

Gujarat, they start at Rs. 1100 and in Maharashtra also at Rs. 1100. That is one point. My next point is about this promotion to the upper scale. Junior officers are promoted after only nine years of service while the practising lawyers are taken after five years of their practice. The officers have to be got selected through a selection procedure while the junior-most man in the advocate's cadre and whose practice is not very much is selected after five years of service. Will the hon. Minister kindly elucidate this?

SHRI SHANTI BHUSHAN: Sir, if I may say with great respect to the hon. Member, I have not understood the question properly. So far as Haryana is concerned, I have given the pay scales of Haryana. They start from Rs. 400 and go up to Rs. 1250. Their selection grade is Rs. 1300 to Rs. 1500. The DA rates have also been given. And so far as my mathematics is concerned, I do not find that the pay scales for the Delhi Judicial Service members are less than those which are given to the members of the Haryana Judicial Service. So far as the other point raised by the hon. Member is concerned, namely, their promotion to the higher judicial service, they are eligible for being promoted to the higher judicial service. They are promoted to the higher judicial service according to the service rules. It is true that the Constitution lays down that recruitment to the higher judicial services need not be confined to the subordinate judicial service but also extender to the advocates also. Now that is a provision in the Constitution and in accordance with that provision, direct recruitment from the members of the Bar is also made to the higher judicial service.

SHRI HAMID ALI SCHAMNAD: Sir, we have got the Cr. P.C. and the IPC. To bring about uniformity in the judicial service, will selection to the judiciary be made by an all-India service so that there could be uniformity in their pay scales? Secondly,

will the Government consider giving at least free quarters to the subordinate judges? Will they at least be provided with quarters for their residential accommodation? At present they are wholly dependant upon the general public for this need. Will this matter be considered by the Government?

SHRI SHANTI BHUSHAN: Sir, so far as the formation of the All-India Judicial Service is concerned, if I understand the hon. Member rightly that is a question which requires very careful consideration. In due course, the Government will have to give thought to that problem. So far as the question of giving quarters is concerned, well, Sir, as the House knows, there are problems in the construction of houses and so on and consistently with that whatever can be done, will certainly be done.

Setting up a Working Group for Railway Development programme

♦243. SHRIMATI LEELA DAMODARA MENON: t SHRIMATI SUSHILA SANKAR
ADIVAREKAR: SHRIMATI AMARJIT KAUR:

Will the Minister of RAILWAYS be pleased to state;

(a) what are the names of the members of the Working Group on Railways recently constituted to formulate the Railway Development Programme for the next five years; and

(b) what are its terms of reference?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b) A statement is laid on the Table of the House.

tThe question was actually asked on the floor of the House by Shrimati Leela Damodara Menon.

Statement

The names of the Members of the Working Group are as under :—

Name and Designation	Representing
1. Shri K.S. Rajan, Chairman, Railway Board	Ministry of Railways—Chairman.
2. Shri M.G. Nair, Director, Railway Planning	Ministry of Railways—Member & Convenor.
3. Shri S. Chattopadhyay, O.S.D.	Ministry of Energy (Department of Power)—Member.
4. Shri B. Sinha, Joint Secretary	} Ministry of Energy (Department of Power)—Members.
5. Shri G.B. Singh, Director, Central Electricity Authority.	
6. Shri R. K. Dang, Joint Secretary	Ministry of Steel & Mines—Member
7. Shri S. M. Chakravarty, Director	Ministry of Industry—Member.
8. Shri K. P. Singh, Joint Commissioner (Movement)	Ministry of Agriculture & Irrigation (Department of Food)—Member.
9. Shri N. P. Verma, Joint Commissioner (Fertilizers)	Ministry of Agriculture and Irrigation (Department of Agriculture)—Member.
10. Shri S.M. Kelkar, Joint Secretary	} Ministry of Petroleum & Chemical (Department of Chemicals & Fertilizers)—Members.
11. Shrimati Lata Singh, Director	
12. Shri S. Ketharaman, Executive Director, Oil Coordination Committee	Ministry of Petroleum & Chemicals Department of Petroleum)—Member.
13. Shri S. R. Shah, Director	Ministry of Commerce—Member.
14. Shri T. V. Sundararajan, Director, Transport Research	} Ministry of Shipping & Transport—Members.
15. Shri N. A. A. Narayanan, Deputy Secretary (Transport).	
16. Shri S. C. Misra, Chief (Transport)	} Planning Commission—Members.
17. Dr. M. Q. Dalvi, UNDP Adviser	
18. Dr. Y. K. Alagh, Adviser, Perspective Planning Division.	
19. Shri R. C. Sharma, Joint Director (Transport)	

2. The terms of reference of the Working Group on Railways are under :

(i) To review the carrying capacity of the Railways and its utilisation by the end of 1977-78 bringing out the extent of slack capacity as well as sectional and terminal bottlenecks in the movement in spatial terms.

(ii) To make a realistic assessment of transport requirements for freight traffic in each year of the next five year plan 1978—83 in respect of major commodities carried by railways, such as coal, finished steel and raw materials to steel plants, iron ore for export, cement, fertilisers, foodgrains, POL, railway materials and other general goods, the assessment of transport requirements may be worked out both in terms of originating tonnage as well as tonne kilometreage taking into account the expected pattern and lead of freight traffic.

(iii) To assess the requirements of passenger traffic in each year of the next Five Year Plan period 1978—83 for (a) suburban traffic and (b) non-suburban traffic. In regard to non-suburban traffic, the need to reduce overcrowding in trains and the requirements of long distance passenger traffic may be kept in view.

(iv) To suggest policy framework for allocation of freight and passenger traffic based on consumer preferences, cost of services etc. to rail, road transport and coastal shipping.

(v) To recommend programmes for production of rolling stock in the production units of the Railways and in the public sector undertakings during the Five Year Plan 1978—83 to match the requirements of rolling stock for meeting the passenger and freight traffic as assessed.

(vi) To formulate the Railway's development programme and the outlays required for each year of

the Five Year Plan period 1978—83 under the various Plan heads, such as rolling stock, line capacity works, etc., after taking into account the capacity expected to be available by the end of 1977-78 and the projected requirement of traffic. In view of the long gestation period of railway projects, the Working Group may keep in view the perspective of ten years.

(vii) To indicate the direct employment in man days expected to be generated during the Plan period for the various categories of staff during the execution of the recommended projects/programmes and after their completion.

(viii) To indicate the requirement of all materials and equipment and the extent to which these could be available from indigenous sources, separately from the large scale sector and small scale sector and by imports for each year of the Five Year Plan

(ix) To recommend policy in regard to investment in railway lines of a developmental character.

SHRIMATI LEELA DAMODARA MENON; Sir, the Working Group on Railways has been constituted to **make** a realistic assessment of the transport requirements in this country but from the list of names constituting the Working Group it is clear that it does 'not include anyone from the rolling stock production units. Sir, rolling stock aspect is very important in any realistic assessment aimed at increasing railway lines and production. Would the Government consider including a representative of the production units on this Working Group?

PROF. MADHU DANDAVATE: Sir, so far as the 19-members team is concerned, it includes two members, one is the Chairman of the Railway Board, and the other is the Director, Rail-

way Planning, who were concerned with the co-ordination of all the departments. If the suggestion is that the Member, Transport, should be taken on this Working Group, in that case there are other vital departments of the Railways and they too will have to be accommodated. Anyway, the interests of the transport will be properly looked after by the two officers of the Railways who are already accommodated on the Working Group.

SHRIMATI LEELA DAMODARA MENON: Sir, this Working Group is meant to formulate the Railway's development programme. Would this Group also consider the existing anomalies in development in the various regions of this country? This Group has also to recommend the policy in regard to investment in railway lines of a developmental character. In the background of the national policy for rural development may I know what is meant by this developmental character? Does it relate only to productive lines or does it relate also to the development of all the rural areas and the railways being taken to those areas which have not so far been opened up?

PROF. MADHU DANDAVATE: Sir, a statement has been laid on the Table of the House. If the hon. Member reads item (ix), which is the last term of reference, it says: "To recommend policy in regard to investment in railway lines of a developmental character" and, therefore, it is very much in the mind of the Group that has been set up to see that economically backward areas are properly looked after, and the Note which has been prepared by the Railway Ministry and which has already been submitted to the Planning Commission and also to the Working Group, specifically makes a mention of certain norms, and that they need not depend merely on the returns. I agree with the hon. Member's import of the question that in the past generally the norms recommended taking into account the returns that were available and normally a ten per cent return

was supposed to be a good return for a feasible railway line. Therefore, we have also recommended, especially for the backward areas, that this rigorous norm need not be followed but the transport requirements, infrastructure of development and all that should be taken into consideration. If that is precisely the import of her question, I fully agree with her.

SHRIMATI SUSHILA SHANKAR ADIVAREKAR: Sir, I would like to draw the attention of the hon. Minister to a report which appeared in the newspapers some time back and which stated that the Planning Commission have announced the constitution of a number of working groups, to the tune of 69 or 70, and I would like to ask him whether one such working group announced by the Planning Commission was regarding the railway planning? May I know whether there will be co-ordination between the Working Group announced by you and the one announced by the Planning Commission? May I also know whether there is going to be overlapping in their working? I would further like to know whether the terms of reference of the working group set up by the Planning Commission and the terms of reference of the Working Group, as mentioned by you in your statement, are the same or are they different.

PROF. MADHU DANDAVATE : Sir, the hon. Member, with all her clarity, has some confusion in her mind. Sir, the Group is not set up by my Ministry. This Group is set up by the Planning Commission. If she goes through the list of 19 members, she will find that only two members are from my Ministry and the rest are from the other Ministries. So, it is not my Ministry but it is the Planning Commission which has set up this Group.

SHRI SANAT KUMAR RAHA; Sir, I want to know from the Minister— in view of the increasing number of accidents and in view of recruitment of top management officers whose number is increasing beyond the ratio

of recruitment at the bottom level— whether the Government is considering recruitment of more people at the bottom level so as to maintain the railway lines and follow the safety measures, in view of the fact that whereas only one train was running on one line now there are 10 to 15 trains running on the same line.

PROF. MADHU DANDAVATE: Sir, this question, though it is very important, is not relevant at all. Sir, the question is regarding the Working Group for Railway Development Programme. So, I am afraid, I can reply to the question on some other occasion.

श्री नागेश्वर प्रसाद शाही : श्रीमन्, चूंकि रेलवे के विकास के लिए समिति बनाई गई है, इसलिए मैं मंत्री महोदय से यह जानना चाहूंगा कि जो पिछड़े हुए क्षेत्र हैं, खासतौर से पूर्वी उत्तर प्रदेश और उत्तरी बिहार में, जिनमें बाराबंकी और समस्तीपुर लाइन के कन्वर्जन का काम चल रहा है और जिसके विकास की शीघ्र आवश्यकता है, यह प्रोजेक्ट जल्दी पूरा हो जाय, इसके लिए सरकार की ओर से क्या कार्यवाही की जा रही है क्योंकि पहले यह निश्चय किया गया था कि यह योजना जो सन् 1973 में शुरू हुई थी और सन् 1976 में पूरी होने वाली थी, अब यह कहा जा रहा है कि यह योजना सन् 1981 में पूरी की जाएगी। जिसकी वजह से इस योजना का इस्टीमेट भी 41 करोड़ से बढ़ाकर 67 करोड़ तक पहुंच गया है। ऐसी स्थिति में क्या मंत्री महोदय प्लानिंग कमीशन से सिफारिश करके या वर्ल्ड बैंक जैसी संस्थाओं से लोन लेकर इस प्रोजेक्ट को सन् 1979 तक पूरा करने की कोशिश करेंगे ताकि यह जो पिछड़ा हुआ क्षेत्र है, इसका विकास हो सके और साथ-साथ रेलवे का भी विकास हो सके ?

प्रो० मधु दण्डवते : मान्यवर, जो मूल सवाल पूछा गया था वह नियोजन मंडल की नियुक्ति के बारे में है। लेकिन माननीय

सदस्य ने जो सुझाव रखे हैं वे कार्यवाही के लिए हैं। मैं समझता हूँ कि उनके सुझावों पर हम ध्यान देंगे।

श्री नागेश्वर प्रसाद शाही : श्रीमन्, मेरा पाइन्ट ऑफ आर्डर है।

MR. CHAIRMAN: The practice is not to raise a point of order during Question Hour.

श्री नागेश्वर प्रसाद शाही : श्रीमन्, मेरा कहना यह है कि जो समिति बनाई गई है उसके लिए सारा पैसा प्लानिंग कमीशन मंजूर करता है। इसलिए मैं माननीय मंत्री जी से यह जानना चाहूंगा कि क्या मंत्री जी प्लानिंग कमीशन से बातचीत करके कोई इस प्रकार का प्रयास करेंगे ताकि यह प्रोजेक्ट जल्दी से जल्दी पूरी हो जाय और इस क्षेत्र का भी विकास हो सके।

MR. CHAIRMAN: He has made a suggestion. You need not reply.

*244. [The questioner (Shri Veerendra Patil) was absent. For answer, vide col, 41 infra].

Loan Applications of Business Houses

♦245. SHRI KALYAN ROY:f
SHRI BIR CHANDRA DEB
BURMAN:

Will the Minister of LAW, JUS--TICE AND COMPANY AFFAIRS be pleased to refer to the answer to Starred Question 275 given in the Rajya Sabha on the 22nd March, 1976 and state:

(a.) the number of applications received by Government during 1976 and so far during 1977 from various companies and big business houses for grant of loans or provisions of security to the Directors or their relatives and the names of such companies and the amount involved in each case;

fThe question was actually asked on the floor of the House by Shri Kalyan Roy,