

[Shri Lokanath Misra.]

should be acquired by the Defence Ministry if that could be avoided

DR. D. S. RAJU. I agree with the hon. Member that so far as future acquisitions are concerned, we should take that point into consideration but if there are built-in structures and we want the adjoining land, that we have got to take. This should be kept in mind for future acquisitions

Mrs Sathe has made a few helpful suggestions. She said that the people should be taken into consideration. She also made reference to some of the religious institutions, schools, etc. As far as possible, our intention is not to cause any inconvenience or upset anybody's sentiments but the primary consideration should be the safety and the security of the country and these installations so essential for us should be guarded

SHRI MULKA GOVINDA REDDY:
South Parade in Bangalore.

DR. D. S. RAJU: When there is any specific reference made to us. I will look into the question.

SHRIMATI SHAKUNTALA PARANJPYE (Nominated): What about Sangamwadi in Poona?

DR. D. S. RAJU: A reference was made and we are trying to acquire some more land somewhere else and give it to the villagers

SHRIMATI SHAKUNTALA PARANJPYE: It is good agricultural land

DR. D. S. RAJU: The Defence installation is already there. This was not acquired lately

These are some of the points which the hon. Members made. I think there is no controversy. I am glad they have given their support

Madam, I commend the Bill.

THE VICE-CHAIRMAN (SHRIMATI TARA RAMCHANDRA SATHE): The question is:

"That the Bill further to amend the Indian Works of Defence Act, 1903, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRIMATI TARA RAMCHANDRA SATHE): We shall now take up the clause by clause consideration of the Bill.

Clause 2 was added to the Bill.

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

DR. D. S. RAJU: Madam, I move:

"That the Bill be passed."

The question was put and the motion was adopted.

THE RAILWAYS (EMPLOYMENT OF MEMBERS OF THE ARMED FORCES) BILL, 1965

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (DR. D. S. RAJU): Madam, I move:

"That the Bill to make certain provisions relating to the employment of members of the Armed Forces of the Union in the working and management of railways, as passed by the Lok Sabha, be taken into consideration."

Madam, the Bill that is now before the hon. Members of this House, The Railways (Employment of Members of the Armed Forces) Bill seeks to make certain provisions relating to the employment of members of the Armed Forces of the Union for the working and management of railways. There might be contingencies in the country when the Railway Administration has got to be assisted and

helped by the Armed Forces and one such contingency has arisen recently. In such cases some of the Armed Forces will be inducted and sent to the Railway Administration for their assistance. This is one type of contingency. The second contingency is, a situation might arise when the Armed Forces may be compelled to take over a certain section or portion of a railway line. And this Bill seeks to provide for these two contingencies.

During the recent conflict, I would like to state here that the Railway Administration has done extremely good work. There are a number of Railway units which are functioning as Territorial Army Units. They have been immediately embodied; that means they have been brought under the Army Act and sent to forward areas. They have done very good work in the most forward areas in guarding installations in guarding aerodromes, etc. and they have also done good work in the medical and other technical services. They are railway servants governed by the Railway Act but once they are inducted they come under the Army Act and for all practical purposes they are army people. This is one thing.

Now, suppose a conflict on a much vaster scale takes place in which case certain areas will probably be completely devastated. Under those circumstances it will be very difficult for the Railway Administration to function there. The railway employees are civil servants and there may be no provision there for their meals for their accommodation and the conditions there may not allow the normal functioning of the Railway Administration. In such a case the Army will take over that particular portion of the railway. The provisions in the Bill make it possible for this to be done.

This Bill was introduced during the last session of Parliament and since it was introduced on the last day of the session there was no time to get

it passed and so an ordinance was promulgated. Now that ordinance is being replaced by this Bill. There are two clauses in the Bill, clause 3 and clause 4, which provide for these two contingencies. Clause 3 will come into operation when we send Army units, including Territorial Army Units, for the assistance of the Railway Administration. When they are so sent for assisting the railways they will have to be conferred with the protections available under the Railways Act because unless a person is a railway employee he cannot operate a railway line or issue instructions for that purpose or manage railway property. That is why this provision has been made to extend to them the protection of the Railways Act. For this purpose they come under the Railways Act. But there is one exception made in sub-clause (2) which says:

"Nothing in sub-section (1) shall be construed as making applicable to the members of the Armed Forces of the Union employed to assist a railway administration the provisions of Chapter VIA of the Indian Railways Act, 1890, or as derogating from any provision of a law regulating the governance, control and discipline of the members of the Armed Forces of the Union."

This means that still these people who go to assist the railways will be subject to the discipline of the Army Act. The railway servants are entitled to certain concessions like extra pay, in the matter of hours of work etc. But these people will continue to be governed by Army rules and regulations. In the same way the Armed Forces may, if necessity arises, take over a portion of the railway and it will continue to be administered by them for the duration of the emergency.

By clause 5 the Railways (Employment of Members of the Armed Forces) Ordinance, 1965 is being repealed and the usual protection is

[Dr. D. S. Raju.]
provided for in sub-clause (2) of
clause 5 which says:

"Notwithstanding such repeal,
anything done or any action taken
under the said Ordinance shall
be deemed to have been done or
taken under this Act as if this Act
had commenced on the 29th day of
September 1965."

Because that is the date on which the
ordinance was promulgated.

I would in the end like to state that
it should not be considered that there
is any reflection on the Railway Ad-
ministration. It has become now
necessary; it had become necessary
in the last war and it might become
necessary in the future. All the
countries of the world when they are
engaged in major conflicts have got
to do this. England has done it;
America has done it; it is done all
over the world. This is only for as-
sistance and help to the Railway Ad-
ministration. I do not think I have
got anything more to add and I hope
the hon. Members will support this
Bill.

The question was proposed.

SHRI D. THENGARI (Uttar Pra-
desh): Madam, I am aware of the
fact that this Bill does not mean, even
by implication, that our Railway em-
ployees have failed, so far, in carry-
ing out their duties during the na-
tional emergency. As a matter of
fact, the entire nation has congratu-
lated our Railway employees on their
dutifulness, discipline and even
risking their lives for the sake of
the motherland. The present Bill is
non-controversial. I welcome parti-
cularly clause 2 of the Bill which says
that it extends to the whole of India,
which means that it includes Jammu
and Kashmir also. If I am right, prob-
ably this is the first Bill of this type
and I congratulate the hon. Minister
on this gesture. I urge that all sub-
sequent measures that will be intro-

duced in this House should follow this
pattern.

Whenever Armed Forces are in-
ducted for the assistance of the Rail-
way Administration, it becomes neces-
sary that they should be given pro-
tection under the Indian Railways Act
of 1890. Otherwise, they will not be
able to perform their duties in an
efficient way, to handle railway prop-
erty or to give instructions. Actual-
ly this is not doing the Armed Forces
any favour. Their very efficiency re-
quires that the protection under the
Railways Act of 1890 should be ex-
tended to them. Clause 3 of the Bill
thus removes the main handicap in
the way of our Armed Forces fulfill-
ing their responsibility. While protec-
tion under the Railways Act of 1890
is extended to the Armed Forces, there
is a proviso that so far as Chapter
VIA is concerned, it does not apply to
them. Now, this Chapter deals with
hours of work and periods of rest.
This is also proper. The Armed Forces
would be required to assist the Rail-
way Administration only during
periods of emergency and during
such periods it would not be possible
to abide by the hours of employment
and periods of rest according to the
Railways Act.

It is also in the fitness of things
that so far as the discipline and con-
trol of the armed personnel are con-
cerned, the Railways Act should not
apply to them. Otherwise, there
would arise administrative difficulties,
both for the Railways and the Defence
Ministry. It is also quite understand-
able that the Army would be requir-
ed to take over certain sections of the
Railway only under emergency condi-
tions. The Railways Act, which is
meant for normal times, would be
unworkable during such emergency.
Only the Army Act should be appli-
cable to army personnel so inducted.
Emergency conditions would neces-
sitate emergency measures.

We are already in conflict with
Pakistan and the so-called 'cease-fire'

is only a 'decrease-fire', and that, too, only from our side. The emergency persists and the possibility of an armed conflict with both Pakistan and China cannot be ruled out. As has been said, hope for the best, but prepare for the worst. The provisions of this Bill are essential for our national security. During the last emergency some Territorial Army troops were inducted into the Railway Administration, but in the conflict to come it may be necessary for us to send even the regular Army units to assist the Railways, to transport troops, patients, goods and equipment. In view of this fact, the Bill was already overdue. In fact, the Bill is clothing in legal terminology much of what is being already done in practice.

There are certain points which are not very clear to me. It has been said that they are exempted from the operation of Chapter VIA of the Railways Act. As a matter of fact, when I went thoroughly through the Act I found that Chapter VIA was the only Chapter which gave any protection whatsoever to the Railway employees. To say that they are exempted from this provision, though I have no quarrel with the exemption, would mean that no particular protection is available to them through the extension of the Railways Act. Now, in Chapter VIA itself there are certain categories that are excluded from the limitation of hours of employment, that is, "armed guards or other personnel subject to discipline similar to that of the Armed Police Forces." In the Railways Act another exemption is made under section 71(4):—

"Temporary exemptions may be made in any emergency which could not have been foreseen or prevented."

Therefore, it would have been possible for us to take shelter under this particular section and make appropriate amendments, to the Railways Act itself instead of introducing a

new piece of legislation. That is my impression and I should like the hon. Minister to throw some light on the technical aspects of this problem.

Again, we are thinking of the Armed Forces running or taking charge of the Railways, but there is one more aspect. Today nearly 17,000 railwaymen are in the Territorial Army. It is reported that during the recent war, in a number of places in Punjab, nearly one thousand railwaymen, who were in the Territorial Army, were sent on active service to man the Railway installations and assist in running the Railways. I feel that Railway employees, who have undergone military training, should be given priority whenever there arises any occasion for the Armed Forces to run the Railways.

Even as we are thinking of the Armed Forces that would be required to run the Railways, we will have to give some consideration to the Armed Forces, though not within the purview of this Act. The Armed Forces which used to guard or patrol railway lines or installations are not covered by this Bill, which comes into play only when they are employed to do the work of Railway employees. Their role is also certainly very important. In view of the national emergency, even as we have thought of and clothed in legal terminology certain provisions for the running of the Railways by the Armed Forces, we cannot ignore the same contingency in the case of water transport and road transport. Water transport also constitutes an important part of our civil and military transport. Therefore, in the case of the merchant navy also similar provisions should be extended. According to the Navy Act, our Navy can utilise the services of the employees of the merchant navy and to that sphere also it is necessary to extend similar provisions.

The role of road transport has been very important, particularly during the last conflict in Punjab. The em-

[Shri D. Thengari.]

ployees of the road transport services and particularly the truck drivers, who in most cases were self-employed persons, have rendered splendid service to the country in the cause of national defence. It is necessary that some sort of protection should be offered to these people also, so that if water transport, road transport and Railways, all these three are given proper consideration and the employees thereunder are given adequate protection, it would be possible for us to inspire confidence and also to ensure the smooth functioning of all the three forms of transport and thus augment our defence effort.

Thank you.

श्री देवी सिंह (राजस्थान) : माननीय उपसभाध्यक्ष महोदया, आज जो बिल हमारे सदन के सामने है यह एक इंतजामी मामला है और मैं इसका समर्थन करता हूँ। आज हमारे देश के सामने जो पाकिस्तान से मुकाबले का प्रश्न आया तो यह जरूरी हो गया था कि रेलवे के कर्मचारियों, रेलवे को, हमारे सैनिकों की सहायता की जरूरत पड़ी। इसलिये सन् 1890 के रेलवे एक्ट के अनुसार जो भी कोई रेलवे का कर्मचारी नहीं है, वह किसी भी विभाग का हो, वह रेलवे का कार्य नहीं कर सकता। इसलिये यह दिक्कत आई कि ऐसे समय में जब कि दुश्मन से मुकाबला चल रहा हो तो रेलवे के इंतजाम को चलाने के लिये सिविल अधिकारियों की कैसे मदद की जाय और इसी की पूर्ति के लिये यह बिल लाया गया है।

आज इस बिल के अनुसार सेना की जो सहायता रेलवे की मदद के लिये ली जायगी वह दो भागों में पड़ती है। पहला, जैसा कि हमारे डिप्टी मिनिस्टर ने बताया, जब रेलवे को अपनी सहायता के लिये सेना की आवश्यकता हो, और दूसरा हिस्सा आता है जब सेना को यह आवश्यक हो जाय कि वह किसी पूरी लाइन को ही अपने अधिकार में

लेवे तो ये दोनों ही चीजें क्लाज 3 और क्लाज 4 के अन्तर्गत कवर होती हैं। इस वक्त जो पाकिस्तान से हमारा मुकाबला हुआ उसमें हमारी सेना ने जो बहादुरी दिखाई, जिस वीरता और देश प्रेम के साथ कार्य किया उसके लिये जनरल चौधरी, मार्शल अर्जुन सिंह से लेकर एक एक सिपाही तक सभी बधाई के पात्र हैं। सारे देश को आज उन पर गर्व है। जिस तरह से हमारी सेना ने कार्य किया है, उसी रूप में कहिये, हमारे रेलवे के कर्मचारियों ने भी जो सेवाएं की हैं उनसे वे भी, बहुत ही प्रशंसनीय हैं। हमारे राजस्थान के कुछ क्षेत्रों में, गदरा रोड वगैरह क्षेत्रों पर, पाकिस्तान के रोज हवाई आक्रमण होते थे क्योंकि जोधपुर से और आगे फ्रंट तक एक ही रेलवे लाइन थी जिसके द्वारा हमारी सेनाओं को रसद, खाने पीने का सामान वगैरह पहुंचा सकते थे। तो पाकिस्तान का यह प्रयास था कि किस प्रकार इस रेलवे लाइन को तोड़ दिया जाए, परन्तु हमारे रेलवे के कर्मचारियों ने इस बम्बाईमेंट के बीच में बराबर गाड़ियां चलाई। रेलवे कर्मचारी मारे भी गए परन्तु उन्होंने इस कार्य को सुचारु रूप से चलाया। इसी तरह से पंजाब में भी हमारे रेलवे के कर्मचारियों ने बहुत ही शानदार बहादुरी और हिम्मत के साथ कार्य किया है। जब हमारी सेना को आसाम से पंजाब में लाने की आवश्यकता हुई तो उस समय हमारे रेलवे के हर एक कर्मचारी ने चाहे वह छोटा कर्मचारी हो या उच्च कर्मचारी हो, सब ने बड़ी कर्तव्य-परायणता के साथ काम किया। उन्होंने मीटर गेज से ब्राड गेज में सेना को बदलने तथा आगे के मोर्चों में पहुंचाने का जो कार्य किया वह बहुत ही प्रशंसनीय है और इसके लिए मैं रेलवे के कर्मचारियों को बधाई देता हूँ।

हमारे मंत्री जी जो यह बिल लाये हैं उसकी आवश्यकता इसलिए पड़ी कि युद्ध के समय में सेना के लोगों से रेलवे का काम लिया जा सके और उसी चीज को निश्चित करने

के लिये यह बिल लाया गया है और इस बिल के जरिये उसको नियमित रूप दिया जा सकेगा।

जब हमारी सेना के वीर रेलवे में काम करते हैं तो यह आवश्यक हो जाता है कि उनको भी रेलवे कर्मचारियों के समान ही अधिकार होने चाहियें, जिम्मेदारी होनी चाहिये, लेकिन वर्तमान में जो रेलवे कानून है उसके अनुसार उनको यह अधिकार प्राप्त नहीं हो सकते हैं। इसी उद्देश्य को पूरा करने के लिये यह बिल लाया गया है और जब यह बिल पास हो जायगा तो पहले के बिल में जो कमियाँ और खामियाँ थीं वह दूर हो जायेंगी।

इसके साथ ही साथ मैं माननीय मंत्री जी से एक छोटी सी बात निवेदन करना चाहता हूँ। वह यह है कि हमारी सेना ने इस समय जो कार्य किया है उसको देखते हुए हमारा भी यह कर्तव्य हो जाता है कि जिस तरह से इन लोगों ने देश की इज्जत और मान मर्यादा के लिये अपने प्राणों की आहुति दी, उसी तरह से हम भी इन वीरों के लिये कुछ करें। हमारी सरकार, मैं समझता हूँ कि बहुत कुछ कर रही है और कुछ चीज़ और की जानी चाहिये। मैं आपके सामने एक छोटी सी मिसाल रखना चाहता हूँ और शायद यह चीज़ हमारे मंत्रियों के सामने और दूसरे लोगों के सामने रात दिन आती होगी कि जब किसी सिविल महकमे के अन्दर किसी का ट्रांसफर हो जाता है चाहे वह अफसर हो या चपरासी हो, तो उसके सामने यह प्रश्न आ जाता है कि अभी तो मेरे बच्चे स्कूल में हैं, उनका इम्तहान होने वाला है और जब तक इम्तहान पूरा नहीं हो जाता है तब तक मेरा ट्रांसफर रुक जाना चाहिये। इस तरह से कई दफा इस मुद्दे में ट्रांसफर रुक जाता है। परन्तु आपने अभी देखा होगा कि जब हमारी सेना को, किसी जवान को हुक्म मिलता है कि वह 24 घंटे के अन्दर मोर्चे पर पहुँच जाय तो वह कभी यह नहीं सोचता है कि मेरी फेमिली का क्या होगा, उसके जो बच्चे स्कूल में पढ़ रहे हैं उसका क्या होगा और वह 24 घंटे के अन्दर सब कुछ छोड़ कर खाना हो जाता है।

वह डिसिप्लिन के अन्दर रहता है और वास्तव में यह उचित बात भी है। इसलिए हमारी सरकार के लिए यह जरूरी हो जाता है कि हमारी सेना के जितने भी कर्मचारी हैं उनके बच्चों को मुफ्त शिक्षा मिलनी चाहिये और जब उनका एक जगह से दूसरी जगह ट्रांसफर हो जाता है तो उन्हें किसी तरह की चिन्ता नहीं होनी चाहिये कि वह किस तरह से और कहां पढ़ेगा। इसलिए मैं माननीय मंत्री जी से निवेदन करना चाहता हूँ कि वे अवश्य इस बात की ओर ध्यान देंगे।

इन शब्दों के साथ मैं इस बिल का समर्थन करता हूँ और मैं समझता हूँ कि यह बिल आवश्यक है और इसे अवश्य पारित किया जाना चाहिये।

SHRI J. S. PILLAI (Madras):
 Madam Vice-Chairman, I wish to make one or two suggestions. I will not take more than one or two minutes. This is a simple Bill with four clauses. The most important clauses are 3 and 4. Clause 3 says that during emergency the Government wants to use the services of military personnel to run the railways. Naturally clause 4 is the corollary of clause 3. When the military personnel run the railways, naturally they require the privileges and immunities of the railway people. Thus I support the Bill. In doing so, my suggestion is this. During emergency we should not disturb the Army. They should do their own work, namely, guarding the frontier. Instead of that we should give compulsory military training to all railway employees. That will serve our purpose. That is my suggestion—compulsory military training to all railway employees. I am glad that the Deputy Minister of Defence is here. If he gives compulsory military training to all railway employees, we will not disturb during emergency those jawans who are guarding our frontier. In getting military training they should use all military arms. Specially, if there are lady employees, they should be given full training. I

[Shri J. S. Pillai.]

am unable to understand these Pakistani jawans. The other day the hon. Defence Minister said in the Lok Sabha that they had carried away 150 ladies of our land. Not only that. Two weeks ago I have seen in papers that when the Pakistanis intruded into our villages, the first thing they asked was not food or water or drinks but they wanted young girls. What is this? I cannot understand whether they are human beings or dogs. Bhutto called us dogs. It is only proper that this appellation "dogs" should be applied to them. We have seen on the roads that it is these dogs which are not able to control their passion. That being the case, why should he call us dogs?

THE VICE-CHAIRMAN: (SHRIMATI TARA RAMCHANDRA SATHE): Please speak on the Bill.

SHRI J. S. PILLAI: Yes, Madam, I am speaking on the Bill. I am not speaking off the Bill. I am making a suggestion. What I say is this: do not call the military people during emergency but give military training to the railway employees; then they will do their own work. I have not gone out of the way, Madam, and I do not know why you say that. So, that is my suggestion.

SHRIMATI SHAKUNTALA PARANJPYE (Nominated): Madam, the suggestion I wanted to make has already been made by Mr. J. S. Pillai, and that was that compulsory military training should be given to all Central Services. I think if we make a beginning by starting with the Central Services, railwaymen would come first, and then this problem of employing the Armed Services people for war jobs like taking over and working the Railways, the Navy, and so on, will not arise. That is all I wanted to say.

SHRI MULKA GOVINDA REDDY (Mysore): Madam Vice-Chairman, I support the Bill. While supporting it

I would like to pay tribute to the splendid work done by our railwaymen during this emergency. Sometimes it may be very difficult for unarmed railwaymen to manage the railway system whenever there is an attack by the enemy. During this emergency our railwaymen have risen to the occasion. Not only the railwaymen rose to the occasion and did splendid work but even the villagers did splendid work during the emergency. When Pakistani paratroops were dropped, it was feared that they might sabotage the railway line and other installations. Particularly people in Punjab where this war was going on guarded the railway line and they safeguarded the safety of the passengers and the safety of the goods that were moved during the emergency.

Mr. Thengari has made a very valuable suggestion that this Bill should apply not only to the railways but should also apply to the navy and should apply to the road transport and other transport systems. We know for certain that navigation in the Brahmaputra was affected because some of the boats were manned by Pakistani troops and they struck work and therefore we had to suffer and the movement of goods as well as passengers was affected. If only this power had been given to the Armed Forces and if they had had trained personnel, our navymen could have taken over those boats and run the inland water service between Calcutta and Assam. Therefore, I feel that there is some force in what Shri Thengari said that this Bill could have been a comprehensive one making it applicable to all the transport systems in India.

I support the Bill.

DR. D. S. RAJU: I would like to express my thanks for the very wholehearted support given by hon. Members to this Bill. They have made some very valuable suggestions which

will be taken into consideration and will be kept in view. I would like to associate myself with the high tributes which have been paid by hon. Members to the Railway Administration and to Railway personnel. I whole-heartedly associate and agree with what they have said. I myself pay my tribute to the Railway Administration and to Railway personnel for the work done during the recent crisis. From all accounts, they have done excellent work.

Now, when an emergency arises, it will be the Territorial Army unit of the Railways which will be employed first. We have got quite a sizeable force well-trained in railway administration, in running trains, in managing the service, and we have goods clerks and conductors and all those people. It is a complete unit by itself. We have several such units and first of all, they will be employed and they will be given the opportunity to run these trains. Then, if this force is not enough or adequate, the other Army units which are trained will be inducted. But the first opportunity or chance will be given to the Territorial Army units of the Railways.

Shri Thengari has made a few points. First of all, he asked why this protection given to the Armed Personnel in Chapter VIA is taken away. Actually, Chapter VIA deals with the conditions, with hours of work, hours of rest, etc. for the railway people. Obviously, in an emergency, we cannot observe this provision. They have got to work overtime, probably night and day; they have got to work in several shifts. Therefore, that protection has been taken away. For the railway employees, their terms of work, rest and then of compensation for extra work, they are all laid down. That is why that small provision has been taken away; it is because of the emergency.

One or two points Shri Mulka Govinda Reddy also made. He said

that the same provisions should be applied to Navy and to road and inland water transport. Under the DIR provision is already there for requisitioning merchant shipping. In fact, during the last conflict, we had requisitioned two ships and we have already derequisitioned one ship. That provision is already there. The same applies to road transport also. We can requisition under the DIR any amount of road transport. So, there is no necessity for making it much more comprehensive than what is already there.

One hon. Member said that road transport has done excellent work. I agree. Several truck owners and drivers have done good work and we have lost a few of them, they have died in action. In addition to what they are entitled under the Workmen's Compensation Act, some additional gratuity and some other means are also being considered to see how best to help their families. So, that factor also we have taken into consideration.

Shrimati Shakuntala Paranjypte said that there must be compulsory military training for everybody. I think that is a good idea. I do not know if it is feasible or practicable but it is a good idea. We are training people at various levels. We are trying to extend the Territorial Army. We are trying to expand the Home Guards. We are extending the military training given to the NCC and the ACC. I am sure hon. Members know that 16 or 17 lakhs are being trained in schools and colleges. And in course of time several lakhs will be covered. (Interruptions). That is true. We are also trying to expand the Territorial Army units. In this connection, I should like to request the hon. Members to exercise their influence to enable us to get more and more people recruited into these units. When they go back to their constituencies they can spread this message. It is so vital and essential. There is no doubt about it.

[Dr. D. S. Raju.]

From all these points of view, I think this Bill is a good one. After all, things might become much more critical and we should be ready for any contingency. Some of the people who had the opportunity of witnessing the last war could imagine the amount of chaos and destruction that have occurred in the cities. Miles and miles of railway tracks might be destroyed, bridges might be blown up and so many other things might be happening, in which case this kind of precautionary measure is necessary. So, it should be done. I am glad that all of you have supported this Bill.

Madam, I move.

THE VICE-CHAIRMAN (SHRI-MATI TARA RAMCHANDRA SATHE) : The question is:

"That the Bill to make certain provisions relating to the employment of members of the Armed Forces of the Union in the working and management of railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI-MATI TARA RAMCHANDRA SATHE): We shall now take up the clause-by-clause consideration of the Bill.

Clause 2 to 5 were added to the Bill.

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

DR. D. S. RAJU: Madam, I move:

"That the Bill be passed."

The question was put and the motion was adopted.

THE CARDAMOM BILL, 1965

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI

S. V. RAMASWAMY). Madam, I move:

"That the Bill to provide for the development under the control of the Union of the cardamom industry, as passed by the Lok Sabha, be taken into consideration."

In moving this Bill, may I submit to you, Madam, that cardamom is grown mainly in the hilly regions of Kerala, Mysore and Madras and the present production is about 3,000 tonnes a year; 65 per cent to 70 per cent of the production is exported, earning around Rs. 3 crores of foreign exchange for the country? I can, therefore, say that this plantation commodity has a preponderant export angle and a substantial increase in foreign exchange earnings can be achieved by undertaking suitable measures of assistance to the planters for development of their plantations and by proper arrangements for the marketing and export of this commodity.

Export prices of cardamom have been widely fluctuating over the years. This is primarily due to the fact that the small growers who constitute a large majority of cardamom producers were unable, owing to their poor financial plight, to hold their stocks till the prices picked up. Unremunerative prices over the years have also resulted in the planters being unable to maintain and develop their plantations properly. A Board with powers as suggested in the Bill will be able to deal with these problems and help the growers in realising fair returns for their produce. The industry will also develop on sound and progressive lines.

In order to maintain steady export prices and to secure better returns for the producers and also to increase the foreign exchange earnings from cardamom exports, certain interim measures were taken by Government. A system of quality control and pre-shipment inspection was introduced and rules for "Agmarking" of export