

Cochin, Madras and Mysore if 6 oz. rice is to be given *per capita*?

(d) What is the percentage of deficit in each of these States?

(e) What is the loss sustained by the above mentioned States in respect of rice ration in the year 1951-52?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) The rice content in the ration in Travancore Cochin is 6 oz. per adult per day.

(b) The rice content in the ration of rice-eaters, mixed eaters and millet-eaters in Madras is 7 ozs. and 4 ozs. and 3 ozs. per adult per day respectively.

(c) If 6 oz. ration of rice were given *per capita* the deficits in these States will be—

Travancore-Cochin	218,000 tons.
Madras	16,000 tons.
Mysore	371,000 tons.

(d) Again on assumption of 6 oz. rice ration *per capita* per day, the deficits in these States work out at 38.5, 0.5, 64.0 per cent. respectively.

(e) The net estimated loss incurred by the Travancore-Cochin Government in selling imported rice below its economic cost is Rs. 215.5 lakhs.

Regarding Madras and Mysore, information is being collected and will be laid on the Table of the House as soon as received.

PRICES OF RICE IN DIAMOND HARBOUR

*697. **Shri K. K. Basu:** Will the Minister of Food and Agriculture be pleased to state the average price of rice in each of the Police Stations of the Diamond Harbour sub-division of 24 Parganas and also in non-rationed areas of Police Station Bishnupur, Mahashtala, Budge Budge and Metra Bruz of Sadar Sub-division of 24 Parganas?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): The wholesale open market price of rice in these areas is reported to be Rs. 43 per maund. Actual price in each of the Police Stations mentioned by the hon. Member is not available with us.

ALLOTMENT OF FOODGRAINS TO MADRAS

*698. **Shri Veeraswamy:** Will the Minister of Food and Agriculture be pleased to state:

(a) how many tons of foodgrains have been allotted to Madras State for 1952-53;

(b) how many tons of foodgrains have been so far sent to Madras State from this year's allotment; and

(c) the quantity of rice and wheat separately?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) The allocation of foodgrains under Basic Plan is made on the basis of the calendar year. The ceiling import quota of foodgrains fixed for Madras for 1952 is 6.87 lakh tons.

(b) and (c). For the period January to June 337,200 tons of foodgrains have been allotted to Madras consisting of 105.2 thousand tons of rice, 74.8 thousand tons of wheat and 157.2 thousand tons other grains.

ALLOCATIONS OF WAGONS

130. **Shri N. P. Sinha:** (a) Will the Minister of Railways be pleased to state whether the Indian Collieries Owners' Association made a grievance against the present system of allocation of wagons for transport of lower grades of coal for domestic purposes?

(b) If so, what is the system of allocations?

(c) Are priorities for transport of higher grades of coal frequently given?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes.

(b) For the purpose of allocation of coal, industries have been classed under different groups in order of importance or priority. Allocations are sanctioned about the middle of each month for the succeeding month, taking into account the estimated output of coal, the demands of the consumers and the number of wagons required per day for moving the coal. For each industry, there is a sponsoring authority either Central or Provincial and it is the responsibility of the sponsoring authority to ensure that the demands of the various units within a particular group are collected and placed on the Coal Commissioner sufficiently in advance to enable him to formulate the allocation proposals for

the month. The proposals drawn up by the Coal Commissioner are forwarded to the Ministry and after examination in the light of demands received from other Ministries etc., are returned to the Coal Commissioner with final figures of allocation. The Coal Commissioner communicates the breakdown of the final quotas to the sponsoring authorities and the States, who then proceed to distribute, under advice to the Coal Commissioner, the coal to the individual units of the industry, controlled by them, and issue permits. The permit holders then make contracts with the collieries from whom they wish to purchase the coal. These contracts are subject to such general instructions as may be issued by the Coal Commissioner from time to time to prevent uneconomical use of transport, or as regards the grade of coal allowed to any particular class of consumer. On receipt of these contract letters the Coal Commissioner gets out Priority Sanctions, which are orders on the Railway authorities concerned to accept tenders for railway wagons against those sanctions. These sanctions are summarised by the Railways in registers which are maintained progressively.

Each colliery that has orders placed on it for the despatch of coal places an indent on the Railway authorities concerned on a prescribed form 72 hours in advance of actual time of loading. These indents are carefully checked against the progressive registers maintained by the Railways, and the indent is in order, it is accepted. Accepted indents are then summarised by the Railway Authorities in terms of industries and routes, and passed on to the Coal Commissioner. On receipt of these summaries the Coal Commissioner contacts the Headquarters of the Railways concerned, to ascertain the number of wagons that are to be made available for coal loading on that day. As the indents usually always exceed the number of wagons made available, the Coal Commissioner's Office has to study the summary of indents received from the Railways and decide the allotment to be made for the day, taking into account the priority of industries, the tonnage allocated for the month to each industry, the stock position of the individual units, the junction limitations and any other special features, such as restrictions on bookings in particular direction due to transport difficulties, and so on. The final allotment figures are then telephoned to the Railway Allotment offices in the coalfields, who allow movements accordingly.

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(c) Priorities are given with reference to the importance of the consumer and not with reference to the grade of coal to be transported. As, however, high priority consumers usually take higher grades of coal, these coals get preference in movement over lower grades.

SEPARATION OF FINANCIAL & ACCOUNTS FUNCTIONS

131. Shri M. L. Dwivedi: Will the Minister of Railways be pleased to state:

(a) the progress made in the separation of Financial and Accounts functions on the Railways; and

(b) whether a report on the subject has been submitted to the Public Accounts Committee?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The necessity for having a separate Finance wing, as distinct from the Accounts wing, under the Financial Adviser and Chief Accounts Officer, so that a closer and more specialised attention to financial matters might be possible, was recognised as early as 1948. The separate Finance wing was introduced on two Railways, viz., the ex-B.B. & C.I. and ex-G.I.P. Railways, in the first instance, and after it had worked satisfactorily on these two Railways, it was extended to the ex-E.I. Railway. With the completion of integration of all Indian Railways into six zones, a separate and distinct Finance wing has been set up in each of the Zonal Railways under the administrative charge of a Deputy Financial Adviser working under the Financial Adviser and Chief Accounts Officer.

The question whether this separation should be extended right upto the level of the head of the department, thus constituting two separate departments independent of each other, has also been considered and it is felt that a complete separation of the Finance and Accounts functions under two independent heads of departments will not be to the best advantage of either the Finance organisation or the administration of the Railways.

(b) No. The report will be submitted to the Public Accounts Committee in their next meeting.

TELEPRINTER

132. Shri N. B. Chowdhury: (a) Will the Minister of Communications be pleased to state whether the Government of India have allowed an