

many products. We can supply them with those product. This will save us from the liability to this huge dollar loan which will be a burden on us. It will be difficult for us to find the huge dollar amount.

SHRI SHAH NAWAZ KHAN : Sir, Iraq is a Member of the OPEC and whatever decision is taken by the OPEC countries also applies to Iraq and Iraq presumably will fall in line with them. We had recently had certain delegations from Iraq visit our country. We are trying to step up our exports and whatever we can export that, of course, will be as barter of the money earned from our exports and will go towards the payment of oil bill.

SHRI NIREN GHOSH : Sir, my specific point was not answered, that is my difficulty. You see, the International Oil Companies add another 5 or 6 per barrel to the price hike of the OPEC. I want to know whether we will be getting oil at the price hike registered by the OPEC or 5 or 6 per barrel over and above that, as fixed by the International Oil Companies.

SHRI SHAH NAWAZ KHAN : No, Sir. We will have to pay whatever the OPEC decides.

*155. [Transferred to the 3rd May, 1974.]

Loss to Railways due to subversive activities and violent agitations

*156. **SHRIMATI SUMITRA G. KULKARNI :**

SHRIMATI SUSHILA SHANKAR ADIVAREKAR : †

SHRI SWAISINGH SISODIA :

SHRIMATI RATHNABAI

SREENIVASA RAO :

SHRI M. S. ABDUL KHADER :

Will the Minister of RAILWAYS be pleased to state :

(a) the amount of loss suffered by the Railways due to subversive activities and violent agitations during 1973-74; and

(b) what steps Government have taken to prevent recurrence of such activities in future?

†The question was actually asked on the floor of the House by Shrimati Sushila Shankar Adivarekar.

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA) : (a) Rs. 13 Crores approximately.

(b) A statement is laid on the Table of the Sabha .

Statement

Steps Taken by Government to prevent losses to Railways due to subversive activities and violent agitations in future

- (1) The Security branch of the Railways keeps close liaison with the Executive and Intelligence branches of the State police and they exchange information regarding matters affecting the running of the Railways and Protection of important installations.
- (2) Guarding of vulnerable points and patrolling of the track in vulnerable sections is taken up by the State Police or the Railway Protection Force as the case may be, when trouble is apprehended.
- (3) In addition to strengthening the security arrangements at Railway stations, in areas where trouble is likely to occur, action is taken by the Government Railway Police and the Railway Protection Force to escort trains on affected sections.
- (4) The local Police arrange patrolling near Railway Stations and the Railway track adjoining educational institutions when required.
- (5) Steps are also taken to project before the public the baneful effects of national assets like Railway property.
- (6) Press communiques/special articles/brochures are being issued by the Railway Board and the Zonal Railways as a preventive measure for such damage/destruction of Railway property. Radio talks are also given by Officers and others. The subject is also brought up in the National Railway Users' Consultative Council meetings, seeking their co-operation in this respect.
- (7) The Indian Railways Act, 1890 has been amended in order to make the punishment for destruction of Railway property more deterrent.

SHRIMATI SUSHILA SHANKAR ADIVAREKAR : Sir, the loss of property and damages to the property in the Railways by the subversive activities is not of recent origin. It is continuing since last many years. I would like to know from the hon. Minister why close co-operation between the Railway Police and the State Police has not been established all these years. Rather than exchange the information, why concrete and constructive steps are not taken to stop these activities?

SHRI L. N. MISHRA : Sir, so far we have been having close co-operation from the State Government Police. G.R.P. as a matter of fact represents the State Governments and we have been getting good assistance. But, it is also a fact that pilferage or loss or thefts are still there. That is why we held a conference of the Home Ministers and Chief Ministers some time back and we decided to evolve some methods to check this. We have succeeded also. This year the total cost has come down to more than Rs. 40 to 50 lakhs but that is not enough. We have to go a long way to eliminate this evil.

श्री सवाई सिंह सिसोदिया : माननीय मंत्री जी ने जानकारी सभापटल पर रखी है। उससे विदित होता है कि गवर्नमेंट रेलवे पुलिस और रेलवे प्रोटेक्शन फोर्स इन दोनों का काम एक ही है। आपके सामने इस प्रकार के भी उदाहरण हैं कि दोनों में समन्वय नहीं है। तो क्या आप यह आवश्यक नहीं समझते कि रेलवे की प्रापर्टी की सुरक्षा को और उस की देखभाल का काम एक ही फोर्स के सिपुर्द क्यों नहीं किया जाता ?

SHRI NIREN GHOSH : Because they themselves are involved in the pilferage.

श्री एल० एन० मिश्र : दोनों में फर्क है। दोनों दो चीज हैं। जी०आर० पी० रेलवे में जरूरी है लेकिन उसका काम आम तौर पर पुलिस का काम हो जाता है, मुकदमें करना, चोरी को रजिस्टर करना, चाजशीट बनाना। आर० पी० एफ० का काम रेलवे की प्रापर्टी की रक्षा करना है। दोनों को एक करने

की राय नहीं है। यह जरूर है कि हम जी० आर० पी० की संख्या बढ़ाना चाहते हैं ताकि जो हालात हो गए हैं वह उसका मुकाबला कर सकें।

SHRIMATI RATHNABAI SREENIVASA RAO : I would like to know: What was the total amount of loss suffered by the Railways during the recent Andhra Pradesh agitation and whether steps are being taken to rebuild the railway stations or to replace the other properties that were destroyed. ?

SHRI L. N. MISHRA : Unfortunately, Sir, the break-up is not with me with regard to the loss suffered by Andhra Pradesh but the amount was considerable.

SHRI K. N. DHULAP : Members of the Railway Protection Force and the anti-social elements, both are hand in glove with each other. Has this thing come to the notice of the hon. Minister and if so, what steps have been taken by the Government.

SHRI L. N. MISHRA : This is very wild allegation and I will like to repudiate it and pay compliments to the Territorial Army and the Railway Protection Force. They have been doing commendable job and I have every appreciation for our Railway Protection Force.

SHRI HARSH DEO MALAVIYA : During the course of my tour of the country as a member of the Railway Convention Committee I met some Divisional Superintendents of the Railways and they said that generally there is a dual control. The RPF chief in the Division and the Divisional Superintendent are two different authorities and it is generally assumed that if the Divisional Superintendent also gets some authority over the RPF, perhaps the work of the RPF would be comparatively better. Is the hon. Minister aware of any such suggestion or will he take into consideration that only one authority in one division may be set under the Divisional Superintendent and the Railway Protection chief may work in his cooperation?

SHRI L. N. MISHRA : Cooperation is necessary in the same manner as the cooperation between the Superintendent

of Police and the District Magistrate in civil administration is necessary. They are more or less on the same lines.

SHRI HARSH DEO MALAVIYA: My question is : As the D.M. is above the Superintendent of Police, the Divisional Superintendent should also be above the Railway Protection Force chief.

SHRI L. N. MISHRA: From the administrative angle it is all right, that is a provision but from the RPF angle the RPF chief is the head of the RPF.

श्री प्रकाशवीर शास्त्री : भारत जैसे अ विकसित देश के लिए 30 करोड़ रुपये की हानि कोई मामूली हानि नहीं है। मैं यह जानना चाहता हूँ कि यह जो 30 करोड़ रुपये के लगभग आपने हानि की चर्चा की है यह विशेष रूप से किन क्षेत्रों में हिसात्मक कार्यवाही, या तोड़फोड़ के द्वारा ये हानियाँ हुईं।

इसके साथ ही मैं यह भी जानना चाहता हूँ कि, जैसे अभी विधि मंत्री कह रहे थे, आप भी राजनीतिक दलों के प्रतिनिधियों को बुला कर इस प्रकार की कोई आचार-संहिता बनाने का विचार कर रहे हैं कि इन आन्दोलनों में सरकारी सम्पत्ति के विनाश के लिए रेलवे को मुख्य लक्ष्य न बनाया जाए।

श्री एल० एन० मिश्र : यह बहुत अच्छी राय है। अभी तक दुर्भाग्य से जहाँ पर भी आन्दोलन होता रहा हो, इलैक्शन के बाद वोट गिनने की बात में भी झगड़ा हो तो सबसे ज्यादा नुकसान रेलवे का होता है। मैं शास्त्री जी का कृतज्ञ हूँ। मैं यह प्रयास करूँगा। अभी तक तो हमने सोचा नहीं था। यह अच्छी राय है। हम बैठक बुलायेंगे जिस में आचार संहिता बन सके। लेकिन अपनी सुसिबत मैंने नहीं।

श्री प्रकाशवीर शास्त्री : मैंने पूछा था कि 30 करोड़ रुपये की हानि विशेष रूप से किन क्षेत्रों में हुई।

श्री एल० एन० मिश्र : यह कहना अच्छा नहीं लगता। लेकिन कहा जाता है कि

मुगलसराय, गरागा, बरोनी, यू० पी० में भी जहाँ पर ट्रांसशिपमेंट का सवाल उठता है, छोटी लाइन से बड़ी लाइन और बड़ी लाइन से छोटी लाइन की बात होती है उस अवस्था में ज्यादा चोरी होती है। यह घाटा 13 करोड़ नहीं रह जाता है। हम लोगों ने हिसाब लगाया है कि 13 करोड़ का आकर 130 करोड़ बैठता है। जहाँ रेलवे का 1 करोड़ का नुकसान होता है वहाँ देश का 10 करोड़ का नुकसान होता है। उनकी जो राय है इस पर हम अमल करने की कोशिश करेंगे।

SHRI A. G. KULKARNI : May I know from the hon. Minister or the Deputy Minister—probably the Deputy Minister is carrying on negotiations with the Railway unions—because that day Mr. Niren Ghosh on the Calling Attention said that the Railways can pay if they can work in a way that pilferage does not take place which comes to about Rs. 100 crores or something like that about which Mr. Goray also said but unfortunately some Railway employees are in league in the pilferage—whether the Minister has discussed with the Railway unions that savings can be effected if the Railway employees are themselves made responsible for any loss or pilferage or violence where they are concerned and this saving can be made and this money thus saved can be considered for payment to them? I want to know whether this question which was raised by Mr. Niren Ghosh and Mr. Goray has been examined by the Minister and discussed with the Union?

SHRI L. N. MISHRA : So far as this particular question is concerned, we have not talked to the Union and I think at least in the coming few days it will not be possible for us to go into this matter. We have a number of other problems to sort out with them. But it is a good suggestion and we will try to examine it.

श्रीमती लक्ष्मी कुमारी चूडावत : आपने अपने स्टेटमेंट में बताया कि रेलवे प्रापर्टी को नुकसान पहुँचाने के लिए ऐक्ट में ज्यादा सजा देने के लिए अमेंडमेंट किया गया है। मैं

जानना चाहती हूँ कि करोड़ों का नुकसान हो गया, कितने लोगों को आपने सजा दी है ?

श्री एल० एन० मिश्र : मुकदमों चले होंगे, सजा हुई होगी। आंकड़े तो मेरे पास नहीं हैं कि कितनों को जेल हुई। लेकिन मुकदमों चलाये गये होंगे।

*157. [The questioner (Shri Jagdish Prasad Mathur) was absent. For answer, vide cols. 34-42 infra.]

*158. [The questioner (Shri Yogendra Sharma) was absent. For answer, vide cols. 41-42 infra.]

Grants to Maharashtra and Gujarat for Rural Electrification

*159. SHRIMATI SUSHILA SHANKAR ADIVAREKAR :†
SHRIMATI RATHNABAI :
SREENIVASA RAO :
SHRIMATI SUMITRA
G. KULKARNI :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the amount of grants given to Maharashtra and Gujarat under the Rural Electrification programme during the last two years; and

(b) whether the allocations have been fully utilised ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (PROF. SIDDHESHWAR PRASAD): (a) and (b). A statement is laid on the Table of the House.

Statement

The programme of rural electrification is financed by the State Governments out of their State Plan Outlays. No grants are given by the Central Government. However, additive loan finances are provided by the Rural Electrification Corporation to the State Electricity Boards for implementation of their rural electrification schemes. During the last two years the

†The question was actually asked on the floor of the House by Shrimati Sushila Shankar Adivarekar.

Corporation has sanctioned the following assistance to Maharashtra and Gujarat State Electricity Boards :—

(Rs. in crores)

State	Number of Schemes	Amount
Maharashtra		
1972-73	17	8.86
1973-74	10	3.41
Gujarat		
1972-73	11	3.52
1973-74	4	0.91

(b) The schemes sanctioned by the Rural Electrification Corporation are phased for completion over a period ranging up to 5 years. The disbursement of the loan is made in instalments according to the phasing and progress of the scheme. The amount disbursed up-to-date to Maharashtra and Gujarat Electricity Boards for the schemes sanctioned during 1972-73 and 1973-74 are as under :—

(Rs. in crores)

	Schemes sanctioned in 1972-73	Schemes sanctioned in 1973-74
Maharashtra	5.86	1.46
Gujarat	1.51	0.34

Balance amounts will be disbursed according to the progress in the subsequent years.

SHRIMATI SUSHILA SHANKAR ADIVAREKAR : Sir, I would like to know from the hon. Minister how many total schemes were submitted by the Maharashtra Government and do they keep a proper check as to what schemes were submitted and how many of them were sanctioned.

PROF. SIDDHESHWAR PRASAD: I do not have the break-up of the schemes sent by Maharashtra and Gujarat State Governments to the Rural Electrification Corporation but I have given the number of schemes which we have sanctioned in 1972-73 and 1973-74.