

thought of for restructuring, supervised and monitored at the national level by a National Rural Bank of India.

The employees are coming forward with a statement that for maintaining, strengthening and developing the RRBs they are prepared to postpone their claim for Rs. 220 crores by two, three years, which they are entitled to get as arrears. It is a very good gesture on the part of the employees. Because this is not being responded to, all the officers and non-officers of the RRBs are observing a strike today, only to draw the attention of the Government that "We are not asking for our economic demands. We want the rural economy to be strengthened. The rural poor has got to be given the succour and relief. That is the purpose for formation of the National Rural Bank of India." That is why they are on strike today. I am trying to present their views on their behalf through you, to the Government. I hope that everybody in the House would join me in saying that RRBs should not be wiped out from the field of the rural credit system. That needs to be strengthened and established. Then the Government should agree to the demand for formation of the National Rural Bank of India.

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH): Shri O. Rajagopal absent. Shri Ahmed Mohmedbhai Patel.

Need to Establish a Stock Exchange at Surat

SHRI AHMED MOHMEDBHAI PATEL (Gujarat) Mr. Vice-Chairman, Sir, the delay on the part of the Union Government to sanction a Stock Exchange at Surat is depriving the country of foreign exchange inflow to the extent of millions of dollars. South Gujarat has a rich farming community specialising in cash crops. In Surat and Navsari almost every third family has a member settled abroad. Indeed, South Gujarat already receives foreign exchange remittances to the tune of \$15 million a year. Fifteen to twenty per cent of the transactions on the Bombay Stock Exchange are accounted for by Surat-based investors. SGSBA, an associa-

tion, has recently conducted a survey on the inconveniences felt by the investing public in the absence of a Stock Exchange in Surat. This survey yielded that there were delays in payments, problems of delivery, inability to take advantage of market fluctuations, excess brokerage, loss of brokerage and underwriters' commission in the case of public issues. In addition, Gujarat leads in subscription and a whopping thirty per cent of subscription is generated by the State mainly by three cities, namely, Ahmedabad, Rajkot and Surat. Among these cities, only Surat lacks a Stock Exchange. Surat has recorded a growth rate of 10 per cent compared to 3 per cent in Bombay and 2 per cent in Ahmedabad.

Sir, in view of this, I urge the Government not to delay any more the sanctioning of a Stock Exchange in Surat.

SHRI VITHALBHAI M. PATEL (Gujarat): Mr. Vice-Chairman, Sir, I support my colleague and associate myself with his special mention.

Train Accident in Maharashtra

SHRI MURLIDHAR CHANDRAKANT BHANDARE (Maharashtra): Mr. Vice-Chairman, Sir, I rise to express our deep sense of sorrow and shock at the tragic accident in which the Sahyadri Express rammed into a school bus carrying for a picnic young children. 7 to 8 years old, studying in second class in Prof. Nath Hari Purandare Primary School. As of now, 38 children and 3 teachers have lost their lives and many were wounded. Some of them are lying critical in the hospital. Little could any one of them have imagined that their joyful picnic was to end in such a gruesome tragedy. In fact, their parents must have waited for them to return and tell them the stories of their picnic. The whole House, I am sure, joins me in offering our deep condolences to the bereaved families and pray that those who were wounded would recover soon.

In a way this is not an accident, but a man-made tragedy. If only the railway crossing had been manned that tragedy could have been avoided. There are ac-

cording to a press report 38,000 railway crossings in the country, out of which, 15,775 crossings are unmanned. A railway crossing is manned only if the traffic exceeds 6000 units. This norm is not only arbitrary but unmindful of any consideration or safety either for the railway passengers or those crossing the railway line. The whole approach, if I may say so, is casual and callous to human life. It is unfortunate that safety consideration for human life is thrown to the wind by the Railways. This is wholly unpardonable. The least that can be done is that the Railways pay an ex-gratia compensation of Rs. 1 lakh for every death and Rs. 50,000 for every child or teacher injured. The stand of the Railway Minister not to pay any compensation is equally unacceptable. I hope that the Railway Minister will give an assurance to man every railway crossing within six months from today. Both on my behalf and on behalf of the entire House, I share the bereavement of those affected by this accident and I hope that this will be the last of the gruesome accidents caused on account of unmanned railway crossings. Thank you.

SHRI VISHVJIT P. SINGH (Maharashtra): Mr. Vice-Chairman, Sir, I would like to associate myself with this special mention. We have been agitating in this House for a long time. This is not the first time that such a demand has been made. Unfortunately, we tend to react to situations when they arise rather than act before they arise. In the past, we have, on countless occasions, spoken about unmanned railway crossings and in this particular instance, unfortunately, the truth has come to us in a very horrible and tragic manner. I think it is about time that this House rose up as one and demanded from the Railway Ministry that all unmanned crossings, regardless of the amount of traffic, should be manned forthwith. Any life is precious. No matter if it is one life or a number of lives, any life is a precious as anything else and it cannot be computed in material terms. No matter what the amount of cost which may accrue to us, the fact is that we must man all our railway crossings. Thank you.

श्री राम नरेश यादव (उत्तर प्रदेश) : आपकी अनुमति से माननीय सदस्य ने जो स्पेशल मेशन के माध्यम से बात उठाई है मैं उससे अपने को सम्बद्ध करता हूँ और चाहता हूँ कि जिस तरह से इन रेलवे फाटकों की स्थिति है उनको जल्द से जल्द सरकार ठीक कराये ताकि इस तरह की शर्मनाक, दुखद जो घटनाएँ हो जाती हैं वह न हों। इस दुर्घटना से इतने बच्चों की जान गई है यह बहुत ही शर्मनाक बात है, दुखद और दर्दनाक घटना है। मैं फिर से सरकार से माग करता हूँ कि इस मामले में वह गम्भीरता से ध्यान देकर, जैसा माननीय सदस्य ने कहा कि 6 महीने के अंदर सारे फाटकों को ठीक कराया जाए ताकि भविष्य में इस तरह की दुर्घटनाएँ न हो सकें।

SHRI V. NARAYANASAMY (Pondicherry): Mr. Vice-Chairman, Sir, this is a gruesome accident. In every Session of Parliament, here, we are discussing railway accidents and we are giving valuable suggestions to the hon. Railway Minister. The Railway Minister answers our questions. Thereafter, no follow-up action is taken by the Railway Ministry on the safety measures that have been suggested by hon. Members.

Now, the basic question is this. I do not want to go into the question of how the accident happened or who is to be blamed. What is paining me is that the Railway Minister, while ordering an inquiry into the full details of the accident, started blaming the driver of the bus. This act of the hon. Railway Minister coming to a conclusion before the inquiry is held, is very serious. Not only that. It was reported in newspapers that the Railway Minister blamed the driver of the bus. What like to submit is

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH): Mr. Narayanasamy, the Railway Minister is going to make a statement in the House at 4 O'clock

SHRI V. NARAYANASAMY: All right, Sir. At that time, I will speak about this.

As far as the safety measures are concerned, guards should be kept at important places where the traffic is heavy and where there is an unmanned level crossing. There should be persons to regulate the traffic, as far as the Department is concerned. If that care had been taken, the accident could have been avoided. Small children of six years or seven years of age have met with gruesome death. I ask the Railway Minister to take it very seriously and apply his mind and tell the administration to take remedial measures.

उपसभाध्यक्ष (श्री शंकर दयाल सिंह) : सत्य बहिन जी आपको पता है स्टेटमेंट आने वाली है।

श्रीमती सत्या बहिन (उत्तर प्रदेश) : मैं दर्दनाक हादसे के संबंध में जो श्री भंडारे ने स्पेशल मेशन के जरिए उठाया है उससे अपने आपको सम्बद्ध करते हुए उन परिवारों को जो प्रभावित हुए हैं, जिनके बच्चे हताहत हुए हैं, प्रायल हुए हैं उनके प्रति हादिक सम्बेदना व्यक्त करते हुए रेल मंत्री जी से मांग करती हूँ कि जो भी रेलवे क्रासिंग इस तरह के हैं, जहाँ फाटक नहीं है या जहाँ पर चौकीदार नहीं हैं। मैं समझती हूँ कि रेल दुर्घटनाओं में दिये जाने वाले मुआवजे की संख्या बहुत अधिक होगी और धन की किसी स्कावट को न मानते हुए सभी जगह इस तरह के फाटकों पर चौकीदार नियुक्त किये जायें ताकि इस तरह की दुर्घटनाओं को रोका जा सके। इस तरह की बहुत सारी दुर्घटनायें हो चुकी हैं और उनको इस सदन में और दूसरे सदन में उठाया जा चुका है। इसलिए मैं चाहती हूँ कि इस तरफ ध्यान दिया जाए। इतना ही मुझे कहना है।

SHRI JAGESH DESAI (Maharashtra) : Mr. Vice-Chairman, Sir, I do not want to go into merits of this accident. But they were all small primary school children and that is why it has become the saddest incident in the history of our country. That is what I feel. The question is not whose fault it was. The road and the railway line, both were parallel. The driver could have seen it and could have avoided it. But I am

not going into that. The accident has occurred because of the collision of the bus and the train. As such, the Minister should not escape from giving compensation to the families of those who were killed. I think this is a fit case for giving compensation. Don't go into the merits. Very, very small school children have been killed and as such, the Government should definitely take a lenient view.

श्री मोहम्मद खलीलुर रहमान (आन्ध्र प्रदेश) :

जनाब वाइस-चेयरमैन साहब, भंडारे जी ने जो स्पेशल मेशन किया है उससे मैं अपने आप को एसोसिएट करता हूँ। यह इतिहाई दर्दनः क वाक्या है। मैं तो यह कहूँगा कि हाल के दिनों में यह सबसे ज्यादा दर्दनः क वाक्या है। मैं रेल मिनिस्टर साहब से यह दर्खास्त करूँगा कि उन्होंने कहा कि बस ड्राइवर की गलती थी, लेकिन कम्पेनसेशन की उन्होंने कोई बात नहीं कही। मैं बोलूँगा कि फुल कम्पेनसेशन जितना ज्यादा से ज्यादा दिया जा सकता है वह कम्पेनसेशन ज्यादा से ज्यादा दिया जाये।

آپنے آپ کو ایسوسی ایٹ کرتا ہوں کہ یہ حادثہ
زبردناک واقعہ ہے۔ میں تو یہ کہتا ہوں کہ

کے دنوں میں یہ سب سے زیادہ دردناک واقعہ
ہے میں ریل منسٹر صاحب سے یہ درخواست کرتا ہوں

کہ وہ لوگ تاکر انھوں نے کہا کہ بس ڈرائیور کی
غلطی تھی لیکن کمپنیشن کی انھوں نے کوئی
بات نہیں کہی۔ میں بولوں تاکر فل کمپنیشن

جتنا زیادہ سے زیادہ دیا جاسکتا ہے وہ
کمپنیشن زیادہ سے زیادہ دیا جائے

شری محمد خلیل الرحمن "آندھرا پردیش" :
جناب وائس چیرمین صاحب۔ بھندارے جی
نے جو اسپیشل میشن کیا ہے اس کے میں

उपसभाध्यक्ष (श्री शंकर दयाल सिंह) : पूरा सदन और पूरा देश इस हादसे से स्तब्ध है। शाम को मंत्री महोदय का वक्तव्य होगा, उस वक्त आप अपनी बात कहें।

श्रीमती उमिलाबेन चिमनभाई पटेल (गुजरात) : मैं अपने आप को यह जो बच्चों का हृदासा हुआ है उससे जोड़ती हूँ। उनके मां-बाप के दुख में हम सब शामिल हैं। मेरा सुझाव है कि बजट आ रहा है। हमारे देश में जो बिना आदमी के गेट हैं उनमें गेटमैन रखने के लिए स्पेशल प्रोविजन इस बजट में किया जाय तो हम इन हादसों को दूर कर सकते हैं। मैं चाहती हूँ कि इसके बारे में मंत्री जी विचार करें।

Fall in the Prices of Clove

SHRI RAMACHANDRAN PILLAI (Kerala) : Sir, through you, I would like to bring to the notice of the Government the sharp fall in the prices of clove from Rs. 450 to Rs. 90 per kg. The production cost of one kg. clove will come to Rs. 200. The fall in price has happened due to the liberalisation of import of clove. If the present policy of the Government continues, the clove cultivation in our country will face extermination. The departments of Agriculture of Kerala, Tamil Nadu and Karnataka took steps to popularise clove cultivation in the sixties. The propaganda attracted the enterprising farmers to take up clove cultivation. They are now frustrated and disappointed.

I request the Union Government either to ban import of clove or impose an import duty of at least 200 rupees per kg. and channellise our imports through Government agencies.

Power Shortage in Bihar due to Closure of NTPC Units of Farakka

श्रीमती कमला सिन्हा (बिहार) : उपसभाध्यक्ष महोदय, मैं आपके माध्यम से भारत सरकार का ध्यान एक विशेष महत्वपूर्ण विषय की ओर आकषित करना चाहती हूँ। पिछले दिनों समा-

चार पत्रों में भी आय कि एन०टी०पी०सी० अपना एक सुपर थर्मल पावर का एक यूनिट जो फरक्का में है जिससे 180 मेगावाट उत्पादन होता था उसको 6 तारीख से बंद कर दिया है और दूसरा यूनिट जो 180 मेगावाट का है उसको भी 11 तारीख को बंद करने वाले थे और बिहार के लिए बिजली की सप्लाई बिल्कुल बंद करने वाले थे। इस संदर्भ में आपके माध्यम से मैं सरकार को बताना चाहूँगी कि बिहार वैसे भी पावर स्टार्चर्ड स्टेट है। बिहार में जो विद्युत उत्पादन संयंत्र लगे हुए हैं वे सारे अपना जीवन काल समाप्त कर चुके हैं।

1.00 P.M.

पुरानी हो चुकी है और आज उससे सही उत्पादन नहीं हो पा रहा है। भारत सरकार ने अब तक बिहार में नए संयंत्र लगाये नहीं हैं। कहलगांव में लगाना था वह भी लगा नहीं पाये। कांठी थर्मल पावर वह भी ऐसे पड़ा हुआ है और वह भी नहीं हुआ है। साथ ही फरक्का को जो कोल दिया जाता है उसमें बिहार का एक सप्लाई स्टेशन हो रहा है और बिहार में बिजली की आपूर्ति के मामले में भारत सरकार के एन०टी०पी०सी० ने कह दिया है कि वह बिहार को बिजली नहीं दे पायेंगे और बिजली बंद कर दी गयी है। मैं पूछना चाहती हूँ कि इसका मतलब क्या है? बिहार के सारे कल-कारखाने बंद होंगे। भारत सरकार नहीं चाहती है कि बिहार तरक्की करे। बिहार को परेशान करने का काम भारत सरकार करती है।

दूसरी बात मैं यह कहना चाहती हूँ क्योंकि देश में 40 प्रतिशत कोयला बिहार में उत्पादित होता है कोल इंडिया के पास बिहार सरकार का लगभग साढ़े चार सौ करोड़ रुपया अभी भी बकाया पड़ा हुआ है। वह यह बिहार सरकार को नहीं दे रही है। दूसरी तरफ हमसे बकाया वापस लेने की धमकियाँ दी जा रही हैं। यह अत्यन्त अन्याय की बात है। जो बिहार का पावना भारत सरकार के पास पड़ा हुआ है। मैं चाहती हूँ कि भारत सरकार इसका तत्काल भुगतान कर दे और इजी इंस्टालमेंट में हमारी जो बकाया राशि