

therefore, they are put to great difficulties. The question is this. Where is the kerosene going? Is kerosene actually going to genuine users? It is not so. Kerosene is going into the black market. A number of cases are filed by the Civil Supplies Department against black marketers of kerosene. Actions are taken. A number of people are detained under the Essential Commodities Act. That is also a fact. Another fact which is known to all of us is that the rickshaw drivers are adding kerosene to petrol. The hon. Member, who spoke just before me, was raising a point about pollution. Such pollution is created by the vehicles using petrol mixed with kerosene on the main roads of the cities in the country. Actually it is banned. It is a punishable offence and, sometimes, some cases are filed. But it is being used by rickshaw drivers on a large scale. I know, as a matter of fact, that kerosene is purchased on a large scale. This can be ascertained from the Civil Supplies department of the Gujarat Government. A whole tanker is purchased by a diesel dealer and it goes to him. A dealer who is selling diesel is purchasing a whole tanker and the whole tanker is poured into the tank of the diesel dealer. This adulterated diesel is used in trucks and other vehicles which are using diesel. This is also causing pollution on the roads. This again points to the issue which my learned friend mentioned a few minutes ago. Therefore, my submission is that there should be uniform policy. I don't say that you give kerosene to all those who have got double cylinders and don't give to others. You give kerosene in large quantities to others who have no gas connection. Where there is power failure for hours together everybody requires some kerosene for using in kerosene lamps. To prevent kerosene from going into the black market the effective way is to distribute kerosene uniformly. Therefore, a uniform policy should be adopted by the Central Government and uniform guidelines should be issued by the Central Government to see that kerosene does

not go into the black market and it does not add to the pollution so that the environment is safe. That is the main point. I think the Government will positively react to this.

**Agitation Against Merger of Guntakal Division of South Central Railway in Newly Formed Bangalore-Based Railway Division**

SHRI N. GIRI PRASAD (Andhra Pradesh):  
Madam, it is a very serious matter. The Railway Ministry has decided to create a new railway zone. In this connection they are trying to take away the Guntakal Division from the South Central Railway to add it to the South Western Railway which is going to be constituted, so far as the actual location is concerned, 1461 kilometres of railway track of the Guntakal Division comes in Andhra Pradesh and only 223 kilometres of railway track falls in the State of Karnataka. The people of Guntakal Division sat on *dharna* and they held rail-roko and road-roko agitations. All the people are opposed to the removal of the Guntakal Division from the South Central Railway. Earlier the Guntakal Division was a part of the Southern zone. At that time people held agitations against it, so it was brought to the South Central Railway. Not only local people, every man in Andhra Pradesh is afraid that if the Guntakal Division was removed from the South Central Railway, they would be deprived of all the opportunities of development and employment. This is the real apprehension. That is why the Chief Minister of Andhra Pradesh has written to the Railway Minister. I have also written a letter to the Railway Minister. But, so far, there is no positive response from the Government. I don't know what they are doing. People are very much agitated. In this context, I would request the Government, especially the Railway Minister to retain the Guntakal Division in the South Central Railway. This is a very urgent matter. I hope the Government would respond positively.

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SHRI H. HANUMANTHAPPA (Karnataka): Madam, Shri N. Giri Prasad has mentioned that the Guntakal Division should, not be taken to the South Western Zone When zones are carved, cut some sort of dislocation will be there. These zones are formed for administrative purposes. It depends upon the services which a particular division does. We have the same grouse. Though Hubli is in the heart of Karnataka, it was under the control of the South Central Railway. It was being administered from the city of Hyderabad. The Guntakal Division is at the outskirts of the Karnataka States. These zones are carved out for administrative purposes. That is why we are fighting for Belgaum, Haldwani, Alur, etc. If we want to take something, first we have to give something. If we are rigid here, we cannot think of one India. These irritants will be there in the beginning. (*Interruptions*).

DR. Y. LAKSHMI PRASAD (Andhra Pradesh): Our people were beaten in Bhuvanesar.

SHRI H. HANUMANTHAPPA: I am not here to protect anybody. If somebody has misbehaved, he should be booked. When Potti Shiramulu died, reorganisation took place. Irritants are still continuing. But we have adjusted. These small irritants should not be given importance. If there is violence, if somebody has misbehaved, action should be taken against him.

SHRI N. GIRI PRASAD: Madam, I have raised this matter with full sense of responsibility. It is not a clash between Bangalore division and Hyderabad division. If some Hubli division or section has to be added to South Western Zone, I have no objection. So far as the Guntakal Division is concerned, everybody wants that it should remain in the South Central Railway. It may be a bit smaller railway zone. That is why I request Shri Hanumanthappa not to hurt the sentiments of the local people of Andhra Pradesh. Everybody in Andhra Pradesh wants that the Guntakal Division

should continue to remain in the South Central Railway.

श्री अनन्तराय देवशंकर दवे (गुजरात): मेरा व्यवस्था का सबाल है।

उपसभाध्यक्ष (श्रीमती कमला सिन्हा): आप बैठिए, स्पेशल मेशन में व्यवस्था का प्रश्न नहीं होता।

#### Plight of Fanners Due to Non-Availability of Di urea 4ft Uttar Pradesh Particularly in Azamgarh District and Non-Fixing of Sugar-cane Price

श्री मोहम्मद मसूद खान (उत्तर प्रदेश): मैडम, देश में और खासतौर से आजमगढ़ में गेहूँ की बुवाई के सीजन में वहाँ डाई नहीं थी, यूरिया नहीं था और बहुत से कस्तकार वगैर यूरिया के पिछले हफ्ते बहस हो रही थी कि गेहूँ आयात करना पड़ेगा। पिछले साल बम्पर क्राप हुई थी लेकिन उसके बाद भी निर्यात करना पड़ रहा है। इस साल तो जो गेहूँ पैदा करने के लिए खाद है वह खाद सरकार ने नहीं दी है। इसलिए इस साल योही कम पैदावार होगी।

जहाँ तक गन्ना किसानों का तात्लुक है, मैडम न उनको पिछला बकाया मिल रहा है और न इस साल वह जो गन्ना ले जा रहे हैं उसकी कोई कीमत मुकर्रर हुई है। हाई कोर्ट के आर्डर के बाद इसकी जिम्मेदारी केन्द्र सरकार के पास शिफ्ट हो गई है और केन्द्र सरकार खामोश है। इसकी वजह से गन्ने की कीमतें मुकर्रर नहीं हो रही हैं। मुझे यह लगता है कि एक किसम की सजिश हो रही है ताकि गन्ने की पैदावार कम हो, शुगर कम हो, शक्कर कम हो, गेहूँ कम हो और बाहर से आयात करने दुनिया भर की जो धांधलियाँ होती हैं, वे हों। लिहाजा मेरी सरकार से मांग है, मशविरा है कि इन किसानों को जिन्होंने वगैर डाई/यूरिया के गेहूँ बोया है कोई ऐसी खाद रिसर्च करके दी जाए जिससे उनकी पैदावार बढ़े और उनको जो नुकसान हुआ है उसे सरकार बर्दाश्त करे। मैडम, बाजार के अंदर बिल्कुल नकली खाद है, मिलावटी खाद है जिसको खेतों में डालने की वजह से पैदावार में कोई इजाफा नहीं होता है। इसीलिए मेरी मांग है कि नकली खाद बंद हो और डाई या यूरिया की खाद दी जाए और इसके लिए जो भी व्यक्ति दोषी हो उसको सजा दी जाए। इसकी वजह से पूरे मुल्क परेशान हो रहा है। साथ ही मेरी मांग है कि गन्ने का जो बकाया है और प्रधानमंत्री जी ने भी कहा है कि बकाया अदा किया जाएगा। पर अभी तक यह आजमगढ़ में