

[Shri M. Shafi Qureshi.]

ing in this Tea Board for a long time, and we have associated all those Members of Parliament who are actually taking a deep interest in the tea industry to see and keep a vigilant watch over the activities of the Tea Board. So, it will be wrong to condemn everyone in the Tea Board in one sentence saying that everybody is wrong there. That would not be fair to the hon. Members of Parliament who are our colleagues and who have got the interest of the industry, the labour, the exporters and the manufacturers, everybody, in their hearts.

Madam, with these words, I should say that whatever money we have been demanding from Parliament is being utilised for promotional activities not only within the country but outside. Promotion does not mean that we should ask our people to take more tea. But here our activities are confined to see that more tea is grown, that proper quality of tea is grown. And I must inform the Members of the House that India is unmatched so far as high quality tea is concerned. Mr. Niren Ghosh has quoted a very inflated price for the Darjeeling Tea. I will say that he must have a taste of it.

SHRI NIREN GHOSH: Even the planters . . .

SHRI M. SHAFI QURESHI: And I am proud that Indian tea sells at such a high price because of its quality.

SHRI NIREN GHOSH: It is a special picking of the leaves and blending in a special way which earns goodwill in the world market. Special pickings are made and so they fetch a high price.

SHRI P. N. SAPRU (Uttar Pradesh): What about Kashmir tea? It is very good.

SHRI M. SHAFI QURESHI: The trouble is that Dr. Sapru had left Kashmir long ago; otherwise, if he

had lived in Kashmir, he would have liked it more.

My submission is that whatever suggestions have been made by the Members and whatever other suggestions might be made by them, definitely Government will keep them in view.

With these words, I commend the Bill for the acceptance of the House.

THE DEPUTY CHAIRMAN: The question is:

"That the Bill further to amend the Tea Act, 1953, as passed by the Lok Sabha, be taken into consideration."

*The motion was adopted.*

THE DEPUTY CHAIRMAN: We shall now take up the clause by clause consideration of the Bill.

*Clauses 2 to 4 were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SHRI M. SHAFI QURESHI: Madam, I move:

"That the Bill be returned."

*The question was put and the motion was adopted.*

THE DEPUTY CHAIRMAN: At 5-15 P.M. Dr. V.K.R.V. Rao, Minister of Transport and Shipping, will make a statement on the talks he had.

Now, next item on the Order Paper.

THE APPROPRIATION (RAILWAYS) NO. 3 BILL, 1967.

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): Madam, I beg to move:—

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes

of Railways during the financial year, ended on the 31st day of March, 1965, in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

[THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) in the Chair.]

*The question was proposed.*

**श्री सुन्दर सिंहमंडारी (राजस्थान) :**  
उपसभाध्यक्ष महोदय, यह जो बिल हमारे सामने आया है वह रेलवे के लिये कुछ पैसा मंजूर करने के लिये आया है जो कि पहले ही खर्च किया जा चुका है। इस आधार पर यह बिल हमारे सामने आया है और मैं चाहूंगा कि रेल मंत्री महोदय के सामने रेलों से सम्बन्धित कुछ बातें रख दूं और उनके सम्बन्ध में कुछ निवेदन कर दूं।

आज देश के खाद्य संकट में रेलें बहुत महत्वपूर्ण हिस्सा अदा कर सकती हैं। पिछले दिनों जब यहां पर खाद्य संकट पर चर्चा हुई थी तो इस बात की शिकायत की गई थी कि अनाज ले जाने के लिये ढके हुए वैगन्स नहीं मिलते हैं। मैं चाहूंगा कि रेल मंत्री महोदय इस चीज की तरफ प्राथमिकता दें क्योंकि इसके अभाव से अनाज सड़ता है और संकट के समय अनाज का सड़ना एक बड़ी राष्ट्रीय आपत्ति है। लेकिन इसके साथ ही साथ मैं रेल मंत्री महोदय से एक बात में सहयोग चाहूंगा जनसाधारण के प्रति क्योंकि यह जो हमारा खाद्य संकट है वह हमारे खाद्य मंत्रालय की अनिश्चितता की नीति के कारण वैगन्स की रिबुकिंग की वजह से होता है। अगर वे इस सम्बन्ध में जानकारी देंगे तो देश को बहुत लाभ होगा और खाद्य मंत्रालय को भी सुधरने का मौका मिलेगा। इसी प्रकार खाद्य मंत्रालय के एक अधरे सुझाव के कारण वैगन्स का डेस्टिनेशन में पहुंचने के बाद खाली होने में देरी होती है। आप इस सम्बन्ध में डैमरेज

लेते हैं और वह डैमरेज जनता के ऊपर पड़ता है। इस आधार पर हम खाद्य मंत्रालय की अयोग्यता को भी जनसाधारण के सामने रख सकेंगे और इस सम्बन्ध में मैं चाहूंगा कि रेल मंत्रालय हमारी मदद करे। दोनों को मिलकर जहां पर बन्द वैगन्स की मांग होती है उसको रेल मंत्रालय को पूरा करना चाहिये और खाद्य मंत्रालय का भी यह काम है कि वह इस काम में आपकी मदद करे ताकि देश में इस समय जो खाद्य संकट छाया हुआ है उसमें और कठिनाई पैदा न हो।

एक बात मुझे रेल मंत्री जी से रेल कर्मचारियों के सम्बन्ध में भी कहनी है हालांकि यह बात सब पर लागू होती है। पिछले दिनों महंगाई बढ़ने और कास्ट आफ लिविंग बढ़ने की वजह से हमने स्केल आफ पे बढ़ा दिये थे। हमने बहुत सी चीजों को तनख्वाह में शामिल करके उनका स्केल बढ़ा दिया था। मैं रेल मंत्री जी का ध्यान एक बात की ओर दिलाना चाहता हूं कि रेल कर्मचारियों को जो प्रति वर्ष तीन रुपये का इन्क्रिमेंट दिया जाता है वह उतने का ही उतना है। पहले जिनकी 60 रुपये से 100 रु० तक तनख्वाह थी उनको प्रति वर्ष तीन रुपये का इन्क्रिमेंट मिलता था। लेकिन जब बेसिक सैलरी बढ़ गई है, उसका सिरा भी बढ़ गया है, लेकिन यह तीन रुपये की मात्रा में कोई फर्क नहीं आया है। आज उनको प्रतिवर्ष जो 3, 5, 10 रु० प्रतिवर्ष इन्क्रिमेंट मिलता है जिसको लागू हुए करीब 20 साल में भी ज्यादा हो गये हैं। इसलिए मैं रेल मंत्री महोदय से यह निवेदन करना चाहूंगा कि इन्क्रिमेंट देने के लिये जो हमारी भावना है उसको आज के कास्ट आफ लिविंग के इन्डैक्स को देखते हुए बाकी सब बातों का ध्यान रखकर जो यह पुराने जमाने से इन्क्रिमेंट चला आ रहा है उसको रिवाइज्ड करना अत्यन्त आवश्यक है।

[श्री सुन्दर सिंह भंडारी]

रेल मंत्रालय में जो विभागीय डाक्टर हैं उनकी भी अपनी शिकायतें हैं। उनका कहना है कि वे केन्द्रीय सेवाओं में हैं और केन्द्र में सी० एच० एस० के डाक्टरों को जो सुविधा दी जाती है वैसे ही उन्हें भी मिलनी चाहिये। आप कहते हैं कि उनमें थोड़ा-सा फर्क है इसलिए देखने की जरूरत नहीं है। तो मेरा यह निवेदन है कि यह थोड़ा फर्क क्यों रखा जा रहा है? जब उनके टर्म्स आफ सर्विसेज और क्वालिफिकेशन में सी० एच० एस० के डाक्टरों के मुकाबले में कोई अन्तर नहीं है तो फिर उनके साथ मैकेड रेट ट्रीटमेंट क्यों किया जाता है। तो फिर यह जो थोड़ा अन्तर है और जिसकी वजह से उनके मन में नाराजगी पैदा हो गई है उसको दूर करने की कोशिश की जानी चाहिये।

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) There are many other facilities, Mr Bhandari.

श्री सुन्दर सिंह भंडारी इसके बावजूद भी उन्होंने रेलवे मंत्रालय को रिप्रेजेंटेशन कर रखा है। जो आज उनको असुविधायें सी० एच० एस० के डाक्टरों के मुकाबले में हो रही हैं। इसलिये मैं रेल मंत्री जी से यह चाहूंगा कि उनकी तनख्वाह और सुविधाओं के सम्बन्ध में जो थोड़ा-सा अन्तर है उसे वे दूर करने की कोशिश करेंगे और इस तरह से उनकी मांग स्वीकार कर लेंगे।

SHRI P. N. SARPUR (Uttar Pradesh): They are allowed private practice. There are so many other things also.

श्री सुन्दर सिंह भंडारी पिछले दिनों पैसेंजर ट्रेफिक में बढ़ोत्तरी हुई है और इस तरह से नई गाड़ियां चलाने की मांग हुई। आजकल जोनल कौंसिलों ने एक अजीब रवैया अपना लिया है कि जब वहां पर नई गाड़ियां चलाने की मांग की जाती है तो कहा जाता है कि

नई गाड़ियां चलाने की गुंजाइश नहीं है, बैगन्स की कमी है, कोचेज की कमी है। तो मैं यह कहना चाहता हूँ कि आखिर यह जो वाटलनेक है उसको तोड़ना ही पड़ेगा। अगर हम बते हुए ट्रैफिक के दबाव का नई गाड़ियां चला कर दूर नहीं करेंगे तो इससे जनता को परेशानी हो जायेगी। तो हमें यह देखना है कि इस बात पर कहा देरी हो रही है और कौन ऐसी चीज है जो इस काम में रुकावट डाल रही है। जिसकी वजह से हम इस काम को पूरा नहीं कर पा रहे हैं। इस बात पर ध्यान देना पड़ेगा क्योंकि हमारे कारखानों में जो कोचेज बन रही हैं क्या वहां पर इस तरह की देरी हो रही है? इन सब बातों को ध्यान में रखकर माननीय मंत्री जी कोई हल इसका अवश्य निकालेंगे।

आज कई लाग डिस्टेंस ट्रेने हैं जिनमें डायनिंग कार की व्यवस्था नहीं है। मैं चाहूंगा कि इस पहलू पर भी आप विचार करें कि जो लाग डिस्टेंस की ट्रेने हैं उनमें डाइनिंग कार की व्यवस्था हो। अगर किसी ट्रेन में डाइनिंग कार लगती है तो दिन भर तो वह ट्रेन के साथ होती है मगर शाम को 7½ बजे काट दी जाती है और इस तरह में शाम का खाना डाइनिंग कार नहीं दे सकती है। शायद आप जंकशन स्टेशनों का लिहाज रखकर काट देते होंगे। कोटा स्टेशन में देहरादून एक्सप्रेस में जो डाइनिंग कार का डिब्बा आता है जब गाड़ी 7½ बजे कोटा पहुंचती है तो डाइनिंग कार का डिब्बा काट दिया जाता है। तो मैं यह जानना चाहता हूँ कि पैसेंजरो को खाना किस समय मिलेगा? शाम को रतलाम से कोटा तक आप डाइनिंग कार को लाते हैं तो इसका क्या फायदा होता है? इस पर माननीय मंत्री जी को विचार करना चाहिये क्योंकि मैंने एक ही घटना उदाहरण के तौर पर बतला दी। इसके साथ ही साथ डाइनिंग कार में जो मारनिंग मील का जो टाइमिंग है उसमें सब

पैसेजर्स की सुविधा का ख्याल रखकर निश्चित किया जाना चाहिये ताकि सब उसका उपयोग कर सकें।

आज तो कई गाड़िया हैं जिनका डिस्टेंस पूरी रात का है। शाम को 6 बजे, 5 बजे, 8 बजे से सुबह 8 बजे या 9 बजे या 10 बजे तक का रन होता है और उनमें थर्ड क्लास की स्लीपर कोचेज नहीं लगती। तो उन गाड़ियों में भी जिनका नाइट लाग जर्नी है स्लीपर कोचेज की व्यवस्था शीघ्राति-शीघ्र होनी चाहिये।

रेलवे की तरफ से राउन्ड टूर टिकट्स इश्यू किये जाते हैं। मेरा निवेदन है कि जैसे लखनऊ से एक टिकट मिला सारे हिन्दुस्तान का चक्कर लगाने का, लेकिन अगर वह सारा चक्कर लगाने के बाद दिल्ली से सीधा लखनऊ जाना चाहे, तो अगर उसमें राउन्ड टूर का रास्ता है हरिद्वार हो कर, उस हालत में उसका वह टूर टिकट बेकार है उसके लिये। यह मैं मानता हू कि डबलिंग नहीं होनी चाहिये, उसका दुरुपयोग नहीं होना चाहिये, लेकिन एक बार राउन्ड टूर टिकट अगर कोई खरीद ले तो क्या वह उसका गुलाम बन गया कि जो रूट बताया है उसी पर जायेगा और कट शार्ट करके अपने सीधे रास्ते पर नहीं जा सकता। आप रेलवे में इस बात का इन्तजाम करिये...

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): It does not mean round trip. Round tour means fixed tour.

श्री सुन्दर सिंह भंडारी लेकिन वह इतना सारा घूम कर के आये दिल्ली और दिल्ली से हरिद्वार जाकर के लखनऊ जाय और अगर वह दिल्ली से सीधे लखनऊ जाना चाहे तो वह टिकट उसके लिये काम नहीं देगा, उसे दूसरा टिकट यहां से खरीद कर के फिर लखनऊ जाना पड़ेगा हालांकि अगर वह

हरिद्वार हो कर के लखनऊ जाना चाहे तो वह टिकट उसको काम दे सकता है। तो यह एक साधारण व्यवस्था है जो मैंने आपके सामने रखी।

अभी भी मैं यह मानता हू कि आप कई स्टेशन पर डबल प्लेटफार्म नहीं दे पाये हैं लेकिन मैं यह जरूर चाहूंगा कि जहां पर डबल प्लेटफार्म नहीं है, वहां पर उठरने वाली दोनों तरफ की गाड़ियों की क्रॉसिंग नहीं होनी चाहिये। अभी वहां क्रॉसिंग हो जाती है और ब्राइगेज की गाड़िया ऊंची होती है, रात के 12 बजे 2 बजे आप क्रॉसिंग करते हैं, दूसरी लाइन पर गाड़ी को लेते हैं, फिर 2 बजे कुटुम्ब के साथ, महिलाओं के साथ गाड़ी में चढ़ना यह कितना दुष्कर है, इसको कुछ आप अनुभव करोगे तो मैं यह आपसे निवेदन करूंगा कि अगर दूसरा प्लेटफार्म स्टेशन पर न हो तो रेल मंत्रालय को पहले के स्टेशन पर गाड़ी को डिटेन करना चाहिये। इस कारण से कितनी असुविधा होती है लोगों को, इसका यदि आप अनुभव करें तो दूसरा प्लेटफार्म देने की या ऐसी जगह क्रॉसिंग न करवाने की बात अच्छी तरह से समझ में आ सकेगी। इसलिये मैं चाहूंगा कि रेल मंत्रालय इस बात का स्पष्ट आदेश दे कि जहां पर दूसरा प्लेटफार्म नहीं है, कम से कम रात्रि के समय वहां पर गाड़ियों की क्रॉसिंग नहीं होनी चाहिये।

केवल एक बात मुझे और कहनी है स्लीपर कोचेज में लगेज के लिये स्थान रहता है। लेकिन उसका रखवाला कौन है। एक अगर वहां आपका अटेंडेंट भी है तो क्या वह हर एक आदमी का सामान पहचानता है। कोई भी रात में उतरते समय उस लगेज में से किसी दूसरे का सामान ले कर के उतर जाय तो अटेंडेंट उसको रोक नहीं सकता क्योंकि उनके पास कोई प्रमाण नहीं होता है, कोई अधिकार नहीं होता है। अगर वह कहता है कि मेरा सामान है तो वह अटेंडेंट उसका कैसे रोक सकता है। 80 पैसेजर्स का

[श्री सुन्दर सिंह भंडारी]

सामान वहां पर रखा जा सकता है। आप वहां पर टोकेन पद्धति चाल करिये। आज जो वह लगेज रखने की जगह है वह अटेंडेंट और अनथराइज्ड जो घुसआते हैं, उनके सोने के काम आती है। वह लगेज परपज के लिये काम में नहीं आती है क्योंकि कोई भी रिस्क नहीं लेना चाहता है अपना सामान वहीं रख करके। हर पैसेन्जर अपना सामान वहीं पर रखता है जहां उसकी जगह होती है। इसलिये यदि टोकेन पद्धति चालू की जाय तो यह रिस्क फ्री है। सामान रखते समय पैसेन्जर को जो टोकेन मिलेगा, उन टोकेन्स के वापस देने पर अटेंडेंट सामान दे देगा। टोकेन के बिना कोई सामान लेने का अधिकारी नहीं होगा और इस प्रकार इसमें रिस्क की कोई बात नहीं होगी।

तो मैं चाहूंगा कि यह जो आपने अधिक रकम की मजूरी चाही है और इस सम्बन्ध में मैंने जो बातें आपके सामने रखी हैं, उनको ध्यान में रख कर रेलवे विभाग इन सुविधाओं की व्यवस्था कर के अपने काम को और अधिक अच्छा बनाये।

SHRI P. N. SAPRU: Mr. Vice-Chairman, I would like to take this opportunity to draw the attention of our respected Railway Minister to the situation in Allahabad. We have got a bridge there which is a very high bridge. There are a number of stairs. There is no subway and the porters have to carry the luggage on that bridge. I think it is necessary that there should be a subway such as you have in Delhi or in Lucknow or in Kanpur. I am myself a heart-patient and I hate to use this overbridge. I have to use a chair for being carried on that bridge. Then I would like to say that there is overcrowding in all our waiting-rooms—in First Class waiting-rooms, in Second Class waiting-rooms and in the Third Class waiting-rooms. It is disgusting to see them so overcrowded. Now something should be done to ensure that this overcrowding diminishes.

Then I would like to say that our railway platforms are not very clean. There is a lot of uncleanness on the platforms. Similar is the case with carriages and compartments. They are not kept clean. The windows are not clean; the surface is not clean; and you find it difficult to get scavengers to clean them.

Then a very great want I have felt is that you cannot get iced water in our railway trains. There is no provision for ice vendors on the platforms. Then, Sir, I hate to see human beings carrying luggage on their heads. I think this is a problem which must be tackled and it can be tackled by providing for some automatic thing...

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Trolleys.

SHRI P. N. SAPRU: Yes, trolleys; I think we need to have some trolleys for this purpose.

Then I would like to say that the quality of food on the Northern Railway, of which I have much experience because I do a lot of travelling between Allahabad and Delhi, has deteriorated considerably. It used to be a pleasure at one time to have one's meal at a station like Kanpur or a station like Delhi. But that is not the case to-day. The quality has deteriorated. And if you order for special food, even that special food will be abominable. I do not know what the reason for that is. But this is something which must be improved. I am told that the matter has been referred to a committee. I do not know whether committees are necessary for this purpose, but something can be done by some departmental arrangements. So I make these remarks on the supplementary grants which we have been asked to approve.

श्री गोडे मराहिर (उत्तर प्रदेश):  
उपसभाध्यक्ष महोदय, रेलवे के बारे में  
वैसे मैं ज्यादा कुछ कहना नहीं चाहता,

जो सप्रू साहब ने कहा है उसको फिर दोहराना चाहूंगा रेलवे कंटेरिंग के बारे में। मैं अक्सर जाता रहता हूँ सेन्ट्रल रेलवे पर और जब भी खाना मांगता हूँ तो मुझे डर लगता है कि चावल के साथ साथ आधा तो पत्थर भी मिलेगा।

**श्री नेकी राम (हरियाणा) :** वह सारे हिन्दुस्तान में मिलेगा, चावल के साथ पत्थर।

**श्री गोड़े मुराहरि :** आप पत्थर भी खा लेंगे और पत्थर को हजम भी कर लेंगे, इसलिये सवाल ही नहीं उठता। जो साधारण आदमी हैं उनके लिये सवाल है कि खाना मंगाओ तो आधा पत्थर मिलेगा। कई बार मैंने इसके बारे में कम्प्लेंट की, कम्प्लेंट-बुक भी मंगाई लेकिन कई बार किसी से किसी तरह न कम्प्लेंट बुक ही नहीं लाते।

**श्री नेकी राम :** उपसभाध्यक्ष महोदय, अपने मित्र की बात को लेकर मैं यह कहना चाहता हूँ कि ये अपोजीशन वाले बगैर मतलब के इस साइड पर हमला करते रहते हैं। आज अखबारों में देखा होगा कि मद्रास में वहां तो आपकी हुकूमत है—पता नहीं क्या पिला दिया कि वहां इतने लोग मर रहे हैं।

**श्री गोड़े मुराहरि :** आपने बड़ी मतलब की बात कह दी, पता लग गया सबको।

**श्री नेकीराम :** जो कुछ पिलाया है वहां आपकी हुकूमत ने पिलाया है।

**एक माननीय सदस्य :** वजनदार बात।

**श्री गोड़े मुराहरि :** बड़ी वजनदार बात आपने कही।

तो कंटेरिंग के बारे में मेरा यह कहना है कि कमेटी बनाने से कुछ फायदा नहीं है, कमेटी कुछ नहीं कर पायेगी। रेलवेज में इतनी प्रगति हुई है कि इतने सालों के बाद खाना ऐसा दिया जाय कि उसमें आधा पत्थर हो। साथ साथ यह भी कहना चाहूंगा कि

सिर्फ पत्थर का ही सवाल नहीं है, जो क्वालिटी है खाने की वह भी दिन-ब-दिन गिरती जा रही है, उसका दाम बढ़ता जाता है, लेकिन क्वालिटी गिरती जाती है। इस चीज में मंत्री महोदय खुद तहकीकात करें तो उसमें तब्दीली आ सकती है। इसके लिए कमेटी बगैरह की जरूरत नहीं है। इसके साथ ही मैं इस चीज का भी जिक्र करना चाहूंगा कि कभी कंटेरिंग में एक-दो आइटम काट देते हैं, जैसे सदर्न एक्सप्रेस में रकम जो देते थे उसको काट दिया। बाद में एजीटेशन हुआ तो उसे चालू कर दिया। हमेशा कोशिश यह रहती है कि किसी न किसी तरह कुछ बचत की जाय, कुछ प्राफिट ज्यादा हो, क्वालिटी अच्छी हो इस दिशा में सोचते नहीं हैं। इसलिए मैं मंत्री महोदय से कहना चाहूंगा कि सारी कंटेरिंग का जो मामला है न सिर्फ सेन्ट्रल रेलवे का बल्कि हर रेलवे का उसे ठीक करने की जरूरत है।

जहां तक थर्ड क्लास का मामला है, मैं यह कहना चाहूंगा कि वेंटिंग रूम जो बनाए जाते हैं थर्ड क्लास के यात्रियों के लिए उनको आप जाकर देखेंगे तो मालूम होगा कि वहां इतनी गन्दगी रहती है कि किसी पार्क या सड़क पर ठहरना अच्छा है उस वेंटिंग रूम में ठहरने से। इतनी गन्दगी वहां रहती है कि जो बीमारी पहले नहीं थी वह बीमारी भी वहां लग जायेगी। उसके संबंध में भी कुछ करना चाहिए। यह भी होता है कि जो मुसाफिर हैं उनके अलावा और लोग भी स्वयं वहां पर आकर रह जाते हैं। इस चीज के बारे में सख्ती से रेलवे कर्मचारी देखें और जो मुसाफिर नहीं हैं उनको हटा दें तो शायद उस गन्दगी की कुछ सफाई हो सकती है। इसके बारे में भी मिनिस्टर साहब देखें।

जहां तक रेलवे का सवाल है, जो छोटी छोटी लाइनें हैं उनमें चोरी का एक बहुत बड़ा सवाल है। जब भी मैं जाता हूँ तो देखता हूँ कि सीट के कुशन को कोई काटकर ले गया है,

[श्री गोड़े मुराहरि]

कोई जो नल है उनको निकाल कर ले गए और कुछ ठोक दिया है, न पानी मिलता है, न कुछ। इस ढग की चीज छोटी छोटी लाइनो में काफी होती है। इसके बारे में रेलवे मिनिस्ट्री को सोचना पड़ेगा क्योंकि यह बहुत बड़ा सवाल है, काफी नुकसान रेलवे मिनिस्ट्री को इससे हर साल होता है इसके बारे में कड़े कदम, नहीं उठाए तो हर साल जो व शेफ्ट और पिलफरेज में नुकसान होता है वह बढ़ना जाएगा।

एक चीज मैं और कहना चाहूंगा रेलवे के बारे में कि रेलवे में जब भी जाते हैं तो देखते हैं कि आधे से ज्यादा पास-होल्डर चलते रहते हैं, जो रेलवे के खुद कर्मचारी हैं। गाड़ियों में सेलून लगाए जाते हैं, रेलवे के बड़े बड़े अफसरों के अभी भी सेलून चलते हैं। मेरे ख्याल में जब अंग्रेजी राज खत्म हो गया तो उसके बाद ये सेलून भी खत्म हो जाने चाहिए थे। उन दिनों रेलवे प्राइवेट कंपनी थी, कुछ अंग्रेज अफसर थे, उनकी प्राइवेट मिल्कियत थी, बड़े बड़े अफसर अपनी सुविधा के लिए सेलून लगाते थे और मुफ्त में जाते थे। आज के जमाने में इस तरह के सेलून नहीं होने चाहिए और उनमें अफसरों को जाने देना मैं समझता हूँ कि सरासर हमारी जो नीति है उसके खिलाफ है। इसलिए रेलवे मंत्रालय को इसके बारे में सोचना चाहिए और सेलून वगैरह को खत्म करने चाहिए क्योंकि एक सेलून जब लगता है तो उसका नतीजा यह होता है कि कोई न कोई थर्ड क्लास का डिब्बा निकल जाता है। इस लिए अच्छा होगा कि आम सफर करने वालों के लिए डिब्बा ज्यादा लगाए।

जहाँ तक क्लासेज का सवाल है, मैं इस राय का हूँ कि इतने क्लासेज फर्स्ट क्लास, सेकंड क्लास, थर्ड क्लास—यह सब खत्म होना चाहिये। सिर्फ दो तरह के डिब्बे होने चाहिए, जो ज्यादा सफर वाले हैं उनके लिए स्लीपर और दूसरों के लिए बैठने वाले। इस तरह की गंदीली हों तो रेलवे मंत्रालय जो सब

मुसाफिरों को सुविधा देना चाहता है वह दे सकेगा।

SHRI LOKANATH MISRA: Saloons are symbols authority.

श्री गोड़े मुराहरि: तो यह सब अथारिटी का सिम्बल खत्म होना चाहिए। हम एक तरफ इकानामी की बात करते हैं, बचत की बात करते हैं, साथ साथ सेलून भी चलाते हैं, सुविधा भी देते हैं, रेलवे आफीशियल्स के लिए मुफ्त की सुविधा भी प्रदान करते हैं। इससे यह प्रश्न भी उठेगा कि जो और सरकारी कर्मचारी हैं उनको क्यों न यह सुविधा मिले। अगर रेलवे में काम करने से ही यह सुविधा मिल जाती है तो फिर हर सरकारी विभाग या पब्लिक सेक्टर में जो काम करने वाले हैं वे सब आफीसर अपने अपने दायरे में सुविधा बना लेंगे। फिर मेरे ख्याल में हिन्दुस्तान में आधे से ज्यादा रकम इन्हीं सुविधाओं में चली जायगी और राष्ट्र के लिए कुछ नहीं बचेगा। इस लिए मैं चाहूंगा कि इस तरह की सुविधा की जो चीज है वे बन्द होनी चाहिये और जो आम पैसिजर्स हैं उनके लिए कुछ सुविधा करे तो अच्छा हो।

आखिर में मैं एक चीज और कहना चाहता हूँ। जो बड़े बड़े मेले होते हैं या स्नान होते हैं—खामकर उत्तर प्रदेश का मामला है—तो गंगा को बहुत से लोग जाते हैं, सबको मालूम होता है कि फला फला तिथि में ये स्नान होने वाले हैं। उन दिनों में अगर आप रेलवे गाड़ियों को देखेंगे तो ज्ञात होगा कि उनमें जो सफर करने वाले होंगे वे जानवर से भी ज्यादा गए-गुजरे ढग से सफर कर रहे होंगे। जब पहले से मालूम होता है कि किस तिथि को स्नान होने वाला है तो रेलवे मिनिस्ट्री को चाहिए कि स्पेशल ट्रेन्स चला कर या ज्यादा गाड़ियां चलाकर जो यह स्थिति है उसमें सुधार किया जाय। कई बार ऐसे एक्सीडेंट्स हुए हैं जिनमें कई लोग गाड़ियों की छत पर सफर कर रहे थे और ब्रिज से टक्कर लग कर मर गए, कभी गाड़ी के नीचे सफर करते हैं और गाड़ी के नीचे आकर मर जाते हैं।

5 P. M.

तो इस तरह की कई घटनाएँ हुई हैं। इसलिए मैं चाहूँगा कि इसकी बारे में कुछ गम्भीरता से सोच कर के जो भी स्तान बगैरह हैं या मेले बगैरह हैं उनके लिये कुछ स्पेशल ट्रेन्स रन कर के इस चीज को दूर करें।

**SHRI T. V. ANANDAN (Madras):**  
Sir, while approving of the Bill before the House I have to refer to certain matters which require implementation by the Railway Ministry. Modernisation of Railways is necessary and railwaymen do not object to it, neither does the general public of our country. But this should not be at the cost of the railwaymen. For modernising our Railways we have introduced electrification, dieselisation and simplification and at the same time railwaymen are being retrenched or reversions are being carried out all over the Indian Railways. In thousands there have been reversions. The people of our country do not like this kind of modernisation at the cost of the citizens of India. Therefore, I appeal to the Railway Minister, through you, Mr. Vice-Chairman, that there should be confirmations ordered immediately. There are thousands of vacancies on the Indian Railways, but no confirmation is made. Officiating people are running the risk of being reverted. That was one of the main reasons for the disturbances among firemen on the Southern Railway that took place recently. They have been enjoying higher emoluments for the last 3, 4, 5, 6, or even 7 years and suddenly because of non-confirmation, you have the right to revert them and so their emoluments have suffered by more than Rs. 100. Therefore they are agitated. Here we see politicians, if they are not given Ministership, they immediately cross the floor. When politicians can do that what is wrong in these poor class III and class IV employees agitating when they lose from their total emoluments? That need not be taken as a crime. I  
950 RS—9.

think the crime lies on the part of the Railway Ministry for not giving effect to the rules. The rules definitely say that if a man has put in more than 3 years service he should be given provisional confirmation. There are many who have put in much longer years of service and this is something which the hon. Railway Minister should take note of. He has assured us this morning and also on the 3rd of August that there will be no retrenchment at all. But I was to bring to his pointed attention that on the Southern Railway more than 100 bridge engineering staff have been retrenched. The General Manager is just extending their service monthly. This should not be the case because they have put in some 20 years of service. They have got married while in Railway service and they have brought fourth children. Do you mean to say that in this democratic socialist country of ours they should see their children starve after they themselves have served the Railways for twenty years? I think the country will not allow that. We have had the lessons of the Fourth General Elections. Let them not be repeated in the Fifth General Elections. I think the Railway Minister should make a note of it.

This is the most appropriate period for reducing the hours of work on the Railways. Why have this retrenchment? Why allow 12 hours work? The Rajadhyaksha Award was given in 1947, twenty years back. It is ante-date, out-moded. Everywhere people are advancing, countries are advancing. Ours is a developing country. Why should we make our running staff work for longer hours? Why 12 hours of work? Why not bring it down to 8 hours. When you have introduced electrification and dieselisation and if you find there is redundancy of staff, bring down the hours of work to 8 hours. Stipulate that nobody should work for more hours and thereby you can solve the problem of redundancy of, and surplus, staff on the Railways.



[Shri T. V. Anandan.]

Another point that I have to bring to the notice of the hon. Minister is that the *ex-gratia* payment sanctioned by this House in January, 1967, has not yet been given. Some 17,000 retire railwaymen have submitted their applications and yet these are not disposed of. Some of them have died without receiving this *ex-gratia* payment that has been granted by this honourable House. See what lethargy there is. The House must understand this and the hon. Minister should look into this matter.

SHRI LOKANATH MISRA: You are worried about casual labour.

SHRI T. V. ANANDAN: Yes, I must refer to the question of casual labour. Exploitation is going on in this country in the name of this casual labour. The ex-Railway Minister, Shri S. K. Patil, said that the minimum rate for these workers will range between Rs. 1.7 and Rs. 3. But may I say that casual labour on the Indian Railways gets only Rs. 1.75? Whereas the Class IV temporary and permanent railwaymen get Rs. 53 as dearness allowance—and they are going to get it from February, 1967 here these casual labourers do not get even this dearness allowance. Is it fair to spend more than Rs. 4 crores over the Budget grant and then come before the House for appropriation. That is not right at all. At least please see that this casual labour gets a minimum of Rs. 3 as has been agreed to by this House.

Finally I would like to point out that the Traffic Account Staff have reached the maximum of Rs. 180 and they are stagnating. Why have this qualifying examination—the Appendix II-A Examination? Even without any such examination others can go up to Rs. 380 with only the SSLC qualification. Why should not this examination, this Appendix II-A Examination, be cancelled or withdrawn? They have put in 25 and 27 years of service and they have reach-

ed the maximum of their grade and they have no other go. Do you mean to say that you will have the goodwill of these railwaymen? Therefore, please do remove this stagnation in their case.

Another important point is this. Mr. Vice-Chairman, it is said that there is an allotment of Rs. 19 crores in connection with the payment of dearness allowance to the Railway staff. This has not yet been enforced on the Railways. Why is it so? When you have a separate Budget got sanctioned why should this be dependent on the grant of this allowance to Central Government staff? Why should this be dependent on the Finance Ministry? When you have taken a decision on the payment of dearness allowance it is better to get rid of this classification of Central Government employees in the case of railwaymen. How has this classification benefited the railwaymen? Is there any railway anywhere in the world which is getting so much profit? In crores and crores the Indian Railways are earning profits. Something like Rs. 102 crores are being given to the general pool. Can the hon. Minister give any instance of any other country in the world where comparable profits are being earned? Therefore, I think it is high time that railwaymen cease to be classified as Central Government employees. They should be brought under a corporate body and all the facilities and privileges that they deserve should be granted to them as long as they work for the country.

SHRI LOKANATH MISRA: Mr. Vice-Chairman, I endorse whatever has been said regarding Railway catering. A senior Member like Shri P. N. Saprú has also voiced his complaint against this catering. That shows how objective this criticism is. Anybody who travels on the Indian Railways can feel the force of it. I am happy the Minister has finally agreed to set up a committee which

would go into the details of the working of the catering departments. Of late even greater deterioration has come in because of the nationalisation of catering that they have done. Added to other nationalisations there is now nationalisation of creating and the nationalisation of inefficiency.

**SHRI P. N. SAPRU:** Do you want a foreign company to come here and dominate in the field of catering?

**SHRI LOKANATH MISRA:** No, I want an Indian company to dominate here. An Indian company should take charge of catering and if you feel that it is not giving satisfaction, then you can dispense with that company and bring in another company so that you may keep the efficiency high. My hon. friend surely knows what catering now is. If you order for a European style lunch do you know how much a salad will cost you? It will cost you a rupee. And do you know what you get for your rupee? The stuff you get will hardly be worth 4 annas. We also prepare salads at our places and we know how much a salad costs. Since this is a Government concern the only thing you can do is to put in a few lines on the complaint book. Thereby you incur another loss also because the ink you use for the writing will be a loss, nobody will ever take any notice of it.

**SHRI G. MURAHARI:** Both are losers.

**SHRI LOKANATH MISRA:** Yes, the Government loses, the passenger loses and the only person who earns is the man in charge of the catering department.

**SHRI G. MURAHARI:** The paper you write on is Government paper.

**SHRI LOKANATH MISRA:** Now, Sir, I would come to maintenance. Maintenance in the Railways is equally disappointing. Even in the First Class in which my colleagues are entitled to travel they must have

found that there is hardly an occasion when they see the bulbs in their respective places. You have a bulb meant for reading when you lie down in order not to disturb the fellow-passengers but hardly I have come across that bulb in the compartments.

**SHRI MULKA GOVINDA REDDY:** (Mysore): They expect Members of Parliament to take rest at night, not to read.

**SHRI LOKANATH MISRA:** Whether you work in Parliament or not, there are some people who read till late in the night. Before going to bed it is a habit with some. But when you do not find the bulb then perforce you have to go to bed because you cannot disturb the other passengers. There is provision to have a bed light for each of the berths in the First Class compartments but the bulbs are always missing. There is absolutely no supervision at all so far as maintenance is concerned. You will find the fan won't be working; you will find that in the bathroom something is wrong. Therefore maintenance has to be streamlined. This being the largest public undertaking in the country, I do not like that Members should have to voice complaints on the floor of the House regarding these petty matters. These things could be mended; they do not require much of an expenditure. What is needed is attention. Whether it needs the attention of the Minister or of some officer in his Ministry I do not know, but he must tighten up the administration so that there is somebody to supervise and see in at least each important station that nothing is wrong in the compartments. If there is so much of deficiency in the First Class compartments I can visualise to what extent the deficiency would multiply in the Third Class compartments. (Time bell rings) I will take only two minutes more.

There is no provision for conductors in many of the mail and express trains. If you don't have a conductor

and if you don't have a running restaurant then you go without meals because neither can you afford to go out of the compartment to get food nor can you wait in the compartment for somebody to come and take orders from you. If you are all alone, you cannot leave your luggage in the compartment and go out, and I myself have gone hungry and without food at times.

SHRI ARJUN ARORA (Uttar Pradesh): Your luggage is very valuable.

SHRI LOKANATH MISRA: My papers are definitely valuable.

Then I come to the last point, Sir, I must say that Orissa has been neglected by the Railways all the time. It was because the Britishers wanted to connect Calcutta with Madras that they ran a railway line along the east coast. Otherwise probably there would not have been any railway at all. And we are carrying on with the same railway line, there has not been any substantial addition at all. Now a deep port, called Paradeep, has come into being. In Haldia they put the cart before the horse. They laid the railway line first but nobody knows when Haldia Port is coming. The deepest port is not connected with the railway line yet, I am happy and I am thankful to the hon. Minister that he is now willing to connect Cuttack with Paradeep but connecting Cuttack with Paradeep would not solve the problem. Sir, a part has to have a hinterland to live on. If you do not connect the hinterland with the port then you cannot develop the port. This is the first thing. Then you have a steel mill in Rourkela. Unless you connect the steel mill with the port, how would you export the goods?

SHRI MULKA GOVINDA REDDY: Through Kalinga Airlines.

SHRI LOKANATH MISRA: For Haldia Port they have laid four

parallel lines between Durgapur and Howrah but in the case of Paradeep they do not want to connect it with Rourkela. It would be difficult to bring round Kharagpur or round Waltair all the commodities that the Rourkela steel plant has to export. Rourkela is a public sector company, all the same I wish it prospers. Once it has come it must prosper and for its prosperity we have to have connection between Rourkela and Cuttack. Vimlagarh is the station; it has got to be connected with Talcher. It is not a very long distance; it is about 80 miles. They are spending crores of rupees elsewhere but it would contribute a great deal to the national cause if they connected Vimlagarh and Talcher.

SHRI NIREN GHOSH (West Bengal): Sir, I take this opportunity first of all to touch upon the problem of the circular railway for Calcutta which is hanging fire for a pretty long time. The traffic problem in Calcutta would be a thousand-fold more than the traffic position in Delhi but here a project has been approved, whereas this question is hanging fire for so many years now. I therefore want a firm commitment that it would be taken up and completed within a specified time limit. This is my first point.

I also take this opportunity to touch upon the question of the Gajendra-gadkar Commission Report and the grant of D.A. to the employees. What they have suggested is not full neutralisation. It does not protect their pay. In fact their real wages—even if what they have recommended is given in full—go down and there is a worsening of the position. Now to deny them even this is not fair. The Government should not tinker with the subject and should not try to freeze the wages or give them national savings certificates etc. Nothing of that sort should be done. I hope the Government would not play with fire. Actually they should give full neutralisation but at least whatever the Commission has granted should not

be withheld on any pretext whatsoever.

Then I would like to say a word about the contract labour in the Railways. It should be fully abolished. As a matter of principle the Government agreed that it should be done away with but still contract labour is there and contractors are given certain jobs. All sorts of contract labour should be immediately abolished.

Another point I would like to make is about the first and second class passenger cars. I want to know from the Government whether those cars pay themselves or whether the Railways incur a loss on them. The real earnings of the Railways come from the third class passenger cars. The amount spent on the construction and maintenance of first and second class cars must be much more than the income derived out of them. If that is so, it is better they accept the suggestion made by my colleague, Mr. Murahari. But I do not think they will do it. Therefore at least the fares for the first and second class should be so adjusted that they do not become a loss to the Railways. If the first and second class fares go up. I have no objection but more cars should be provided for the third class passengers because there is very heavy overcrowding. You are consistently neglecting them and they are bearing the burden of all the loss incurred on the first and second class bogeys. So I want to draw their attention to this aspect.

Coming to services, they have all kinds of categories, temporary, extra-temporary, casual and what not. One does not know what is what in the blessed Railways. It is really a jungle. For twenty years you work and you are still extra-temporary and perhaps you will die an extra-temporary death. I suggest that these categories should be done away with and all should be made permanent.

About the recognition of Unions I would like to say that they are still practising a discriminatory policy. In the Southern Railway though it is one of the representative Unions it is not recognised. As regards the production units, they say that it will come in course of time, but when? After how many years will they come? Varanasi, Chittaranjan and Perambur are there. This discriminatory practice in the matter of recognition on Railways should go.

Another thing I would like to tell simply as a warning. Much has been said and much will be said repeatedly here about these electronic computers and the drastic reduction in the employment potential whereby the Railways are not absorbing the staff. All the Railways are going in for the installation of electronic computers. Perhaps new recruitment of one or two lakhs will be stopped at least. Justice Sankar Saran's Award has not been implemented. Even a Tribunal's Award is not being implemented. Promotions are held up and yet computers have been installed. Jobs have been taken away and they do not want to do anything. I request the Railway Ministry to think a hundred times before giving approval to the installation of electronic computers.

Then, as regards economy, how much is the salary bill of officers earning Rs. 1,000 and above and what is the salary bill of those getting less than Rs. 1,000? At least the percentage they should work out. The Railway Administration is top heavy and the Railway Board is a white elephant. Economy should be effected at the top. I have seen in all the public sector undertakings and reports have come to me that for three workers there is one supervisor. For 3,000 workers there are 700 officers.

SHRI G. MURAHARI: It is a scandal.

SHRI NIREN GHOSH: I have seen it. If you like, I can give you a long list.

SHRI LOKANATH MISRA: Officers procreate officers.

SHRI NIREN GHOSH: This is your bureaucrat Raj. You provide for the bureaucrats and nothing more. They must provide more Janata trains and third class sleepers. This at least they should do. Since you have requested me to do so, I sit down.

SHRI BANKA BEHARY DAS (Orissa): Mr. Vice-Chairman, this Appropriation Bill relates to the excess expenditure that the Railways incurred in the year 1964-65. This is highly improper on the part of the Railway Minister. I do not mean Mr. Poonacha, but I mean Mr. S. K. Patil. In this parliamentary system of democracy, after passing the Budget, the Government will overspend and again come to this House to get the approval of the House and that too after the expiry of two years. I may remind the Minister that in Britain, where sometimes this procedure is adopted, this is what they do. It has been mentioned in May's Parliamentary Practice:—

"In February or March, following the end of the financial year . . ."

Their financial year ends in the month of June. It says:—

" . . . under consideration, the House will be called upon to consider any excess votes that may have been incurred."

So, even in England, when such mistakes are ever committed, the House is taken into confidence and their approval is sought in the next year itself. But here we see that after the lapse of two years, the Minister is coming to get the approval of this

House, which is highly improper. Also, I may mention that according to May's Parliamentary Practice excess vote is the result of the department spending more money than has been voted for its service. This is a grave breach of financial practice. So, I do not want to say anything more except warning my friend, the Railway Minister, that whatever be the mistakes that might have been committed in the past, at least during his regime he should try to see that the Railways do not misbehave and try to take away the power of this House in a nefarious way by spending more than what we have allowed them to spend.

Here also I want to speak about one or two things. My friend has already said that Orissa has been neglected throughout this period as far as Railways are concerned. I can also tell the hon. Minister that if he takes into account the statistics of any State in India, he will find that the railway mileage in Orissa per 1,000 persons is the lowest in the country, less than even Mysore and Assam. If you take into consideration the area also, you will find that Orissa's mileage is the lowest in the ladder. If you look at the various railway lines in Orissa, you will find that it does not serve Orissa at all. All the railway lines from Bombay to Calcutta or from Calcutta to Madras are on the periphery and if you want to travel from West Orissa to East Orissa, from Sambalpur to Cuttack, you will have to traverse through three States to reach Orissa. Perhaps you can reach Cuttack earlier if you take recourse to a cycle. This is the state of affairs. It is continuing even after twenty years of independence and after 15 years of planning by which you say that you will try to see that there is no regional imbalance. In this connection I want to remind the hon. Minister about this. I have brought this to his notice through letters and I have personally seen him about half a dozen times. I request you to

connect Rourkela with the Cuttack region. Not only it will serve the Paradeep port, but there will be a link between western Orissa and eastern Orissa. But up till now, I am sorry to say, no encouraging response has been there. Here I want to tell the Minister to connect these eighty miles by rail from Bimalgarh, which is on railway line, from Barsua to Rourkela, with Talcher. There is a proposal to connect Cuttack with Paradeep. If you connect Bimalgarh with Talcher, a distance of 80 miles, not only you connect eastern Orissa with western Orissa, but you also connect Paradeep with the entire western industrially developed region including eastern Madhya Pradesh and South Bihar.

If you see the Report of the Export Promotion Committee of the Steel Plants you will find that even in respect of the Bhilai's products it is Paradeep which is more convenient for its outlet. Here also today in this House there was a question which could not reach. I may refer the Minister to the fact that I put a question today about the export promotion of the products of Hindustan Steel. You will be astonished to know what they have said in their reply. They have said:—

"The major portion of exports is through Vizag. There the main difficulty has been occasional labour strikes and restrictions on movement of wagons from plants to ports. At Kakinada only bulk material like pig iron can be handled. Calcutta port can also be utilised only to a certain extent on account of congestion and draft restrictions. Due to those difficulties the Hindustan Steel Limited had to route their consignments from distant ports like Bombay and Madras."

You think of it. Rourkela steel has to be exported through Madras and Bombay and you say that we will

have export promotion. It continues:—

"They have at present a backlog of about 50,000 tonnes of pig iron and 50,000 tonnes of structurals."

This is the position. Though we have commitments with a foreign country like Japan that we will be shipping this iron, though we have had to devalue our currency and though we talk of export promotion, here they are not able to export Rourkela steel because of congestion at the port of Vizag and draft restrictions at Calcutta. They have to route all these through Bombay and Madras. This is the picture, when the Government say they want to earn foreign exchange and when we are insisting on this connection. I will not say more about it. The fact is that we have been neglected. The fact is for Bhilai, Rourkela and for the entire mineral region of Western Orissa and South Bihar, economically speaking, Paradeep is the only cheapest, best and convenient port for the Government of India's export promotion, but they have neglected it. I want to plead with the hon. Minister that if you want to develop this backward region and have export promotion, then you have no other way out. I am not going to say to them to connect it from Rourkela to Paradeep. If they only connect Bimalgarh and Talcher, then the problem will be solved.

Another thing. In Orissa and Mysore and other places there are still narrow gauge and metre gauge railway lines. I would request the Minister that they must have a phased programme in respect of these. Instead of eliminating those metre gauge and narrow gauge lines, they should try to develop those lines. When we have no railway lines and when we want railway connection for many of the places, the Government of India thinks in terms of

[Shri Banka Behary Das.]

eliminating those that are already there from the map of this country. I would plead with the Minister that instead of considering those aspects in terms of eliminating those things, they should try to develop those railway lines into broad gauge lines.

Lastly, I come to the D.A. Commission report. My hon. friend has already spoken, who is connected with the railway workers. I will plead with the Railway Minister that you have a separate budget, you have nothing to do with the General budget. These are also not Government servants, strictly speaking. It is an industrial sector in the Government. You have already got sanction of the money. You have already got the sanction of this House and the other House. Now if you go back and do not pay this enhanced dearness allowance to the workers, you will be betraying the workers, you will be betraying this Parliament also. I would again plead with him, without caring for the other aspects of the matter about the Central Government employees, please force the Government to pay them and not shirk this responsibility, pay them straightway whatever dearness allowance is due to them.

THE VICE-CHAIRMAN (SRI AKBAR ALI KHAN): Mr. Poonacha, before you reply, I would call the Transport and Shipping Minister, who has to make a statement.

STATEMENT BY MINISTER RE  
THREATENED STRIKE BY THE  
ALL INDIA PORT AND DOCK  
WORKERS' FEDERATION AT  
MAJOR PORTS

THE MINISTER OF TRANSPORT AND SHIPPING (PROF. V. K. R. V. RAO): I am grateful to you, Sir. I made a statement in this House on 9th August 1967 in which I explained

the position regarding the strike notice given by the All India Port and Dock Workers' Federation at the major ports. The Minister for Labour and I have had full and frank discussions with the representatives of the Federation during the last three days and I am glad to say that the following agreed conclusions on the main issues have been reached with the Federation and the notice of strike is being withdrawn immediately. There will, therefore, be no strike.

(1) "Pay" for purposes of Provident Fund, Gratuity, (i.e., special contribution and *ex-gratia* payment, will mean "basic wages" as defined in the Employees' Provident Fund Act plus the allowances which are specified in the Act for purposes of deducting Provident Fund Contributions, and interim relief, city compensatory allowance and piece-rate earnings wherever applicable. This will exclude house rent allowance in any form and over-time allowance. This shall have effect from 1-8-67 in respect of Provident Fund and special contribution; and in respect of *ex-gratia* payments based on the accounting year 1966-67 payable in 1967-68.

(2) In the case of resignation a worker will be entitled to receive special contribution to the Provident Fund only if he has completed 10 years' service. In case of dismissal he will be entitled to it only after completion of 15 years of service. In such cases where the employer has suffered any monetary loss due to the misconduct of the employee, the amount of loss caused by such misconduct shall be deducted from the amount of his special contribution payable to him.

(3) Fifty per cent of the additional amount that would thus become payable to an employee on account of *ex-gratia* payment due to the enlargement of the definition of "pay" will