

liquids producing factories opened in India?

SHRI T. N. SINGH: I think that Committee's recommendations are imder the consideration of the Home Ministry. I am not in a position to say anything about it.

SHRI ABID ALI: Is it not a fact, arising out of the attack on prohibition, that a large number of industrial workers and the poorer class have been benefited considerably by the prohibition policy of Government? That being so, while considering this matter wiH Government always keep this particular benefit to the poorer classes in mind?

SHRI T. N. SINGH: That is a fact and Government will always keep that in mind.

•240. [Translerred to the Uth May, 1965.]

**HARASSING AND ILLEGAL BEHAVIOUR
OF TAXI AND SCOOTER DRIVERS AT
DELHI/ NEW DELHI STATIONS**

•241. SHRI I. K. GUJRAL: WiH the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to harassing and ille gal behaviour of taxi and scooter dri vers at Delhi and New Delhi Railway Stations; and

(b) if so, whethe] any steps have been taken to authorise Delhi Police to intervene in Railway Station Com pounds?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH): (a) Yes, Sir.

fb) The control over the Traffic Police at the Delhi Main and New Delhi Stations at present rests with the Punjab Government Railway Police, under the Asstt. Inspector General, Govt. Rly. Police, Punjab, Arobala. The police have already taken effective steps in the matter by

augmenting their existing force at the two stations. The question of transferring control of Govt. Rly. Police at Delhi and New Delhi Stations to Delhi State is under the con-aideration of the Ministry of Home Affairs. If this transfer is effected, it is expected that the position would improve further.

SHRI I. K. GUJRAL: May I ask the hon. Deputy Minister since when the Home Ministry is considering this proposal of transferring the charge *ol* the Delhi and New Delhi stations to the Delhi Police and how much longer it will take before this is done?

SHRI SHAM NATH: Sir, a letter was recently addressed to the Home Minister in this matter.

SHRI I. K. GUJRAL: May I ask the hon. Deputy Minister whether he is aware that this harassment is there and is very intense. Why does he not take immediate steps to see that at least the traffic police extends its jurisdiction within the railway station?

SHRI SHAM NATH: It is true that there is harassment to the passengers who detrain at Delhi and New Delhi Stations^ We have been alive to this problem. Recently, a meeting was held at Ambala between the General Manager of the Northern Railway and the Assistant Inspector-General of Police, Ambala and it was decided that the latter would take an effective step by augmenting the police force at these two stations.

SHRI P. K. KUMAR AN: Whether it is the Delhi police or the Punjab police or the Ambala police which controls the stations, will the Minister please take steps to see that the queue system is observed in these stations? When the passengers get down, the taxi drivers and the scooter drivers are first interested in knowing the destination and they are not interested in passengers wishing to go to Windsor Place or nearby places.

They say, "Nothing doing. You go somewhere else". There is such a system prevailing in Madras, Bombay and even in Calcutta, where, of course, it is more difficult. This system is working there excellently. Why should not such a system work here also?

SHRI SHAM NATH: I know that such a system exists at Bombay and Madras but in Delhi, due to lack of space in the compounds of the two Stations, it may not be possible to resort to this system. The question, however, is under examination.

SHRI JOSEPH MATHEN: May I know whether any case has been registered in 1965 for such harassment?

SHRI SHAM NATH: Yes, Sir, we are informed that thirty taxi drivers and eighteen scooter-rickshaw drivers were challaned as far as the Delhi Main Station is concerned and eight taxi drivers and nine scooter-rickshaw drivers at New Delhi Station were challaned from July 1964 to date.

SHRI M. M. DHARIA: May I know from the hon. Deputy Minister to the effect that the Railway police which controls the traffic in the two stations today is in collusion with the taxi-wallas and that this preventing the transfer of control of traffic from them to the Delhi police?

SHRI SHAM NATH: There had been such complaints. We are aware of them and at the meeting which was held¹ at Ambala, it was decided that the present police personnel at Delhi and New Delhi, stations should be immediately transferred.

SHRIMATI C. AMMANNA RAJA: Is it not a fact that this queue system is not observed strictly in Hyderabad, Secunderabad and Bombay Central stations? Will the hon. Deputy Minister ask the regular traffic police to take up this work instead of

entrusting this to the Railway police in other stations also?

SHRI SHAM NATH: I do not know whether the traffic police is in charge of this work at Bombay, Madras, Hyderabad, Secunderabad, etc., but in Delhi, as I have already stated, we are trying to see that this control vests with the Delhi police and if, it is done, then probably, things would improve.

SHRI B. K. P. SINHA: May I know whether Government is aware of the fact that this harassment and imposition of terms by scooters and taxi drivers cannot be stopped by police regulation, whatever its character, so long as the number of taxis and scooters are inadequate to meet the traffic situation especially at the peak hours? May I know what steps Government propose to take to correct that situation?

SHRI SHAM NATH: Sir, it is a different matter altogether. It vests with the Delhi Administration. It is true, however, that the tendency of scooter and taxi drivers to refuse to carry passengers for short distances is not peculiar to railway stations alone.

SHRI M. M. DHARIA: May I know whether the possibility of introducing the queue system was considered by the Government? May I request the Government to reconsider this question if a decision had already been taken because the queue system alone will solve the difficulties being faced by the passengers today?

SHRI SHAM NATH: As I said before, we will try if it is possible to adopt queue system here but I am told that because of the shortage of space in the compound in front of the Delhi station—the space being very limited—it may not be possible to have this queue system.

SHRI J. S. PILLAI: Is Government aware of the fact that the real trouble*

here is that the auto-rickshaws are not fitted with fare meters?

SHRI SHAM NATH: It is true that there are complaints that because of the lack of such meters, the scooter drivers harass people more. I do not know what the Delhi Administration is doing about it but if the hon. Member likes, we would take up the matter with the Delhi Administration.

श्री राम कुमार भुवालका : क्या मंत्री जी बतायेंगे कि यह तकलीफ आज की नहीं है, बहुत वर्षों की है, बराबर चली आती है और अभी कलकत्ता में इतनी तकलीफ बढ़ी कि वहाँ की गवर्नमेंट ने दो चार को पकड़ा भी, तो इसको रोकने के लिये क्या जल्दी से जल्दी स्टेप लिया जायगा ? पैसंजर्स जब आते हैं उस वक्त उनको जो तकलीफ होती है, वे खुद ही जानते हैं कि क्या तकलीफ होती है। वह लोग थोड़ी दूर जाते नहीं हैं और पूछते हैं कि कहाँ जायेंगे और जब उनसे कहते हैं कि कहाँ जायेंगे

MR. CHAIRMAN: Question please.

श्री राम कुमार भुवालका : मैं पूछना चाहता हूँ मंत्री जी से कि इसको आगे रोकने के लिये जल्दी से जल्दी कब स्टेप लिया जायगा ?

श्री शाम नाथ : हाँ, जनाबेवाला, कोशिश करेंगे जल्दी से जल्दी इस हालत को ठीक करने की।

MR. CHAIRMAN: That is a good suggestion, yes.

श्री देवकी नन्दन नारायण : क्या मंत्री महोदय यह बतलाने की कृपा करेंगे कि अक्सर आपकी गाड़ियाँ लेट आती हैं और जब आपकी गाड़ियाँ रात में लेट आती हैं 10 बजे के बाद, तो हमारा यह हमेशा का तजुर्बा है कि आपके यह स्कूटर वाले और टैक्सी वाले दूना चार्ज करते हैं, इसको रोकने की

क्या कोई तजवीज़ आज तक की गई है और आपके पास इस सम्बन्ध में कोई कम्प्लेंट्स आई हैं या नहीं ? मैंने खुद एक कम्प्लेंट भेजी थी ।

श्री शाम नाथ : यह तो जनाब, सही है लोग बहुत तंग करते हैं और यही नहीं कि गाड़ियाँ जब लेट आती हैं, उसी वक्त तंग करते हैं, वैसे भी तंग करते हैं। इसलिये जैसा मैंने कहा हम कोशिश करेंगे कि जल्दी से जल्दी इस चीज को दूर किया जाय।

SHRI ABID ALI: Is it not a fact that the open space in front of Bombay VT station is much less compared to the Delhi and New Delhi stations? Hence, Government may consider introducing this system here. Is it also not a fact that if the administration is transferred to the city police at the respective places, the advantage would be that by frequent transfers of the officers in charge and the policemen, they will not be able to enter into collusion with the taxi and rickshaw drivers whereas if it is within the jurisdiction of the Railway police, then it is easy for them to enter into collusion.

MR. CHAIRMAN: That is not a question. That is a suggestion,

SHRI ABID ALI: I want to know whether Government has considered this point and whether it would transfer the administration from the Railway police to the city police.

SHRI SHAM NATH: Yes, as I have already said, we are trying for this and I hope that something will be done very soon.

SHRI I. K. GUJRAL: The hon. Minister has posed an interesting dilemma. He is convinced of the harassment and it seems he is ineffective in tackling the situation. May I ask him, with your permission, if it is not a fact that for the last two years at least the Railway Adminia-

tration had been promising transference of this jurisdiction from Punjab to Delhi Police and is he now in a position to assure us that this will be done within a month at the most?

SHRI SHAM NATH: It is a fact that we have been trying to have the control transferred to Delhi Police. A meeting was also held at Ambala. We tried to impress on the Assistant Inspector General of Police regarding the grave situation at Delhi and New Delhi stations. He said that he had augmented the police force. We should now watch the result. Probably after increasing the police force such cases in a large number would not be there and we shall try to find out how far the position has improved.

-FOREIGN COLLABORATION WITH ADVERTISING AGENCIES

*66 SHRI M. P. BHARGAVA: Will the Minister of INDUSTRY AND SUPPLY be pleased to state:

(a) whether it is Government's policy not to allow foreign collaboration with Indian advertising agencies;

(b) whether it is a fact that some foreign collaboration with Indian advertising agencies has been allowed during the last two years ending 31st March, 1965; and

(c) if the reply to part (b) above be in the affirmative, what are the names of Indian parties who have been allowed foreign collaboration?

THE DEPUTY MINISTER of THE MINISTRY OF INDUSTRY AND SUPPLY (SHRI BIBUDHENDRA MISRA): (a) to (c) A statement is laid on the Table of the House.

STATEMENT

(a) to (c) No policy decision as such exists though approval to the terms of foreign collaboration in any

-fTransferred from the 5th May, 1965.

particular field is given only after careful consideration of the various factors involved.

2. In the period specified Government have approved collaboration in the advertising field between M/s Clarion Advertising Services Private Ltd., and M/s Interpublic Inc., U.S.A.

3. It will, however, be necessary for the new Indian Company also to obtain permission from the Reserve Bank of India under the provisions of the Foreign Exchange Regulation Act, 1947.

4. Government have also given a preliminary clearance for a collaboration between M/s Aiyars Advertising and Marketing, Bombay, and M/s London Press Exchange International, U.K. and the party has submitted a draft agreement on the terms of the collaboration which is under consideration.

5. The main considerations which Government had in view in according approval for the collaboration were the following: —

(1) A few wholly foreign owned advertising agencies are at present holding a dominating position in the advertising business in India by reason of their superior organisation. The proposed collaboration would strengthen the position of the Indian company and enable it to compete successfully with the foreign companies.

(2) It may be possible to effect some reduction in the foreign exchange expenditure^{oa} on advertising charges as a result of the collaboration.

SHRI M. P. BHARGAVA: May I know from the hon. Minister what part was played by the Ministry of Industry in allowing this foreign collaboration with advertising agencies?