. It is always true

that when you overplay your part and when you repeat your actions too often, it loses its charm, it loses its importance and, of all the things, it loses the sympathy of the public that you want to win. No doubt the Government has given assurance that it is prepared to look very sympathetically into the cases and even set an inquiry where there is any justification about it. Sir, I can in my own bumble way only appeal to the Opposition Members that instead of being critical for political reasons let us all strive together to meet this critical crisis of the country as this is our real prestige issue.

SHRI MONORANJAN ROY (West Bengal): Sir, I do not give any credence to the public announcement of either the Prime Minister herself or our Railway Minister. The Prime Minister said that they had no intention to crush either the strike or to victimise any employee. Sir, the Railway Minister on 24-7-74 told in Lok Sabha that "there was no question of victimisation at all". I do not know what he means by victimisation. The dictionary shall have to give a different meaning. Also he said that except those who had been convicted all others would be taken back and had been taken back. I am not saying this on my own. This is from the synopsis of the debate in the Lok Sabha over the No-Confidence Motion.

Sir, I would give the latest figures that I could collect till 1st August, 1974 pertaining to only one Division. This is in respect of the Eastern Railway:—

Division	Removal	Reinstated	Removal as on 1-8-74
Headquarters ..	89	44	45
Howrah Division ..	854	428	426
Sealdah Divn. ..	472	178	294
Asansol ..	252	23	229
Dhanbad ..	74	21	253
Danapur ..	674	33	614
Jamalpur Workshop	17	Nil	17
Kanchrapara W.S.	20	3	17
Lilooang W.S. ..	43	4	39
Mugalsarai Plant Depot ..	17	Nil	17
	2,512	734	1,778
Casual labour dismissed ..	..	..	4,476
Reinstated ..	..	..	Nil
Total removed— permanent and casual=6,254 as on 1-8-74			

And he says that they had all been taken back. Sir, I will now show the attitude of the Railway Ministry, the Government of India and the Prime Minister herself. We are living in a mad house. The workers are being dealt with by the mad house itself, I would say. The attitude is not only vindictive, but it is sadistic. How are they carrying out their guidelines? The Divisional Mechanical Engineer (P), Chakradharpur (SER) in his confidential letter No Con/] MP/EMER/74, dated July 6, 1974, advises his loco Foremen that the appeals submitted by the staff could not be considered because "the same were not apologetic and proper" and circulated a sample copy of appeal which the employees were asked to submit. I would ask the Railway Minister to hear me and tell us whether this is their guideline, this is their attitude and policy. This sample appeal reads:

"I was totally misguided and misled over the issue . . ."

This is to be written by the permanent worker who has been removed from service.

". . . and declare that I did not have any subversive motive behind my absence. I was totally out of my mind

II it is not a mad house, why should they have written like that?

"... and had no control over my thought".

This is to be written by a removed employee use he took part in the absolutely legal strike. The strike was forced upon the heads of the workers and they were forced to go on strike. Now they will have to write:

"I was totally out of my mind and had no control over my thought and therefore resorted to erroneous methods ... I firmly declare that in future I will not take part in any such strike".

In regard to break in service, another form has been circulated in which the employees concerned have to give reasons for their absence with documentary evidence like sickness certificate, etc., and state that they

[Shri Manoranjan Roy!]

had no intention to join the illegal strike. It should have been "join any strike" because the strike was not illegal under the existing law of the land, under the Industrial Disputes Act which should guide the workers and also the employers. For getting the break in service condoned, he shall have to write that he "solemnly assures that in future he would not join any illegal strike and give any cause for complaints against his behaviour or performance". If this is not a slave condition, I do not know what a slave condition is. In future, he should give no cause for any complaint against his behaviour or performance.

Now, Sir, there was a circular that as far as the casual labourers were concerned, they should be taken back because the tracks continued to remain unsafe. Then the casual labourers who were almost regular, were asked to forgo their wages, their status, and work as daily labourers, thereby reducing their wages by Rs. 100 to Rs. 150 per month. That is another condition for casual labourers to lie condoned and be reinstated as daily labourers.

Then, Sir, I would cite another circular. In a joint circular No. ELS(T)/3/4/ dated June 15, 1974, issued in the Adra Division (SER), the authorities planned to run trains without brake-vans and without even guards. That is most dangerous. A letter was sent by one of the Lok Sabha Members, Mr. Samar Mukhejee to the Railway Minister in tin's connection.

Because of a mass deputation in Tatanagar, a number of workers were charge-sheeted and dismissed. After the strike was withdrawn, a member of the Staff Council, A. Dilli, has been dismissed from service on July 10 for an offence allegedly committed by him in 1972. Is it not a mad house? Now I would read out another circular. The people who have been evicted from their quarters include not only those who have been removed from service but those who are in service till now; they have also been removed from their quarters. I do not know under what rule they do it. The District Judge of Jalpaiguri during the strike period delivered a judgement declaring eviction illegal. Despite that, they are doing it. Do they care for the law of the land? Do they

care for the judgment of the courts? Did they go to the High Court and the Supreme Court for eviction of the workers? No. They have got the force and they are doing these things. The Divisional Superintendent of Chakradharpur, wrote a confidential letter to the Superintendent, Railway Police—vide letter No. GKP/COM/1/74 dated July, 1974—stating—there was a small deputation of the workers against illegal victimisation, illegal transfers, mass transfers and illegal promotions; because of that this confidential letter was written by the Divisional Superintendent, Chakradharpur, to the Superintendent of Railway Police, Tatanagar—"Soon this will swell into a bigger demonstration and a bigger issue unless immediately their plans are nipped in the bud". You see the audacity of this man to write this letter. He writes that the rights of the workers should be nipped in the bud. "I would, therefore, be grateful if you could kindly take necessary action to see that these" men do not come in groups anywhere near the station premises or any other workshop". The railway authorities are also using all sorts of nefarious and vicious words and instigating the workers. I would like you to note this from the Loco Foreman, Steam Loco Shed, Tatanagar. In a top confidential DO letter dated June 1, he asked for transfer of sixteen workers on the ground that "anti-national elements"—the workers—were mixed with political parties like the CPM and tried their best to collapse the Steam Loco Shed. Since when is the CPM declared as an illegal party? Even now the CPM is the major Opposition Party in the Lok Sabha, it is the biggest Opposition group in the Lok Sabha. And this petty officer has got the cheek to write that railway workers are mixed with CPM workers and so they should be transferred immediately because they are a danger to the administration. Yes, the railway workers are dangerous to the bureaucrats, to this Ministry. There is no doubt about it. That is why these bureaucrats are taking all sorts of steps against the railway workers. I want a reply from the Minister as to what authority that Foreman or that Assistant Foreman got to write such things in such a language. Is it the Prime Minister's reaction that if railway workers are mixing with the CPM, they should be immediately transferred or

dismissed? Is it your direction that only they should mix with Congressmen and should be enrolled with the Congress? What is your reaction? I am giving you the numbers and dates of these confidential letters. You please Inquire into them and let me know. Please tell me how this man got the audacity to write like that. I may tell you still workers are being hounded, still warrants are kept in abeyance and workers are being searched here and there; still workers are being arrested. Victimisation is continuing. Large-scale transfers, demotions and all sorts of things are taking place. Everyday more and more workers are put in jail. That is how they are dealing with workers. Sir, the Divisional Superintendent and General Manager now boast that they have got the power in their hands. The District Magistrate and the Police Superintendent have been asked by the Home Minister here in the Centre that all arrests or release should be done in consultation with the Divisional Superintendent or the officer incharge of the Railways and according to their directions. So far as railwaymen are concerned, the officers can get any man arrested and keep him in prison for months and months, if not years. This is the condition under which the railways are now working. And the Minister says normalcy has come. What specimen of normalcy has come? Yesterday I was coming by Kalka Mail. In the First Class there was no light and there was no switch. The poor workers tried to rectify it. But what could they do? There was no connection at all. The battery was exhausted. With that battery the train started. This is the condition of all the trains. Late running of trains has become usual. It has become normal. Not only the railwaymen but the passengers are also being harassed and put under all sorts of Inconveniences. They will continue to harass them if they think of doing this. What they do is all illegal because under the law of the land, the Industrial Disputes Act, the railwaymen gave notice. But you forced them to go on strike. Shri Mishra himself announced in the House that stoppage of 200 trains long before the strike started was his strategy in the ensuing fight. That was his declaration of war on the workers. This strategy put a number of passengers to unheard of diffi-

culties. After that you declared another war by clamping DIR on the workers. This could be done only in an emergency. But you declared that the strike was illegal and threatened the workers that they would be arrested under the DIR and not under the ordinary law of the land. What authority you had to declare such a strike illegal? Could you not have talked to the workers? But you did not prefer to do that. They wanted only a paltry sum. I will give some figures. Due to this strike how much did the country lose? The Minister said in the Lok Sabha that the loss was about Rs. 60 crores. But it was much more than that and the country lost Rs. 600 crores. The workers wanted only Rs. 550 crores. But that the Railway Administration and the anti-working class Government would not give anything to the workers. I would read out what some of the capitalist countries have given to their workers when the prices have gone up. These figures will show how the wages of workers have gone up. In the United States during the last five years the prices rose by 25 per cent. The wages rose by 37.5 per cent; In U.K. prices rose by 45 per cent; the wages rose by 67.5 per cent; In France prices rose by 32.5 per cent; Salaries rose by 65 per cent. In Italy prices increased by 47.5 per cent; the salaries went up by 62 per cent. In Belgium prices rose by 10 per cent; but salaries went up by 75 per cent; in West Germany prices went by 37.5 per cent; but the wages went up by 40 per cent; in Canada the prices rose by 37 per cent; the wages of workers went up by 45 per cent; in Australia prices went up by 30 per cent and the wages were increased by 52 per cent; in Japan the prices went up by 40 per cent and the wages were increased by 87.5 per cent; and in India prices rose by 125 to 300 per cent during the last decade. And, Sir, in India, the workers' wages were raised from 20 per cent to 30 per cent only! It is a matter of shame for those people and the Government who call themselves as progressive people and progressive Government. Sir, in this connection, I would like to reiterate the demands of the railwaymen here. They go on speaking anything but truth inside the House and outside. Sir, they say that they have accepted six demands. Firstly, they talk about the Miabhoy Tribunal. Are they not ashamed

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over the fact that two years ago when the award came they kept silent and sat light over it? The Tribunal's award was not in the demands of the railwaymen. Was it a demand? Not at all. But they say that they have accepted the award of the Tribunal and thus say that they have accepted one of the demands! What about the demand for eight-hour work? It was never the demand of the NCCRS with whom they have been talking and who gave the call for the strike for the removal of anomaly only. Their demand was for job evaluation outside the scope of the recommendations of the Third Pay Commission. It was not accepted and not a single demand has been accepted. Then the demand was for subsidised ration shops in every railway area so that the railway employees can be assured of their foodgrains and also at a subsidised rate. This was not accepted and instead the Railway Board is supposed to have accepted the question of fair price shops. Then, what about bonus? I have explained how in the capitalist countries they have increased their wages and here how they have decreased their real wages. Sir, in conclusion, I would like to reiterate my demands:

Start negotiations with the NCCRS immediately and unconditionally; withdraw all warrants; release all those people who have been arrested unconditionally; reinstate all the victimised employees; revoke all the transfer orders; and pay compensation to the families whose womenfolk have been injured and who have been beaten up brutally and whose properties have been looted.

Sir, a girl of 14 years of age of Kancharpara, Krishna Chatterji by name, of the City Bazar Workshop Colony was attacked. On the 16th of May, 1974, Sir, she was brutally assaulted and the hair on her head was torn and the whole head was full of blood and she had to be taken to the hospital in an unconscious state! Who did that? It was the goonda elements who were sent by you and the police forces were behind them. This is a fact. Can you deny that? I have given the name of the girl and you can make an inquiry and tell us how she was sent to the hospital and why. Her mother, while she was bathing, was beaten up and taken in that condition to the police

station and while being taken to the police station, she was being dragged almost naked. A number of women who were related to the railway employees as mothers or sisters or wives were also beaten up and sent to the hospitals in a number of places in •i, in North Bengal, in the N'F Railway, in the Eastern Railway and the South-Eastern Railway Zones and also at other places and their properties were looted. When they were evicted from their houses, Sir, their properties were also looted and, therefore, every such family must be compensated for this. This should be done if they want normally to be restored. But I know that neither the Railway Board nor the Government is interested in bringing normalcy. They do not bother about the loss of money because it is the tax-payer's money and they need not bother. They are thriving on black money and they are sitting here in the Parliament and in the Ministry only because of black money and they can use it in the elections and they are not afraid of the people today. But the people will show them the road. Mr. L. N. Mishra, if you want really normalcy to be restored, which I doubt very much, you have to do what I have asked for. -But you do not want normalcy. Otherwise, you would not have brought forward the many Ordinances one after another and every Ordinance hits the people and the working-class people will not tolerate for long and you should be aware of it. I warn that if you continue with this, you will have to face the consequences in the future and you must know that every action has its reaction and you will have to face the consequences if you do not accept the demands that we have put forward. These are all very simple demands. Bring normalcy and start negotiations. Thank you> Sir.

श्री हर्षदेव मालवीय (उत्तर प्रदेश) : श्रीमन् पिछली रेलवे की हड़ताल देश के लिये एक दुःखद घटना है और हम आज इस सदन में इस हड़ताल पर विचार कर रहे हैं तो मेरी दृष्टि से अच्छा यह होता कि हम शान्ति से विचार करते और उस के अन्दर बहुत ज्यादा गर्मी पैदा करने का प्रयास जो हमारे विरोध पक्ष के कुछ मित्रों ने किया वह न होता । हड़ताल किसी के लिये सुख

की बात नहीं थी, दुख की बात थी और इस से देश को कष्ट हुआ, देश को तकलीफ हुई, देश की जनता को कष्ट हुआ और मजदूरों को भी कष्ट हुआ। अब जहाँ तक हमारा पक्ष है, हम ने हड़ताल का विरोध किया और हम आज भी इस बात को मानते हैं कि वह हड़ताल अनुचित थी, हड़ताल उचित नहीं थी। मजदूरों की मांगें थीं कुल मिला कर 450 करोड़ की, उस में से सरकार ने 190 करोड़ दे दिया। इतनी कठिन आर्थिक स्थिति होते हुए 110 करोड़ पे कमीशन की रेकमेंडेशन के मुताबिक दिया और 80 करोड़ किसी और मद में दिया। इस के बाद हड़ताल का फिर भी चलाना, इस के मायने हैं कि देश की आर्थिक स्थिति को सामने नहीं रखा गया। दूसरी एक और बात इस हड़ताल के सिलसिले में सामने आयी। हमारे जार्ज फरनान्डीस साहब, जिन्होंने इस हड़ताल के द्वारा बहुत बड़ा नेता बनने का प्रयास किया था उन के साथ एक अजीब सा जमघट हो गया। जमघट हो गया हमारे जनसंघी भाइयों का जिन का कभी मजदूर आंदोलन से कोई संबंध नहीं रहा, इस के चलते वह भी मजदूर आंदोलन में आ गये, उन के साथ हो गये और मार्क्सिस्ट भी हो गये उन के साथ। और इस से इन्कार नहीं किया जा सकता कि उस हड़ताल के पीछे पोलिटिकल मोटिवेशन था। इस से इन्कार नहीं किया जा सकता कि देश में आर्थिक संकट है, देश में कष्ट है, देश में तकलीफ है, उस का लाभ उठाया विरोधी पक्ष ने। देश की जो जरूरत थी, देश को जो चाहिये था, देश का जो हित था उस को सामने नहीं रखा गया। एक बीमारी है, एक मर्ज है। क्या किया जाय कि किसी प्रकार से कांग्रेस का राज खत्म हो, किसी प्रकार से अव्यवस्था हो, किसी प्रकार से इंदिरा गांधी का प्रधान मंत्रित्व जाय। यह एक पोलिटिकल दृष्टि कोण है और इस के नाते सब कुछ चलता है। इस में जहाँ तक हमारे कम्युनिस्ट दोस्तों का संबंध है वह इस हड़ताल में कुछ अजीब सी स्थिति में रहे। उन्होंने हड़ताल के अंतिम काल में, समाप्ति के समय जरूर कुछ कंस्ट्रक्टिव

प्रपोजल्स रखे, रचनात्मक प्रस्ताव रखे। वह इस हड़ताल में यूँ पड़े कि उन का रेलवे मजदूरों में वेस बहुत कम था। वह अपनी ताकत वहाँ बढ़ाना चाहते थे और हालांकि कम्युनिस्ट पार्टी के लोग फरनान्डीज जैसे अपार्चुनिस्टों से या मार्क्सिस्ट जैसे लेफ्ट एक्सट्रीमिस्ट या जनसंघी जैसे प्रतिक्रियावादियों से अच्छी तरह से वाकिफ हैं मगर वे किसी प्रकार से उन की लपेट में आ गये। दूसरी बात जो मैं अपने कम्युनिस्ट दोस्तों से कहूँगा वह यह है कि उन्होंने अपने मार्क्सवादी या अपनी पार्टी के सिद्धांत को, बुनियादी उसूल को भुला दिया कि मजदूर वर्ग को बिलकुल इकोनामिज्म की तरफ जुटा देना, आर्थिक प्रश्नों पर ही जुटा देना गलत होगा, उन के अन्दर एक राजनीतिक चेतना डालनी भी आवश्यक होती है। एक यह कंपटीशन है, एक लागडाट है अपनी ताकत जमाने के लिये, तो वह उसमें उस की लपेट में पड़ गये और उस वजह से उन्होंने इस पड़ताल में अपनी ताकत लगाई। अब हड़ताल दुखद हुई। हड़ताल के बारे में तरह तरह की बातें कही जाती हैं। अभी हमारे मित्र श्री मनोरंजन राय ने कुछ बड़ी गम्भीर बातें बतलायीं कि किस प्रकार से मजदूरों पर अत्याचार किया गया, किस प्रकार से उनका विक्टिमाइजेशन हो रहा है।

उन्होंने सर्कुलर भी पढ़ कर सुनाया। वह बात अगर सही है तो चिन्ता की बात है। फिर दूसरा पक्ष भी है। हमने भी बहुत से रेलवे मजदूरों से बात की। जो हड़ताल पर नहीं गये उन पर भी अत्याचार हुए। वह कहते हैं कि उनके घरों पर भी हमले किये गये, उनकी औरतों को, बच्चों को तंग किया गया जब वह काम पर गये। तरह तरह की बातें हैं। अब इनको तोलना, इनका लेखा-जोखा करना शायद अच्छा नहीं होगा। कहते हैं 'बीती ताहि बिसार दे आगे की सुधि ले'। इसमें अगर हम पड़ जायेंगे तो बुरी बात होगी। मैं समझता

[श्री हर्षदेव मालवीय]

हूँ कि दोनों तरफ से ऐक्सोज हुई, दोनों तरफ से गलत बातें हुई। हड़ताल में दोनों तरफ से ज्यादतियाँ हुई। . . .

श्री मनोरंजन राय : हड़ताली जो थे उनके साथ बी० एस० एफ० पुलिस और सी० आर० पी० नहीं थी।

श्री हर्ष देव मालवीय : जो राज्य की शक्ति थी उसने ज्यादाती की होगी, इससे मैं इंकार नहीं करता। परन्तु हमको एक बात ध्यान में रखनी होती है कि शासन का कुछ दायित्व होता है। शासन इस बात का अधिकार नहीं दे सकता कि चन्द लोग वा फरनांडिस जैसे नेता चाहे आग लगा दें, मजदूरों को भड़कायें चाहे कुछ करें। शासन तन्त्र ऐसी परिस्थिति में बैठेगा नहीं। तो उसमें इधर से भी गलतियाँ हुई होंगी, उधर से भी गलतियाँ हुई। मैं किसी पर दोषारोपण नहीं करता। मगर मैं यह कहना चाहता हूँ कि आज इसका लेखा जोखा करना, बैलेंस करना बहुत गलत होगा। हमको देखना है कि आइन्दा हम क्या करें। सबाल यह है कि आगे क्या करना है। अभी मनोरंजन बाबू ने आंकड़े दिये कि 2 हजार या 4 हजार लोग निकाले गये। सरकारी आंकड़े क्या हैं ये हमको पता लगना चाहिये। सरकार के लोग कहते हैं कि हमने 34 आदमियों को क्वार्टरों से निकाला एक वर्णन हमने यह सुना। मगर मैं यह चाहता हूँ कि इस चीज को समाप्त करना चाहिये। बात यह है कि जब हड़ताल समाप्त हुई तो हमारे माननीय रेल मंत्री ललित नारायण मिश्र ने कहा कि बहुत अच्छा हुआ। हम सब एक परिवार के लोग हैं, 'बी आर वन फैमिली' और परिवार के तरीके से हमको अपने मामलों को तय करना चाहिए। यह भावना अच्छी भावना है और इसके अनुरूप काम होना चाहिये। यह बात जरूर है कि जैसे कहते हैं कि एक बिनम्र और एक दूढ़ दृष्टिकोण। दूढ़ कहते हैं अंगद का पैर।

जब हड़ताल का मुकाबला करने के लिये दृढ़ता से इन्होंने काम किया तो अब हड़ताल समाप्त हो गई तो उसको छोड़िये। अब दूसरी बात है बिनम्रता। मैं यही कहूँगा कि एक नया अध्याय बदलना चाहिए। रेलवे के मजदूर हमारे देश के अर्थतंत्र में बहुत मूल काम करते हैं, बहुत महत्व का काम करते हैं। रेल के मजदूर परिश्रम करते हैं, रेल चलाते हैं, लोहे के आगे, कोयले के आगे, बैठना, कितनी ही समस्याएँ उनके सामने पेश रहती हैं, इसको भी हमको मानना चाहिए। देश का मजदूर वर्ग जो है उसमें रेलवे मजदूरों का बहुत बड़ा हाथ है और इस रेल मजदूर वर्ग को आप सदैव के लिये नाराज करके बैठे रहें, वह भुझाते रहें, यह चीज देश के हित में नहीं है।

इसलिये मेरा निवेदन है कि अब इस मामले में हमारे रेल मंत्री और हमारी सरकार को अपने रवैये में मुलायमित लाना बहुत आवश्यक है। अगर आप विफिटमाइजेशन करेंगे, ब्रेक इन सर्विस करेंगे तो इसका खात्मा होने वाला नहीं है। स्थिति खराब होती जा रही है। मंहंगी बढ़ती जा रही है। हर आदमी दांत पीसकर खिसियाता है। यह तरीका इस्तेमाल करके आप रेल को सम्भाल नहीं सकते।

आज नहीं तो कल फिर उबाल आयेगा। यह भी नहीं भूलना चाहिये कि अभी हड़ताल समाप्त हो गई है। हड़ताल के बाद आशा थी कि बातचीत गुरु होगी, रेलवे के अधिकारियों, रेलवे के मंत्री की मजदूरों के प्रतिनिधियों से बातचीत होगी परन्तु उसके बाद हमारे फर्नांडिस साहब, जिनको हम बहुत बड़े तीस माखी समझते हैं फिर घूम रहे हैं हड़ताल कराने के लिये। कहते हैं—गैट रेडी टू फाइट टिल दी लास्ट। यह जो गीदड़ की तरह भभक रहे हैं यह गलत बात है। यह हड़ताल दोनों तरफ से खत्म हो सकती है अगर हम यह चाहें कि देश की आर्थिक स्थिति को देखते हुए रेल का काम ठीक प्रकार से चले। अपने फर्नांडिस साहब को समझाएं

कि वे रेल के मजदूरों को और देश के आर्थिक संकट को अपने फायदे के लिये इस्तेमाल न करें, अपने पालिटिकल एडवांसमेंट के लिये इस्तेमाल न करें बल्कि देश की स्थिति को सामने रख कर सोचें।

मैं दो-तीन बातें कहना चाहता हूँ। सबसे पहले ब्रेक इन सर्विस की बात है। मैं यह समझता हूँ कि ब्रेक इन सर्विस को खत्म कर देना चाहिये। जो हुआ सो हुआ। काफी शक्ति आपने दिखा दी। आपकी ताकत का लोहा जम गया। मजदूर समझ गये कि अगर फिर गलत काम करेंगे तो इस शासन में इतनी शक्ति है कि वह उनके साथ सख्ती का व्यवहार कर सकता है। मगर अब दया भावना से, न्याय की भावना से आप अपना रवैया बदल लीजिए। और ब्रेक इन सर्विस को खत्म कर दीजिए।

इसके बाद विक्टिमाइजेशन की बहुत सी बातें आती हैं। मैं उनकी तफसील में जाना नहीं चाहता। हमारे ठेगड़ी साहब ने और मित्रों ने भी कहा है कि विक्टिमाइजेशन को भी खत्म कर देना चाहिये। मेरा भी निश्चित मत है कि इसको खत्म कर देना चाहिये। अगर कहीं सेबोटेज किया गया, अगर कहीं हिंसा की गई तो उसे माफ नहीं करना चाहिये। मैं इसके सख्त विरोध में हूँ। जो सेबोटेज की गई, हिंसा की गई, राष्ट्रीय सम्पत्ति को नुकसान पहुंचाया गया इन सब के लिये मेरा आपसे निवेदन है इस बारे में आप जरूर सख्त रहें। पर मजदूर जमात को आपको अपने पास घसीटना चाहिये।

अंत में मैं कहना चाहता हूँ कि आज रेलवे मजदूर खफा हुए बैठे हैं, नाराज हुए बैठे हैं, इसका अन्दाजा आप रेलवे के इन कामों से लगा सकते हैं कि आज गाड़ियां लेट चल रही हैं, उनमें विजली नहीं रहती, पानी नहीं रहता। वहां की हालत बड़ी खराब हो गई है। एक प्रदेश के मुख्य मंत्री ने कहा है कि जब मैं अपने

प्रदेश से राजधानी दिल्ली के लिये जाता हूँ तो गाड़ी तीन घंटे लेट हो जाती है। वह रेलवे के वर्कर्स लेट करते हैं। इसलिये मेरा आपसे निवेदन है कि इस स्थिति को सम्भालने के लिये आपको अपने रवैये में तबदीली लानी होगी। उनके साथ-साथ कोई न कोई समझौता करना होगा। समझौता कैसे हो? इसके लिये आप एन० सी० सी० आर० से बात मत करिये। एन० सी० सी० आर० एक भानुमति का कुनवा है जिसमें जनसंघ भी है, मार्क्सिस्ट भी हैं और दूसरे लोग भी हैं, जो अलग-अलग अपनी गाड़ियां खींचते हैं। मैं समझता हूँ वह गलत चीज है।

यह बात भी आई है रेलवे के अन्दर एक यूनियन होनी चाहिये। इस दिशा में हमारे माननीय रेल मंत्री श्री कुरेशी जी ने इस सदन में और दूसरे सदन में भी इस बात की चर्चा की है। तो इसकी तरफ हम प्रयास करें, एक यूनियन बनाएं, और हमारी कोशिश यह हो कि जहां तक मुमकिन हो हम सहूलियत दें, जितना हम सहानुभूतिपूर्वक रेलवे वर्कर्स की मांगों को समझ सकें, जो कुछ उनकी मांगों को पूरा कर सकें वह करें, और इसी तरीके से चलकर आगे एक नया सौहार्द का वातावरण हो, अच्छी भावना का वातावरण पैदा हो। झगड़ा टंटा करने से चलने वाली चीज यह है नहीं। जैसा आप जानते हैं, ऐसी गालियां चलती हैं कोई कहे कि “तुम्हारी ऐसी की तैसी” और दूसरा कहे “तुम्हारे बाप की ऐसी की तैसी”, तो यह नहीं चलने वाला है। तो मैं इस समय माननीय मंत्री जी से निवेदन करूंगा कि वे कृपा करके इन बातों पर ध्यान दें और प्रयास इस प्रकार का करें कि मजदूरों का विक्टिमाइजेशन समाप्त हो, जो ब्रेक इन सर्विस हुआ है उसको कन्डोन किया जाये और एक विशाल हृदय से मजदूरों को समझाने का प्रयास किया जाये। मेरा खयाल है कि अगर ऐसा किया जायेगा तो जरूर रेलों फिर अपने ढंग पर काम करेंगी और देश की अर्थ-व्यवस्था के विकास में रेलवे का जो महत्वपूर्ण योगदान है वह योगदान पुनः प्राप्त हो सकेगा।

SHRI, N. G. GORAY (Maharashtra): Sir, I had almost given up the hope of opening a new chapter so far as the relation between the Railway Board or the Railway Ministry and the Railway employees are concerned. Sir, I was very much disappointed when I listened to the speeches made by many of my friends from the other side. Our former colleagues, Shri Kamalnath Jha and Shri Jagdish Joshi, talked in such a fashion that I had an impression that they were egging on the Railway Minister to be more ruthless with the Railway employees, as if they had thought that what he had done was not enough. They had some strange ideas about the functioning of democracy, some strange ideas about the trade union rights. Sir, so far as I am concerned, so far as I understand democratic functioning, it is not that democracy does not allow any confrontation. It is not that it does not allow any conflict, it is not that it does not allow any strikes or agitations. But, the main characteristics of democracy are that in spite of these confrontations, in spite of these conflicts, as soon as they are over the healing process starts. Very soon the conflict is forgotten and those issues which had divided man from man are forgotten and the whole people, all the citizens, come together as citizens of one nation. I would like to ask Mr. Mishra whether he and his Ministry are really helping this particular process of healing or they are determined to take such steps that will keep the word open that this sore will faster?

SHRI MONORANJAN ROY: They will say that they are helping this process but do otherwise.

SHRI N. G. GORAY: This particular feeling of bitterness will continue and either they will become victorious or the workers will become victorious. Is that the feeling with which we are going to continue?

Sir, I was very much encouraged when I heard Shri Harshdco Malavlya's speech. That was the only silver lining that I came across. That was the only silver lining. Sir, what has he asked the Minister to do? Sir, he has asked the Minister to end this chapter of victimisation and what he has asked the Minister to do is not something

which the Minister himself had not promised to us.

Sir, if I may recall, it was he who used the words that the entire railway is a family. I believe that he still holds to that view. What are these sad stories, endless sad stories of beating, manhandling, victimisation, eviction, break in service and dismissals? What are these things? Sir, when I went to talk to the Prime Minister about these things, I told her that in these days when the prices are skyrocketing, to dismiss a man is to condemn the entire family to death. It is nothing short of that. Do you still call yourself a democracy when you say that it had to be done because they went on a strike? It may be a legal strike or it may be an illegal strike. For the sake of argument I accept that this was an illegal strike. All right. If I go on an illegal strike, does it mean that for the rest of my life I am on the streets? That is one question which Mr. Mishra will have to answer and ponder seriously over.

Let him not be guided by the Railway Board. I am not talking about any particular Member of the Railway Board. But he must understand that, after all, Railway Board consists of officials. And officials always will have their blinkers; they cannot think of anything beyond discipline. Orders are orders: That is how they look at it. It is futile to expect from them that will treat a trade union strike or an agitation as if it is a fundamental right of the workers to strike when he wants to, when he is forced to. They will not look at it from that point of view. But we are here. Why is Mr. Mishra, the Minister here? Why are we here? Why are the Treasury Benches there and the Congress Party people are there? Because, it is we who can look at it from a political point of view, from a democratic point of view, because we understand what is sanctioned by a democratic system and what is not sanctioned under a democratic system. This is the larger point of view that I would beg of you to adopt. That is number one.

Number two is, Sir, we know that the economic system is in a state of collapse. This has been admitted by the Finance Minister. This is the burden of whatever

the Prime Minister is saying on the tours throughout the country: That economically we are stagnating; we must have more industrial production; we must have more agricultural production; we must have a better communications system and transportation system. All this is absolutely necessary if we want to take this country out of the bog or stagnation. Now, in this context I would like to ask whether the particular policy which you seem to be determined to follow so far as the railway workers are concerned, is going to be conducive to development or is it going to be counter productive? How do you adjust this particular policy to the total picture of a revival of economy, our national economy? Does it in any way help to revive the national economy? I would have liked some Member from that side to stress this point.

The railway workers did strike work but why all these fulminations against Fernandes? Fernandes has been in politics for the last 25 years. I was very much sorry when I heard Mr. Malaviya describe him as an opportunist. What do you mean by that? An opportunist is a man who turns his coat to suit his convenience. And if I may be pardoned for saying so, Sir, many of the speakers who talked and fulminated against Fernandes, six months back or a year back they were totally with Fernandes. Now it is they who are prejudiced against Fernandes. But I won't call anybody an opportunist. I say, in these fast changing times, these revolutionary times a man may feel compelled to change his creed, to change his ideology. Perfectly all right. But don't turn round and say Bhupesh Gupta is wrong. Don't turn round and say that Jana Singh is wrong. Don't turn round and say Fernandes has become an opportunist. The point is that so far this has been an accepted thing in this country that the workers have a right to strike. What you want to say is that they have a right to strike provided they do not strike. This is what it comes to. You have a right to strike, but I will see to it that you do not strike at all. And if you strike, then you will be punished for doing so. This is what it comes to. Otherwise, what are these dismissals, thousands

of them? Even the Railway Minister will not deny the fact that thousands of them have been dismissed. Does it mean that all these thousands of people were bent upon some sabotage or violence? Then, I would say that if 30,000 or 20,000 people were out to sabotage, your railway System would have broken to pieces. If 30,000 people were engaged in sabotage, what will happen to this country? The very fact that the railway system is intact shows that they never indulged in sabotage. May be one or two people five or ten. Yes, that is possible, but please tell me. I have participated in every single campaign by Gandhiji himself, non-violent, peaceful campaigns, right from 1930. Will you show me a single campaign, a country wide campaign in which there was no violence anywhere? There was violence in some corner or in some places, but that does not prove that the entire character of the movement was violent. If you look into facts, right from one end of Assam to the other end of Kerala; right from Dwaraka to Puri, the entire railway workers were on strike, but to point out a few instances, five or ten instances, where there was some sabotage, does it mean that these 25,000 people or 40,000 people were indulging in sabotage and violence? It is simple arithmetic. Therefore, I would beg of you, do not try to prolong this chapter, a sad chapter, an unfortunate chapter, a chapter of bitterness and hostility. I am not begging on behalf of the railway workers because strikes are common everywhere in capitalist countries. Mr. Jagdish Joshi said there is violence whenever there is some strike in the capitalist countries. I am very sorry that Mr. Jagdish Joshi is absolutely ill-informed. In America, England and France there have been any number of cases where violence occurred. That does not mean that the strike was violent. That does not mean that the workers are to be dealt with with such severity. Therefore, I would again and again say, keeping in view our democratic traditions, consistent with our democratic professions, also in order to help the process of economic regeneration and industrial advancement, it is very necessary to close this chapter. You must not give powers to your junior officers, divisional and subdivisional, because they have

[Shri N. G. Goray]

scores to settle and they, do it. They have their likes and dislikes. Therefore, a very general directive must go from here. Tell them very frankly that this chapter is over. There ought not to be any more victimisation, any more dismissals. We must forget what happened in the meantime. Unless this is done the railway worker will never co-operate with you. I want Shri Mishra to answer this simple question. In spite of the fact that the strike was withdrawn two months and fifteen days back, on the 28th of May, why is it that normalcy does not come back to railways? It is because the railway worker is not satisfied. He is nursing a grievance. He is perhaps waiting for the day when he can strike back. Only a few days back you said that if there is any strike, we shall again deal with it firmly. Why do you say that? You think perhaps there may be another strike. Mr. Malaviya went so far as to say that Mr. Fernandes is going round. Of course, he will go round. Do you mean to say that he will sit in one place? Why should he not go round? Have you created an atmosphere where Mr. Fernandes will feel that he has some direct connection with the Minister and the Railway Board? Again and again you have said that you will not talk with the NCCRS. But are you ready to talk with the AIRF? No. He has written to you. He has written to the Chairman of the Railway Board. No reply.

Now, if you bang the door on the face of the All India Railwaymen's Federation or on the face of the NCCRS, do you mean to say that all these people will sit quiet? You must create an atmosphere where people will feel, all right the confrontation is over. And now it is time to sit round the table. But Mr. Mishra has not done even a little bit to create this atmosphere. Again and again, he is trying to warn the workers that indiscipline will not be tolerated. We are not asking for Indiscipline. The strike was withdrawn. That phase is over. Now, are you going to entrust the entire thing into the hands of the Railway Board and its subordinates? It is a very wrong policy. The Minister must function as Minister. He must give

the guidelines. He must lay down the policy, and as soon as the situation changes, the policy also must change. Admitting for debate's sake that you were correct; when the strike situation was there, you took certain measures. But I would like to ask you: When the strike situation was over and when these people are asking for some negotiations, why is it that you do not open your door? Why is it that you are sitting tight? Why is it that you are threatening the workers? Why is it that you are taking from them such humiliating declarations? I was really ashamed that the employees had to say, "I was out of my mind." What is it? Are you a totalitarian country that anybody who goes on strike is out of his mind and he has to be sent to a mental asylum or something? It will not happen in a country which is truly democratic. I do not say do this or that. Any number of grievances can be settled across the table, if you are ready to talk at the table. But you are not ready to talk across the table. And if you allow this discontent to percolate down to the commonest man, to the gangman, and to the station-masters and the assistant station-masters, etc. then please do not blame anybody if there is another explosion. I do not want another explosion . . .

SHRI L. N. MISHRA: It is a threat also.

SHRI N. G. GORAY: There is no threat. These are the natural consequences of your own policy. After all, what did they ask from you? They said, we should have parity with those workers who are working in the public sector undertakings. For God's sake, I would like to know: What is wrong in this demand? You have got so many plants and establishments; workers are working there. Here also they are working like the workers in other establishments. What is wrong in their saying that they should have parity with them? What is wrong in their saying that they should get bonus. The hon. labour Minister only the other day declared that all the workers will be given 8.33 per cent bonus everywhere, irrespective of the fact whether a plant is running at a loss or profit. Now, if these workers come to you

and say, "All right. You give us bonus", is it aati-national? Is it disrupting the economy of the country? Is it a step so that others would starve? So many times it has been said that these workers are asking this and that while the other people are starving. All right, if others are starving because of the workers, you do not give bonus to any category. But you want one set of rules for them and another set of rules for yourselves. This is the dichotomy, this is the contradiction in which you have put yourself, and that is why you are inviting so much trouble.

I do not want to go into details, I will not take long. But I would say that I am very much concerned over this. The railway workers are a vital link; without their total cooperation, it is impossible to revitalise the economy of this country. It will be admitted by everybody whether it is food or coal or other commodities, unless they are transported from one place to another in a smooth manner, the economy of the country can never be set right. Therefore, it is not only that you should face the reality, but you should really work in a manner which will strengthen the economic structure of this country. Therefore, your responsibility is greater than others and therefore your heart must be larger. It must not be a narrow heart. You must not have a narrow concept of your duties and your responsibilities. You must look wider that you are an essential part of the entire national economy of this country. If that stops, the entire economy stops. Therefore, I would plead with you. Please set an example. When you say, "Forget and forgive", it is you who should start the negotiation because you are in a position of domination. You are in a dominant position. You are the Minister and you must, therefore, give guidelines to your own subordinates with a view that the efficiency of the railways will be restored to the old good days when such a conflict and confrontation was not there. Thank you.

श्री कल्प नाथ (उत्तर प्रदेश) : आदरणीय, उप-सभाध्यक्ष महोदय, सदन में जो चर्चा की जा रही है यह बहुत ही महत्वपूर्ण सवाल है।

उस दिन जब रेलवे पर बहस चल रही थी तो प्रधान मंत्री ने कहा —

—Railways have got less and less. How can we give more and more?

उस समय के बाद भी विरोधी दलों ने रेलवे की स्ट्राइक को वापस नहीं लिया। एक तरफ कहते हैं कि बंगला देश को मान्यता दो, दूसरी तरफ कहते हैं कि हमारे देश में क्राइसिस है। मैं नाना साहब गोरे की बातों से सहमत हूँ। हमारे देश के अन्दर 175 रेक कोयले की आवश्यकता होती है, लेकिन 7 रेक कोयला भी नहीं पहुंच पाया। एक तरफ हमें बिजली के स्टेशन चलाने हैं, फटिलाइजर का उत्पादन करना है, हमें भूखे लोगों के लिये गेहूं ट्रांसपोर्ट कर पहुंचाना है, एक तरफ हमें काश्मीर से लेकर कन्याकुमारी तक, सारी बातों को करना है, दूसरी तरफ हम कहते हैं कि इन्फ्लेशन हो रहा है, नेशनल इकानामी कोलेप्स हो रही है। मैं चाहता हूँ मान लीजिए हमने 15 सौ करोड़ रुपया आप को दे दिया, फिर उतना ही उत्पादन रहा फिर चीज जहां 5 रुपये की मिल रही है वह 20 रुपये की मिलेगी। आपको यह कहना चाहिये कि एसेंशल कमोडिटीज के दाम बांधो, हमें इतना ही पैसा दो, लेकिन हमें जितनी चीजें मिलनी चाहिए वह मिलें। मैं कहना चाहता हूँ कि पिछली रेलवे स्ट्राइक जो हमारे देश में हुई वह पोलिटिकली मोटिवेटेड थी। कुछ लोग यहां अपरिचिन्निज की बातें कर रहे थे। मैं कहना चाहता हूँ कि सी० पी० आई० के भूपेश गुप्त जी भाषण कर रहे थे। एक तरफ वह पार्लियामेंट में आना हो तो रूलिंग पार्टी से ऐडजस्टमेंट की बात कहते हैं, मीनिंग-फुल डायलोग करते हैं, लेकिन जब हिन्दुस्तान की इकानामी को चौपट करने की बात आती है तो हड़ताल कराते हैं। कहते हैं—

बागबां ने आग दी जब आशियाने में मेरे जिन पत्तों पे तकिया था वोह ही हवा देने लगे। एक तरफ एल० एन० मिश्रा साहब के दिल पर यह बीत रही होगी कि कम्युनिस्ट पार्टी के

[श्री कल्प नाथ]

लोगों ने मेरे साथ क्या किया। जार्ज फर्नांडिस अपने बन्द कमरे में कहते हैं कि हमारे साथ सी० पी० आई० ने क्या किया। तो इन लोगों का क्या रुख है। 600 करोड़ रुपये का घाटा इस रेलवे स्ट्राइक के कारण हिन्दुस्तान की इकानामी को हुआ है। 600 करोड़ के कारण 2,600 करोड़ का घाटा हिन्दुस्तान की इकानामी को होगा। दूसरी तरफ 400 करोड़ रुपये की चोरी मुगलसराय से लेकर केरल तक होती है। हिन्दुस्तान में 27 वर्षों में बहुत से रेलवे मिनिस्टर आये, लेकिन रेलवे की चोरी को रोक नहीं पाये। इसलिये मैं कहता हूँ कि यह हमारी नौकरशाही का दोष है, मैं कहता हूँ कि हिन्दुस्तान की पूरी नौकरशाही, रेलवे बोर्ड की नौकरशाही नीचे से ऊपर तक इस चोरी में सम्मिलित है। हमारी मांगों में यह नहीं होता कि 400 करोड़ रुपये की चोरी बन्द की जानी चाहिए। हम आदरणीय मिश्रा जी से कहना चाहता हूँ कि :

—Let us not negotiate out of fear but let us not fear to negotiate.

हमें डर के कारण समझौता नहीं करना चाहिए, लेकिन समझौता करने से डरना भी नहीं चाहिए। हम समाजवाद में विश्वास करते हैं। कोई भी समाजवादी सरकार लेबर से कंप्रेशन नहीं लेना चाहती है क्योंकि लेबर के बल पर हमें अपनी बिजली का उत्पादन करना है, देश में थर्मल पावर स्टेशन चलाने हैं, फटिलाइजर के कारखाने चलाने हैं, देश के उत्पादन को बढ़ाना है, मुल्क की इकानामी को डाइनेमाइज करना है, हम उनको निराश नहीं करना चाहेंगे।

मैं चाहता हूँ कि जो हमारे बहुत बड़े अफसर हैं उनको छोटे अफसरों से नाराजगी हो गई है उस नाराजगी के कारण उनको सस्पेंड किया जा रहा है, उनके खिलाफ कार्रवाई की जा रही है। मैं रेलवे मंत्री जी से निवेदन करना चाहूंगा कि जो इस तरह का विवटीमाइजेशन सारे देश में हो रहा है वह बन्द होना चाहिये।

दूसरी और जो कर्मचारी हैं जो इस वजह से हड़ताल करते हैं कि रोजी बड़ जाएगी तो आपको इस प्रब्लम पर सहानुभूतिपूर्वक विचार करना चाहिये।

तीसरे, जिन लोगों ने बायलैस में, सेबोटेज में हिस्सा लिया है किसी भी कीमत पर ऐसे कर्मचारियों को नौकरी पर रखा गया तो एक नहीं हजारों हड़तालें होंगी। फिर पार्लियामेंट भी बंद होगी और सारा देश तबाह हो जाएगा। मैं कहना चाहता हूँ कि ऐसे कर्मचारियों को जिन्होंने सेबोटेज किया है, बायलैस किया है उनको माफ़ी दामा देकर दूसरी जगह नौकरी दे सकते हैं लेकिन ऐसी एसनाशियल रेलवे डिपार्टमेंट में इस तरह के लोगों की नौकरी नहीं देनी चाहिये।

अभी नाना जी गौरे साहब कह रहे थे यह कंटरी का सवाल है। कंटरी केवल सरकारी पार्टी को नहीं है, कंटरी विरोधी पार्टी की भी है। कंटरी के विभिन्न दलों के जो नेता लोग हैं उन सब की कंटरी है। रेलवे के एक छोटे से बरे से लेकर रेलवे मिनिस्टर तक की कंटरी है। इसलिये सब को इस पर विचार करना चाहिये। अगर रेलवे की स्ट्राइक के पीछे सारे देश की इकानामी को पैरालाइज करने का सवाल है, अगर उसके पीछे पालिटिकल मोटिवेशन है, देश की सरकार को उखाड़ फेंकने का सवाल है तो यह बहुत गलत चीज है। मैं मंत्री महोदय से निवेदन करना चाहता हूँ कि हमारा रेलवे डिपार्टमेंट रेलों का ठीक से संचालन करने में असफल रहा है इसलिये रेलवे विभाग का डिन्सैन्टलाइजेशन होना चाहिये। हिन्दुस्तान में चार रेलवे विभाग हों। ईस्ट, वेस्ट, नार्थ और साउथ ताकि हमारे हिन्दुस्तान की रेलें ठीक ढंग से चल सकें।

आदरणीय अध्यक्ष महोदय, प्रधानमंत्री जी ने पार्लियामेंट के अन्दर कहा था National wage policy we are going to consider. मैं कहना चाहता हूँ और भुट्टो साहब को बधाई देना चाहता हूँ क्योंकि उन्होंने अपने देश में,

पूरे पाकिस्तान में 9 सर्विसिज बना दी हैं। जब तक हिन्दुस्तान में नेशनल वेज पालिसी बना कर सर्विसिज का बटवारा नहीं हो गातब तक हमारे देश की समस्याओं को निराकरण नहीं हो सकता।

आपने देखा एयर पायलेट्स की स्ट्राइक हुई। आठ-आठ हजार रुपये तनखाह पाने वाले लोग आज स्ट्राइक पर हैं। एक तरफ हमारे विरोधी दल के लोग कहते हैं कि हमारे देश की 60 परसेंट पापुलेशन बिलो पावर्टी है। 27 करोड़ लोग 4 आने, 6 आने रोज की आमदनी पर अपना जीवन गुजार रहे हैं। हिन्दुस्तान की 18 करोड़ जनता एक रुपया रोज की आमदनी पर गुजारा कर रही है। और मुट्ठी भर लोग 50 रुपये से लेकर 3 लाख रुपये रोज की आमदनी पर गुजारा कर रहे हैं। हमें उन 27 करोड़ लोगों पर मदद नजर रखनी चाहिये जो 4-5 आने रोज कमाते हैं। अगर खेतीहर मजदूर मांग करते हैं, हिन्दुस्तान की गरीब जनता कोई मांग करती है तो कह देते हैं यह व्हाइट कालर क्लास है। The white-collar class has done this to the country. एक तरफ तो हम हिन्दुस्तान की अर्थ-व्यवस्था को खराब कर रहे हैं और दूसरी तरफ हम यह कहते हैं कि रेलवे में 800 करोड़ रुपया और बढ़ाओ तो ऐसा कह कर हम उन नौजवानों का गला घोटते हैं जिनको हम एम्प्लाइमेंट देने की बात करते हैं। अगर हम यह कहते हैं कि रेलवे में 1200 करोड़ रुपया बढ़ाओ तो हम मुल्क की इन्फ्लेशन को बढ़ाते हैं। जब हम कहते हैं 1200 करोड़ रुपया हिन्दुस्तान के रेलवे कर्मचारियों को दो तो हमारे देश की मुद्रा-स्फीति और इकानामी स्टेट आफ अफेयर्स आन दी प्रिंक आफ कालेप्स के नजदीक लाई जाती है।

हमें यह मांग करनी चाहिये कि चीजों के दाम बांधो और सस्ते दाम पर चीजें लोगों को मुहय्या हों। रूस का निर्माण लेलिन ने किया था और आप जानते हैं कि माऊत्स तुंग ने चायना का

निर्माण किया। इन लोगों ने अपने देश का निर्माण हड़ताल कराकर या लीडरशिप सेन हीं किया। अमेरिका और योरोप के देशों में जो तरक्की हुई वह दुनिया को लूटकर की गई। दुनिया के गरीब मुल्कों को लूटकर साम्राज्यवादी शक्तियों ने अपने देश का निर्माण किया। लेकिन आज की स्थिति में जो पिछड़े हुए देश हैं, जैसे लेटिन अमेरिकी देश हैं या जो अन्डर-डैवलप देश हैं उनको अपनी मैन पावर इस्तेमाल करनी होगी और सोशलिस्टिक पैटर्न पर अपनी इकनोमी को चलाना होगा। मैं चाहता हूं और रेलवे बोर्ड और हमारे रेलवे मंत्री जी से कहना चाहता हूं कि :

We should not negotiate out of fear, but we should not fear to negotiate. हमें सभ्यता करना चाहिये और समझौता करके कोई एमी केबल सैटलमेंट करके इस मुल्क में उत्पादन बढ़ाने की व्यवस्था करनी चाहिये ताकि हमारा देश मजबूत हो, ताकतवर हो और हमारे देश की अर्थव्यवस्था सुदृढ़ हो सके। इन शब्दों के साथ मैं आपको बधाई देता हूं।

[श्री कल्प नाथ]

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): Sir, at the outset I would like to say with all respect to the House and honourable Members that this debate on this question of railway strike has become a stale one. During the last Session we discussed it for about 24 hours—17½ hours in the Lower House and 6½ hours here. And after that there was a No-Confidence Motion in the Lok Sabha during the current session in which also eleven to twelve hours were devoted to railway strike. Therefore, there is nothing new that I can say in this House. But I would like to say and make it very clear that we still hold the view that this was not a trade union movement nor a trade union struggle. Every logic that has been put forward by the Opposition I am prepared to accept so far as trade union part of it is concerned. But if it is politically motivated, if it is a scheme for doing something else, if it is to paralyse the

[SHRI L. N. MISHRA]

national economy, if it is a political conspiracy, then I cannot treat it as a trade union struggle or trade union movement and naturally any Government will have to take some extraordinary measures. It is in this background that this Government had to take some extraordinary measures to fight this menace. Its leadership was in the hands of such people . . .

SHRI BHUPESH GUPTA: Now in retrospect what convincing evidence have you produced in the country or what has been seen during the strike to indicate that it was all politically motivated, that it was not an industrial action of the railway workers?

SHRI L. N. MISHRA: I will tell you although I am not expected to reply to interruptions. You have been associated with trade union movement though from some distance and I on my part was associated with the administration of trade unions for a number of years. I must say that in any trade union strike or call for a strike there are certain demands for certain settlements, and in this strike eight demands were put forward. Negotiations went on, discussions went on, with my colleague, Mr. Qureshi, Members of the Board and later with me, and out of eight demands six were conceded. We gave them a rise of 40 per cent of the wage in one year's time. Nowhere in the world in one settlement does any labour get an increment of 40 per cent in one year's time. That was conceded. And then the other points were also there. That could have been discussed. Bonus we could not concede because it was under the Bonus Review Committee. Therefore, only two demands were left: one was bonus; the other was parity of wages. Mr. Goray was asking: What is wrong about it? Yes, there is everything wrong about it. The Railway Administration can never pay as much as a public sector undertaking does because it is giving other facilities to its workers. I say if it had been purely an innocent, honest, trade union movement, I would have agreed . . .

SHRI BHUPESH GUPTA: No, no, you cannot . . .

SHRI L. N. MISHRA: Please don't disturb me.

SHRI BHUPESH GUPTA: I am here to disturb you. This is not your assignment. Tin's is my assignment. Let me do my duty.

Upto 30th April you were talking to them. Then it was all a trade union movement. It was not then politically motivated. After vim had arrested their leader and you broke the negotiations, you came with the argument that it was politically motivated. It only proves your mentality.

SHRI L. N. MISHRA: Till 30th April or may be 31st—I do not remember the correct date. Yes till the 30th April we were negotiating . . .

SHRI BHUPESH GUPTA: Even the greatest fool knows that April has only 30 days.

SHRI L. N. MISHRA: My memory is not as sharp as yours.

Only the minutes were to be finalised. It was to be signed on the 1st of May. For working class people May 1st is a great day and we thought that the settlement should be arrived at on the May Day. But the leader of the group did not agree. He said he had some business in Lucknow. Sir, some motive was imputed for his arrest. If we had any plan to arrest this gentleman, why did we delay it and why we took all the trouble of sending a special plane to Lucknow? Something happened in between which I am not in a position to say . . .

(Interruptions)

SHRI BHUPESH GUPTA: On a point of order. This is a new element. You know that we had debated this in this House. We are not discussing the actual strike today. The Union Minister said that something happened between his presence in Lucknow and his arrest. He said he will not divulge it to the House. What happened? I should like to know whether the Minister has claimed protection under the Rules. If he does claim protection, he should ask for protection under the Rules. Otherwise I would regard it as a mere bluff to

bamboozle the public and also to hide the real facts. Shri Mishra, at this late hour you should not try new gimmicks.

SHRI L. N. MISHRA: No, no. You cannot force me to say that.

श्री रबी राय : उप सभाध्यक्ष, मेरा यह सवाल आपसे है कि मंत्री महोदय कह रहे हैं कि जो उनके पास इस तरह की सूचना है उसको वे डाइवल्ज नहीं करेंगे, तो आप मंत्री महोदय से पूछिये कि क्या वह डिफेंस का कोई मामला है कि डाइवल्ज नहीं करेंगे ? क्या जार्ज फर्नांडेस की दो-चार घण्टे की अनुपस्थिति के बीच उनके पास खबर आ गई कि वायलेन्ट काण्ड के जरिये सरकार को उखाड़ फेंकना चाहते थे ? यदि उनके पास कोई सूचना है, आप उनको बाध्य करें, उसको वे सदन के सामने रखें ।

SHRI Eft G. GORAY: I would like to ask Shri Mishra one question. He himself admits that the negotiations were carried on in a smooth atmosphere and he was eager to come to some sort of settlement and he sent a special plane for Fernandes. After that plane was sent, I do not know what happened in the meanwhile. It is something like Nixon's tapes . . . (Interruptions). We know that within four or five hours something happened which changed the trade union matter to a political matter so much that he had to arrest the main man in the meeting.

SHRI MONORANJAN ROY: Shri Mishra said that something happened . . . (interruptions)

Sir, something happened . . . (Interruptions). He says that something happened

SHRI BHUPESH GUPTA: Sir, I am on a point of order.

SHRI MONORANJAN ROY: Mr Khu-pesh Gupta, just wait. I am on a point of order.

SHRI KAMESHWAR SINGH: What is the point of order?

AN HON. MEMBER: What is the point of order they are raising?

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SHRI BHUPESH GUPTA: Sir, the honourable Minister needed blacklegs. Surely, Sir, he does not need them now. Then, why are they getting up like this?

SHRI MONORANJAN ROY: Sir, my question is this: Taking it for granted that there was something on the morning of the 1st which necessitated the arrest of Mr. Fernandes, what happened in Assam to arrest some women who had nothing to do with the railways? What happened there? I was there in Assam on the 1st of May?

THE VICE-CHAIRMAN (SHRI JAGDISH PRASAD MATHUR): Please do not go to other points.

SHRI MONORANJAN ROY: Why was it that the arrests started not only in Lucknow, but done elsewhere also? Why was it done? Not only Mr. Fernandes was arrested, but others also. Why?

(Interruptions)

SHRI L. N. MISHRA: This question I had already answered in May also when Mr. Fernandes was arrested. I did not want to go into that subject again nor do I want to go now into it. I was only trying to explain how a trade union movement turned into a political one. This is what I was explaining. Now, out of the eight demands, six have been accepted.

SHRI MONORANJAN ROY: No demand has been accepted . . .

(Interruptions)

SHRI L. N. MISHRA: Will you please allow me to go on? . . . (Interruptions)

SHRI MONORANJAN ROY: What were the demands . . .

(Interruptions)

SHRI L. N. MISHRA: Please let me have my say.

THE VICE-CHAIRMAN (SHRI JAGDISH PRASAD MATHUR): Mr. Roy, please wait,

SHRI MONORANJAN ROY: What were the demands and what were the demands which were accepted?

SHRI L. N. MISHRA: Kindly take your seat.

SHRI MONORANJAN ROY: Why should I?

SHRI L. N. MISHRA: Six demands were accepted. If the honourable Members were so keen as to know what they are, I thought of informing them later on. But the whole thing is known to every body and everybody knows it.

SHRI RANBIR SINGH: The whole country knows it.

SHRI BHUPESH GUPTA: Sir, he says the whole country knows it. Of course, it is known. But now that you are in the Chair, we have to ask him as to what happened then.

SHRI L. N. MISHRA: That I have already said.

SHRI BHUPESH GUPTA: You tell us now.

SHRI L. N. MISHRA: Mr. Bhupesh Gupta. I listened to you with great patience? Can't you have patience for five minutes? Have some patience. I was trying to say that it was not purely a trade union movement, but it was a movement which was politically motivated and started by political adventurers . . .

SHRI RANBIR SINGH: Yes.

SHRI L. N. MISHRA: I was trying to say this. Let others be provoked . . . (*Interruptions*) . . . These demands were conceded. I do not want to say what those demands were. Everybody knows it and everybody knows that six demands were conceded . . .

SHRI MONORANJAN ROY: Never.

SHRI L. N. MISHRA: Out of the two important demands, Sir, one was regard-7ig bonus and it was before the Bonus Commission and the other was with regard to parity which we could not agree. Now, in the trade union movements, nowhere demands are conceded hundred per cent

and perhaps, in a very rare case the demands may be conceded hundred per cent. Then, Sir, I wanted to tell the whole thing. We were very keen to start the negotiations. But on the 1st and on the 2nd, we came to the judgment on the basis of the facts available with us then, which I cannot lay on the Table of the House, that there was something, that there was going to be some kind of movement or something in the name of trade union movement which would paralyse the national economy and something should be done to prevent it and, therefore, this had to be done. This was the decision and it was taken on the basis of the facts available with us then. He asked why the people of Assam should be arrested. Of course, they were also in Iftat game and they were in the game to paralyse the economy of the whole country and they were to be arrested and they were, therefore, picked up. Tvtot only, Mr. Fernandes was picked up, a large number of people were picked up. A total of 19,000 people were picked up, rather it is about 20,000. In all, 19,883 people were picked up and Mr. Fernandes was, of course, the leader of the NCCRS and he was also to be picked up. What I was trying to do was to prove our *bona fides* that we had no intention to take this as a political move-Blent, but only as a trade union movement and that was why the negotiations went on. But, later on, when we detected something, we came to the conclusion that there was something and we thought, that it was the responsibility of this Government to protect the interests of the people of this country and that was why we acted in good faith and, Sir, if surh a thing arises again, we shall act like that again . . .

(*Interruptions*)

SHRI BHUPESH GUPTA: Sir, even on the basis of his statement that there was something. . .

SHRI L. N. MISHRA: Mr. Bhupesh Gupta, I have already answered that point and I can't explain it further. Then, Sir, there are a number of points . . . (*Interruptions*). I am not prepared to say everything that you like me to say here.

Some Members wanted to know about victimisation. I would like to say that there could be nothing further from our minds than to victimize our railway men. As I said on the 27th of May, they are members of our family. I still treat them as members of our family. I assure you that maximum possible consideration, or whatever you call it, will be shown to genuine trade union people who are involved in this. There is no prejudice in our mind. We do not want to victimize anybody . . .

(Interruptions)

Then the number of railway men arrested was 19,883. The number of those released up to 5-8-74 was 19,286. The number of released staff taken back to duty 15,535. The number of railway employees whose services were dismissed, removed or terminated is 16,749. The number of railway employees taken back to duty up to 5th August, 1974, is 6644 . . . *(Interruptions)*. The number of casual labour discharged was about 18,500, and out of these those who have subsequently been taken back to duty up to 5th August, 1974, was 9458 . . .

SHRI BHUPESH GUPTA: How cap they be taken back? They were on daily basis . . .

SHRI L. N. MISHRA: Your Party member, Mr. Indrajit Gupta, has made this point. That is under consideration. Kindly like your seat. That has been made and that is under consideration.

About the break in service, It will apply to about 5.5 lakhs. But individual appeals are being reviewed by the Administration and so far break in service in the case of 1,40,000 employees has been condoned. During the last fortnight, the number of break in service condoned has gone up from 60,000 to 1,40,000 . . . *(Interruptions)*. It is expected that the number of staff who will eventually have a break in service will be only about 2.5 lakhs. But this is a mere guess. Individual crises will be gone into in appeal and they will be very carefully looked into. This much assurance I can give. We will give

them all possible consideration. As Mr. Goray just now pointed out, if one member is penalised, the whole family suffers. This point we do appreciate, and we will take a sympathetic view of the ease. But the question is those people who have committed some crimes cannot be condoned

SHRI N. G. GORAY: What is that crime? Going on strike is not a crime . . .

(Interruptions)

SHRI BHUPESH GUPTA: The hon. Member has stated that some people are guilty of acts like sabotage and others. Some may be or may not be, I do not know. But why are they not being paid half the wages as in other cases. Unless they are proved guilty, they are not guilty. Meanwhile, they should be treated as suspended workers and should be given half the wage. This is the normal practice.

SHRI L. N. MISHRA: Mr. Bhupesh, Gupta, you have made a point. I will look into it. If it is being done in other cases, there is no reason why it should not be done in this case. We are not going to take any vindictive attitude. This much I can tell you as a Minister. But there cannot be a general amnesty, *(Interruptions)* As hon. Members know, the total number of people who went on strike was 5.5 lakhs. But before 27th May or by the 27th of May, about 3 lakhs had joined duty. Therefore, the actual number of people who went on strike till the 27th May, when the strike was called off, was only 2.5 lakhs out of 14 lakhs of railway employees.

Sir, some questions were made about arrests, etc. I have already explained about that.

Many friends used the words 'black legs' for dedicated workers. I will pay tribute to them. A large number of railway workers stood by the nation in the most difficult times and they did a splendid job. We are thankful to them and they will get their due compensation. Loyal workers will get their recognition and the Government will not forget their services and special recognition will be given to them.

[SHRI L. N. MISHRA]

I have already explained about casual labour. (Interruptions). Mr. Bhupesh Gupta, I warn you that if you do like this, I will not allow you to speak. Please let me speak.

SHRI BHUPESH GUPTA: Sir, the Minister says that he will not allow me to speak. He is welcome to do it.

THE VICE-CHAIRMAN (SHRI JAGDISH PRASAD MATHUR): Mr. Bhupesh Gupta, please take your seat.

SHRI MONORANJAN ROY: Would you kindly hear? Recently, two of your R.P.F. men have been killed by anti-social elements and they have not been given any compensation to their families as yet.

SHRI L. N. MISHRA: If they have been killed on duty, of course they will be given compensation. A number of people have been given compensation. A unionman was also killed. The compensation was given on the spot.

About police excesses, no case has been reported to us. On the other hand, I will like to pay a special tribute to all the State Governments who co-operated with us during these difficult times. I will make a special mention of West Bengal and Maharashtra. All the other States also gave us their co-operation.

SHRI BHUPESH GUPTA: I talked to a State Chief Minister and he said that he would not have acted like this but for the direction of the Central Government. He is congratulating them.

SHRI L. N. MISHRA: Sir, one thing which is coming in the speedy way of settlement of the problem is the post-strike activity of the leaders of the strike, especially the top man, Shri Fernandes. Sir, if you have a look at the speeches that he has been making, it looks as if some such strike is coming in six months time. Unless the atmosphere is changed and they help us in changing the atmosphere, it will be very difficult for us to do what we want to do. We want to be fair to everybody. We want to do justice to them. But utmost

patience is required. Making speeches everywhere and saying that when the next strike takes place those who will not join the strike will be liquidated, does not help. This kind of irresponsible remarks have been made at a number of places. I will request the hon. Members to prevail upon him. He has every right to make a speech. He can make a speech but this kind of fat speech does not help . . .

श्री रबी राय : श्रीमन्, मेरा पाइंट ग्राफ आर्डर यह है कि अभी ललित नारायण मिश्रा जिस बयान के बारे में जिक्र कर रहे हैं जाज फरनाडिस का वह बयान हमारे अखबार में आ चुका है। उन्होंने कहा है कि मैंने कभी नहीं कहा कि मैं कुछ दिन में स्ट्राइक पर जा रहा हूँ। इस तरह का बयान जाज फरनाडिस ने नहीं दिया।

उपसभाध्यक्ष (श्री जगदीश प्रसाद माथुर) : यह पाइंट ग्राफ आर्डर नहीं है। मगर आपकी बात उन्होंने सुन ली है।

SHRI L. N. MISHRA: Sir, Mr. Goia talked about the victor and the vanquished. Sir, we are not working in that spirit. No one is a victor and no one is a vanquished. There were some differences in the family and I am glad that these are being settled. Our approach is this, Sir. We do appreciate the feelings of Mr. Goray and I will say again that there is no victor or vanquished . . .

(Interruptions)

Sir, this is also not correct to say that we want to deny the right to strike to anybody. I am one of those who believe in the trade union movement. It is an integral part of a democratic system of Government. Sir, when the trade union movement is suppressed in any country, democracy is gone. I am one of those who believe that the trade union is a very strong pillar of democracy. Therefore, no impression should be created that we are at any place or anywhere or in any situation against the trade union movement as such. But if under the garb of trade union movement, some political game is to be played, as a

Government, we will have to light it out and we shall light it out.

Lastly, Sir, X will read an appeal to the railwayman. And through this House, and through you, Sir, I would make an appeal to the railway men to create better atmosphere in the country. And I hope this is the last discussion on the subject and so, I thought I should make an appeal to the railway worker.

Now that the railway strike is over, the •paramount need of the hour is that all the railwaymen should put in their best and increase the productivity on the railways. Our nation and the world all over is passing through the effect of inflation caused by various factors. This is not the time when any patriotic Indian should think in terms of go-slow, work-to-rule or any such national crippling measure when maximum productivity is called for. All railwaymen should sink their differences and work for the common cause of improving railway transportation and service to the public. They should channelise their trade union activities through constitutional means and should correct that leadership which is either adventurist or political in character. Here, I would like to make it clear that the Government is not in the least opposed

to normal trade union functioning. The railwaymen have their recognised unions. And over and above these, the Railway authorities have not hesitated to take up any grievance of any section of railway workers. The so-called Nation Co-ordination Committee of Railwaymen's Struggle has no *lor us standi* at all.

The objective for which it was set up, namely, waging a strike struggle was specifically banned by the Government and the strike was a failure. The Government has always held that it would be prepared to negotiate—and I repeat, Sir—the Government has always held that it would be prepared to negotiate with recognised different unions on normal trade union basis. Hence, there is no place for N.C.C.R.S. so far as the Government is concerned. Unless this body is dissolved, it will be difficult to achieve complete normalcy.

Thank you.

THE VICE-CHAIRMAN (SHRI JAGDISH PRASAD MATHUR): The House stands adjourned till 11.00 A.M. tomorrow.

The House then adjourned at fiftyone minutes past six of the clock till eleven of the clock on Wednesday, the 7th August, 1974.