

Rs. 4,128. Because the service has been essential and is of the nature of a pioneering service, we have to incur this loss. Otherwise, the rates are not even economical.

RAILWAY RATES TRIBUNAL

*492. **Shri M. L. Agrawal:** Will the Minister of Railways be pleased to state:

(a) whether any complaints have been received by the Railway Ministry about the procedure adopted by the Railway Rates Tribunal; and

(b) if so, what steps have been taken or are in contemplation to remedy the defects complained of?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, Sir.

(b) The question of simplifying the rules of procedure of the Railway Rates Tribunal has been remitted to the Railway Freight Structure Enquiry Committee whose recommendations are awaited.

Shri M. L. Agrawal: May I know what was the nature of these complaints?

Shri Alagesan: The complaints related to, firstly, the high cost of the suits in respect of cases taken before the Tribunal; secondly, the delay in the disposal of cases, and thirdly, the inconvenience supposed to be caused to people in North India due to the location of the Tribunal in Madras. These are the three broad complaints that we have received. All these things are now before the Freight Structure Committee who are looking into them; they are collecting opinions on the various points.

Shrimati Tarkeshwari Sinha: In view of the fact disclosed by the hon. Deputy Minister that the committee is going into these matters, may I know whether their recommendations will be accepted immediately or they will be included in the next year's budget proposals?

Shri Alagesan: We have remitted it to the Freight Structure Committee and we are awaiting their report. As to whether we will implement the recommendations of the committee, that is to be judged by our performance in the past. We have been implementing the

recommendations of the various committees appointed by us.

Shri K. K. Basu: May I know what stands in the way of this Railway Rates Tribunal sitting in different places in India instead of having its permanent seat at Madras?

Shri Alagesan: I have to inform the hon. Member that it has been sitting in various places like Delhi, Kanpur, Calcutta, etc. We have already taken steps; anyhow, we will further look into it.

कोयला खान कल्याण निधि

*४९३. **श्री के० सी० सोषिया :** क्या अम मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कोयला श्रमिक कल्याण निधि की आय का केवल ५० प्रतिशत भाग ही विभिन्न कल्याण योजनाओं पर प्रतिवर्ष खर्च किया जाता है और शेष रक्षित निधि में जमा कर दिया जाता है ;

(ख) यदि हां, तो इसके कारण क्या है ; और

(ग) क्या इस निधि का उपयोग करने के लिये सरकार कार्यवाही कर रही है ?

अम उप-मंत्री (श्री आबिद अली) : (क) से (ग) : कोयला खान कल्याण फंड के दो भाग हैं—पहला सामान्य कल्याण खाता और दूसरा हाउसिंग खाता। मार्च, १९५५ के आखिर तक सामान्य कल्याण खाते में से कुल बसूली का ६० प्रतिसेकंडा और हाउसिंग खाते में से ३४ प्रतिसेकंडा खर्च किया गया था। हाउसिंग खाते के अधिन, इसलिये कम काम हुआ है कि खान मालिकों ने सहायता योजनाओं को चलाने में ज्यादा दिलचस्पी नहीं ली। अब एक नई योजना चलाने का विचार किया गया है, जिसके अधीन फंड की तरफ से ही मकान बनाये जायेंगे।

जहां-तक सामान्य कल्याण खाते का संबंध है, कुछ धन तो आमदनी बढ़ने से और कुछ योजनाओं को देरी से अमल में लाने के कारण जमा है। अब कल्याण फंड सलाहाकार उप-समित द्वारा ऐसी नई योजनायें तैयार की गई हैं, जिन में काफी खर्च किया जा सकेगा। अमल में लाने संबंधी काम की देख-रेख के लिये एक