

13.09 hrs.

MATTERS UNDER RULE 377

(i) **MALPRACTICES IN COAL INDUSTRY**
SHRI MUKUNDA MANDAL (Mathurapur): Sir, I wish to raise the following matter of public importance under rule 377.

13.10 hrs.

[**SHRI N. K. SHEJWALKAR** in the Chair]

A sorry state of affairs is prevailing in the coal industry even after it has been taken over by the Government. There appears to be no change in the affairs of the coal industry except, of course, the fact that before nationalisation the mine owners were exploiting the coal workers and the general consumers and that after nationalisation Government-appointed personnel are doing the same job in collusion with foreign agents.

The most disturbing factor to be taken note of is the enormous rise in the price of coal registered during the past 9 to 10 years. Besides the rise in the price of coal, the quality of coal which is being supplied to the general consumers, small traders and agents is worse. After the classification policy on coal was given up, third grade coal is being supplied to the consumers at the same cost as was being charged for high grade coal.

Another disturbing feature is that small traders and agents are finding it extremely difficult to obtain coal although they possess the requisite permit. As a result, they have to necessarily fall into the vicious trap of the middlemen, brokers, agents, black-marketeers etc. Without the help of these unscrupulous elements one cannot hope to get supply of coal.

Another fact which is to be noted here is that Government has given agencies to those who were mine owners before nationalisation. Thus, we see that old wine has been put in a new bottle. Nothing has changed, rather, things have worsened since

nationalisation. This is said not to discredit the policy of nationalisation, but to point out how nationalisation has become a mockery before the people. In fact, one is witnessing more accidents in mines after nationalisation.

Seeing all this, one is left with no alternative except to conclude that there is an organised conspiracy on the part of the former coal mine owners, bureaucrats and vested interests in collusion with foreign agencies to make out a theory that nationalisation means loss of production.

In order to defeat this conspiracy, Government must take the following steps to improve the situation in the coal industry:

(1) Responsibility of coal distribution should be taken over by the Government directly instead of depending on agents.

(2) The distribution should be done under the supervision of a Distributing Officer.

(3) Interest of the general consumers should be given high priority.

(4) Stern steps should be taken to punish those who are responsible for adulteration and other malpractices in the distribution system.

(5) Coal is an essential commodity especially to those living in small towns and villages where electricity and fuel gas are non-existent. Hence it should be at subsidised rates.

(ii) **REPORTED CLOSURE OF BRICK KILNS IN UTTAR PRADESH DUE TO SHORTAGE OF COAL.**

श्री मनोहर जास (कानपुर): सभापति महोदय, रूल नियम 377 के अन्तर्गत निम्न लोक महत्व कर का विषय उठाना चाहता हूँ :-

उत्तर प्रदेश में लगभग 5,000 ईंटों के बड़े कोयलों के अभाव में बन्द हो रहे हैं या बंद हो चुके हैं। लगभग दो लाख श्रमिक बेकार हैं। कोयला रेल बैगन से तो आता ही नहीं है। जिसकी वजह से उत्तर

प्रवेश के लिए एलाट है, मिल ही नहीं रही है। सारे प्रदेश में कोयला नहीं है। सारे निर्माण कार्य ठप्प हो गये हैं। उत्तर प्रदेश सरकार कुछ भी करने में असमर्थ है। केन्द्रीय सरकार तुरन्त कोयले तथा रेलवे बैगन की व्यवस्था करे जिससे ईट भट्टा चल सकें तथा श्रमिकों को रोजी रोटी मिल सके।

(iii) REPORTED PUBLIC RESENTMENT AGAINST OCTROI LEVY AT NOTGHAT BRIDGE ON BETWA RIVER.

श्री लक्ष्मी नारायण नादक (खजुराहो) :
सभापति महोदय, मैं नियम 377 के अधीन निम्नलिखित लोक महत्व का विषय उठाना चाहता हूँ :—

मध्य प्रदेश और उत्तर प्रदेश की सीमा में झोरछा स्टेशन के पास बेतवा नदी पर नोट घाट का पुल 33 लाख रुपये की लागत से निर्मित हुआ था। उत्तर प्रदेश, मध्य प्रदेश एवं केन्द्रीय शासन द्वारा बराबर बराबर धनराशि से उत्तर प्रदेश शासन द्वारा निर्माण हुआ था। पुल में व्यय की गई धन राशि की पूर्ति हेतु उत्तर प्रदेश शासन द्वारा पुल पर से निकास करने पर चुन्गी कर लगाया गया था। चुन्गी कर से पुल के निर्माण में जितनी धनराशि व्यय हुई है उससे अधिक धनराशि वसूल हो चुकी है पर फिर भी चुन्गी कर वसूल किया जा रहा है। शासन के नियम अनुसार की लागत व्यय के बराबर वसूली हो जाने पर चुन्गी टैक्स वसूल नहीं किया जायेगा, पर इस पुल पर लगातार वसूली की जा रही है। मैंने इस वसूली को रोकने बाबत तारीख 21-7-77 व 17-5-78 को प्रधान मंत्री महोदय को और दो बार उत्तर प्रदेश के मुख्य मंत्री को पत्र लिखा था पर अभी तक इसे रोक नहीं गया है। उत्तर प्रदेश, मध्य प्रदेश और केन्द्रीय सरकार का इसमें बराबर हिस्सा लगा है। वसूल की गई रकम में से मध्य प्रदेश और केन्द्रीय सरकार का हिस्सा भी उत्तर प्रदेश शासन को वापस करना चाहिये।

आदेश के विपरित अन्धाधुन्ध वसूली किये जाने से जनता में बेहद असंतोष एवं क्रोध व्याप्त है। अतः एव नोट घाट पुल की चुन्गी की वसूली शीघ्र समाप्त की जाय तथा मध्य प्रदेश और केन्द्रीय सरकार की धनराशि उत्तर प्रदेश शासन को शीघ्र वापस करनी चाहिये।

(iv) REPORTED DETENTION OF 104 DN DELUXE AT BIHIYA STATION (EASTERN RAILWAY) ON 21-4-79.

SHRI A. K. ROY (Dhanbad): I would like to draw the attention of the House to the following matter of urgent public importance under Rule 377.

I have got a horrible experience of train journey by 104 DN Deluxe

on 21-4-79 which I could know by inquiry, an almost common phenomenon in the main line of Eastern Railway. Between Buxar to Danapur, to give passage to this super fast train, the local passenger train is detained at Bihiya Station, which seems to be the root cause of disturbance in that line. On 21-4-79, at 6 A.M. passenger train was detained at Bihiya Station to give clearance to the Deluxe, which enraged the local passengers who stopped this train also by pulling the signal. Then nearly all passengers of the local train rushed into the Deluxe, the glass panes were broken, the air-conditioned compartments were seized and the vacuum pipes were cut. Some people forcibly entered into the Dining Car and took away all the food prepared for the long distance passengers. After a lot of detention, the train had to start then as a passenger train with intermediate stoppages between two stations due to extra chain pulling. In this way, the train went upto Mokama Junction via Patna and became 6 hours late.

Inconvenience caused to the passengers were extreme. Food was exhausted, air-conditioner failed, water was also not available. Comments of the passengers were bitter. All programmes were upset. With me was traveling one Member of the Upper House of U.P. He lost his connecting train at Howrah.

From Buxar to Mokama the distance is hardly 200 kms. But it took ten hours for the Deluxe train to pass. An irony to the episode is that the Conductor Guard charged one passenger, a military officer, who lost all connecting train at Howrah for the late running of the train, extra fare chargeable for super fast train.

The whole thing is distressing and shameful especially when it is happening for some time nearly regularly. It appears that local passen-