

SHRI JYOTIRMOY BOSU: On what subject?

MR. SPEAKER: About controlling you.

SHRI JYOTIRMOY BOSU: Controlling me?

SHRI PILOO MODY (Godhra): Why not ask the same man who doctored the Parapeta elections?

SHRI JYOTIRMOY BOSU: There should be a discussion about Maruti and the issues related to Maruti, its grabbing land, steel, cement, dealership, etc.....

SHRI PILOO MODY:.... working capital, import of machinery, motors and everything.

12.06 hrs.

**CALLING ATTENTION TO MATTER
OF URGENT PUBLIC IMPORTANCE**

**REPORTED DESTRUCTION OF FERTILISERS
BELONGING TO THE FOOD CORPORATION
OF INDIA IN A FIRE AT OKHA**

MR. SPEAKER: Now, we take up the calling attention motion. Mr. Ram Gopal Reddy—are you ready?

SHRI M. RAM GOPAL REDDY (Nizamabad): I call the attention of the Minister of Agriculture and Irrigation to the following matter of urgent public importance and request that he may make a statement thereon:

"The reported fertiliser worth about Rupees twenty lakhs belonging to the Food Corporation of India gutted in a fire at Okha."

**THE MINISTER OF STATE IN THE
MINISTRY OF AGRICULTURE AND
IRRIGATION (SHRI ANNASAHAB P.
SHINDE):** At 2 p.m. on the 22nd of February, 1975, the outbreak of a fire

was reported in the stocks of Calcium Ammonium Nitrate (C&N) fertiliser stored in the open space between transit sheds No. 9 and 10 at the port of Okha. This Calcium Ammonium Nitrate from Rumania was brought by the vessel "Piran." The port authorities and the Food Corporation officials took immediate action and the fire was extinguished at 4.30 p.m. the same day. Out of a quantity of 1,750 tonnes of C&N stored in this space, about 500 tonnes are reported to have been affected by the fire, and the water used to extinguish the fire. Immediately thereafter, the Food Corporation of India appointed a surveyor to ascertain the cause of the outbreak of fire and to assess the extent of the damage. The police are also investigating the case. The Food Corporation of India have deputed a senior officer to the spot to take further action for salvage operations, etc. The Corporation has also lodged a claim against the port authorities, as the cargo was in the custody of the port at the time of the fire.

On the 24th February 1975, at 00.10 hrs. another fire was noticed in the ship "Piran" in hatch No. 2 containing C&N. The fire was extinguished at 04.00 hrs. by the crew of the vessel. The entire hatch balance of 200 tonnes of C&N is reported to have been affected by the fire, and water used for extinguishing the fire. The surveyor appointed in respect of the first fire has been entrusted with this second case also. The shipowners have been put under notice for the damage to the cargo.

The C&N value of the total quantity of 700 tonnes of C&N said to have been affected in the two fires would be about Rs. 13,96,384. The actual loss to the Government can, however, be ascertained only after the survey report has been received and the salvage operations completed.

SHRI M. RAM GOPAL REDDY: It is no consolation to say that this amount will be recovered by the Food Corporation from the port authorities. It is after all the nation's money and

it is, I think, a gross negligence on the part of either the port authorities or the Food Corporation of India to keep such a scarce material open to fire.

Then, Sir, this is not the first fire. There is a second one also in the same month. I want to know why once a fire took place, proper precautions were not taken. If proper precaution had been taken, probably, the second fire could have been averted.

Sir, the loss sustained is stated to be about Rs. 14 lakhs. If this fertiliser had been used for production of food-grains, it would have produced food-grains worth a crore of rupees. I want to know why the authorities are so callous in dealing with these things. The Minister said that the shipowners are put under observation. I want to know what sort of observation is being done and whether they have come to any conclusion. I want to know whether calcium ammonium nitrate got fire on account of some mixture in it which is inflammable. Rumanis has manufactured this. Was it defective there itself? I want to know the details about this thing. And secondly, what is the future arrangement which the Minister is going to make? What is the specific step which is being taken to avoid such sort of fires in future? Recently there was strike at the Ports and it is still going on. The strikers have been indulging in all sorts of violent activities. Recently some of them have stabbed some of the loyal workers. These are all highly-paid workers, every worker gets Rs. 475 to Rs. 520 per month. They have been getting Rs. 100 as medical charges per month. If they are involved in such sorts of violent activities and sabotage, what is the remedy? Time and again we see there is this sort of dispute between the FCI management and the workers. I want that the Minister should take stern action against all those people concerned. A High-level Commission should be instituted to go into the working of this organisation.

SHRI ANNASAHEB P. SHINDE:
There is no workers strike in the port of Okha. So far as the general problem of strike is concerned, that is a problem which can be separately discussed. But so far as this matter is concerned, so far as Okha port is concerned, this was a case of accidental fire. Nobody expected like this, that materials could be destroyed or damaged in this way, as a result of the fire. Even in respect of the fire which occurred at Bhavnagar in the month of November, 1974, the enquiry has been instituted. Investigations are going on and we have not arrived at any firm conclusions. Prime facie perhaps one of the points is whether the material which we received from Rumania was defective, whether there was defect in the blending of the material itself, because calcium ammonium-nitrate contains ammonium nitrate and it is highly inflammable material. If there is some defect in blending fire can occur if it comes in contact with some other material. But we have not arrived at any material conclusion about it. We have involved some of the expert on it and they will find out what precautionary steps are necessary to prevent the recurrence of such types of accidents in future. So, all these things are being looked into. Some of the materials were lying in the premises of the port and some of them were in the holds of the ship and therefore it was the responsibility of the port authorities or the ship owners as the case may be. But I am not going into the legal aspects of the matter just now. As far as my Ministry is concerned, as I have already stated, we have been taking all precautions. We deal with very large quantities of food and fertilisers. Such occurrences are very rare. Therefore, I do not think there should be any cause for anxiety as such.

SHRI M. RAM GOPAL REDDY:
Is there any part of the strikers in it?

SHRI ANNASAHEB P. SINDE: I don't think there is any part of the strikers, there are no strikers in it.

श्री शत्रुघ्न साहू (राजनंदगाव) : मंत्री महोदय कहते हैं कि एंगजाइटी का कोई कारण नहीं है। क्यों कारण नहीं है? एंगजाइटी तो है ही। वह तो इसी में है कि खुले में इसको रखा गया था। आपने कहा है कि भोखा बन्दरगाह के ट्रांजिट शीड नं० 9 और 10 के बीच खुले स्थान पर रखे हुए कैल्शियम अमोनियम नाइट्रेट उर्वरक के स्टॉक में सायं दो बजे आग लग जाने की सूचना मिली थी पहला प्रश्न तो यह पैदा होता है कि जैसा मंत्री महोदय ने स्वयं बताया है कि क्वालिटी में भी कुछ खराबी हो सकती थी और उसके कारण आग लगने की सम्भावना भी हो सकती है। यह वह इसलिए कहते हैं कि जहाज में भी जहाँ यह उर्वरक भरा था, आग लग गई। आपने लिखा है कि माल बाहर रखा गया था। लेकिन अगर इसको शीड में रखा गया होता तो क्या यह सम्भव नहीं था कि उसको आग न लगती और इसको आग लगने से बचाया जा सकता था? इसको बाहर क्यों रखा गया और अन्दर क्यों नहीं रखा गया?

इसके वास्ते जिम्मेदारी किस की है। फ़ूड कारपोरेशन आफ इंडिया की है और जहाँ तक पोर्ट ट्रस्ट का सम्बन्ध है उसकी तो है ही क्योंकि पोर्ट ट्रस्ट एरिया में वह माल रखा गया था। लेकिन जिस का माल है उसकी भी जिम्मेदारी होती है कि वह उसकी देखभाल करे। जब आग लग गई तो इस में यह लिखा गया है कि मामले की पुलिस में रिपोर्ट करा दी गई है और एक वरिष्ठ अधिकारी की नियुक्ति कारपोरेशन ने की है। जब आग लग गई और नुकसान हो गया उसके बाद वरिष्ठ अधिकारी की नियुक्ति हुई। जब इस बात का पता था कि सम्भावना हो सकती है कि आग लग जाए तो पूरे के पूरे सामान की देखभाल पहले से एक एक सी आई के द्वारा क्यों नहीं की गई इमक। पूरी की पूरी व्यवस्था पहले से क्यों नहीं की गई यह मैगलिनस क्यों हुई और इसकी जिम्मेदारी किस पर है?

किन कारणों से आग लगी इसका पता लगाने में तो समय लग सकता है। पुलिस नवेस्टीगेशन करेगी। लेकिन जहाँ तक उर्वरक की क्वालिटी का सम्बन्ध है उसके सम्बन्ध में तो निगम परीक्षण करवा कर तुरन्त रिपोर्ट प्राप्त कर सकता था और बता सकता था कि जिस क्वालिटी का हमने रूमानिया से मंगाना था उस क्वालिटी का यह उर्वरक नहीं था इसके व्हीडिंग में कुछ खराबी थी। इन सब बातों का कोई न कोई निश्चित उत्तर तो आना चाहिये था।

आए दिन समाचारपत्रों में यह बात आती है कि खाद्य निगम की कार्य-कुशलता कम है उनका संचालन ठीक तरह से नहीं हो रहा है और कर्मचारियों में बड़ा असन्तोष है। एक कर्मचारी को स्टैंड कर दिया गया है। वहाँ पर हड़ताल है। सब जानते हैं कि कारपोरेशन सन्तोषजनक ढंग से काम नहीं कर रहा है। अब क्या इसका रिक्रैक्शन इस पर नहीं पड़ता है? मैं किसी कर्मचारी को दोष देना नहीं चाहता क्योंकि इनकायरी बैठी हुई है। इस आग के संदर्भ में मैं पूछना चाहता हूँ कि क्या इसका कारण यह भी हो सकता है कि खाद्य निगम का कार्य संचालन त्रुटिपूर्ण है, कर्मचारियों में असन्तोष है और इसके कारण क्या हैं इस को भी आप बतायें। इस में जो भ्रष्टाचार है गोलमाल है संचालन इसका ठीक नहीं है उस पर आप प्रकाश डालें जो स्टॉक वहाँ पर था उसकी जिम्मेदारी से वह बच नहीं सकता है, पोर्ट ट्रस्ट में जो माल रखा गया था उसकी देखभाल की व्यवस्था इसको करनी चाहिये थी। क्या वह हुई इस का उत्तर आप स्पष्ट दें। पुलिस को रिपोर्ट कर देना वरिष्ठ अधिकारी की नियुक्ति कर देना बहुत आसान काम है, इस तरह की सब बातें बाद में की जाती हैं नुकसान हो जाता है उसके बाद की जाती हैं लेकिन इस तरह का नुकसान न हो इसके बारे में पहले से क्या कोई कार्रवाई की गई थी? आग कब लगी और फ़ायर ब्रिगेड कब बुलाया गया, कब वह आया यह भी आप

बताएं आपने कहा है कि तेरह लाख का नुकसान हुआ है जबकि समाचारपत्रों में आया है कि बीस लाख रुपये का हुआ। आप यह भी बताएं कि यह अन्तर क्यों है ?

SHRI ANNASAHEB P. SHINDE: The hon. Member can have his own view. But, as far as this accident is concerned, I think that the involvement of the F.C.I. as such is the minimum. As the hon. House is aware, the import of fertilisers from rupee payment countries is done by the MMTC. The Food Corporation of India actually acts as an agent of the Government of India for the Ministry of Agriculture which is handling the fertilisers and food.

The commodity was still in the port. The Food Corporation of India is supposed to take it out from the port and transport it to the destination. Here what happened was this. Whether the material was inside or outside, it would not have made much difference. Our experience about Bhavnagar port is that whenever fire occurs the shed also catches fire. So the question whether the material was stored inside or outside, does not make any difference. As I said earlier, there may be some other factors. Of course, experts will come to certain conclusions. But, there are some doubts that there may be some defect in the blending of the material. There are also some other factors. Perhaps, some burning cigarettes and beedis might have been thrown by the workers and that might have caused the fire. But, I am not in a position to say positively what really led to the fire in these two incidents. But, as far as Food Corporation of India is concerned, I do not think there was any negligence on the part of the Food Corporation of India here in this particular thing and the responsibility....

SHRI R. S. PANDEY: Sir, I seek your protection. Since the material was imported by MMTC, it is perfectly alright. But, who owns the stoks, who owns the material? It is the Food

Corporation of India. Naturally, the obligation falls on the Food Corporation of India to look after the goods which have been imported. It is a technical matter. Different agencies are there to see that the material is protected.

MR. SPEAKER: My advice is, you have some patience till he finishes his speech.

SHRI ANNASAHEB P. SHINDE: I think hon. Member will appreciate this. For instance, the same material which was in the hold of the ship itself caught fire. Now, in my statement, I have mentioned that about 200 tonnes of the same material which was in the hold of the ship itself caught fire. How does the Food Corporation of India come in? Therefore,....

SHRI R. S. PANDEY: Because of the functioning of the Corporation, because of the discontent of the people working.....

SHRI ANNASAHEB P. SHINDE: I would like to submit that the same Calcium Ammonium Nitrate which was in the ship itself caught fire. The Food Corporation of India does not come in here. There are certain other reasons. I think the main purpose of the hon. Members is probably to highlight this problem and possibly help in finding out the reasons for this. I am giving some facts. There seems to be some other factors than negligence. Either, the blending was not proper or some workers might have thrown burning cigarettes or beedis and that might have led to the fire. All these matters are being subjected to investigation. I am not in a position at present to make positive statements. Now, the hon. Member has referred to some factors which are not relevant to this. He referred to the murder of a worker of the Food Corporation of India. In Calcutta, one loyal worker of the Food Corporation of India was murdered by miscreants. But, that is a different thing. That can be separately discussed. That cannot be mixed up with this. But, I can inform

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the hon. Member that as far as the Food Corporation of India is concerned, during the last 16—18 months, a number of steps have been taken to improve the functioning of the Corporation and some discipline has come into the organisation. Things are improving. We should not really try to bring in unnecessarily other factors. I do not want to protect the Corporation. I am prepared to share the facts with the hon. Members. Without some basis, we should not really try to blame a public sector organisation like the Food Corporation of India. As far as the future precautions are concerned, depending on the facts which will be disclosed in the enquiry report, we shall take all the necessary precautions.

SHRI C. K. CHANDRAPPA (Tolicherry) Sir, the hon. Minister has stated that there is no reason or hardly any reason to believe that there was negligence on the part of the Food Corporation of India which resulted in this loss. But, I was wondering, in the answer itself the Minister has stated that in that part of Gujarat, during the last six months, several fires had occurred in other ports. While answering Mr. Ram Gopal Reddy, the Minister said that in Porbunder port, an enquiry was instituted to enquire into the fire accident which took place in September. Sir, six months have passed. Till today, the enquiry is going on according to the answer given by the Minister. Now, in this case also, two fire accidents took place on consecutive days. It may be accidental or it may be sabotage or it may be anything. I do not want to pass any judgements about that. But, my whole complaint is that, the attitude of the Government towards such accidents is rather casual, I do not use the word callous. Otherwise, had the Government been serious, they would have taken sufficient steps when the first accident took place, to prevent the calamity whether it happened in the ship or elsewhere. Now, the Government says that the blending might have

been defective. I do not know. But, the question is, when the first fire occurred, whether the Government had given any warning regarding this to the ship itself that this possibility is there and therefore they should be careful? I do not know.

I would like to know whether in any of these cases which we are referring to the fire which took place in Porbandar and the fire which took place in Okha port, any action has been taken against anybody. If not, what is the reason therefor?

Lastly, I would like to know this. The Government say there was no negligence. The Minister said that the possibility is there that a worker might have thrown a bidi or cigarette. Then why did the FCI keep it in the open? There is a difference. You said that the fire occurred in Bhavnagar port when CAN was kept inside the godown. But here it was kept in the open in between two sheds. So the possibility is more for a worker or anybody for that matter to throw a bidi and there can be a fire accident. It is a clear case of negligence on the part of FCI. What are the steps Government would like to take keeping all this experience in view so that in future this kind of accidents is avoided?

SHRI ANNASAHAB P. SHINDE.

It is true that the report of the inquiry committee on the fire which occurred in November, in Bhavnagar is still not available because it is being conducted by the Gujarat Government. But a preliminary independent inquiry which had been made by us indicates the possibility that it was due to short-circuit in electric connection that the fire may have occurred. But I do not want to prejudice the issue because the final report of the inquiry is still to be obtained.

Secondly, it has to be borne in mind that there was a series of fires. Subsequently there were two. One was

originally in the port of Constanza in Rumania in the ship which was supposed to come to India. This indicates that perhaps there must be some problem with the material itself because as I was mentioning, calcium ammonium nitrate contains ammonium nitrate. The Government of India has been taking abundant precautions in this respect. For instance, ammonium nitrate is a very important and good fertiliser used all over the world, but since it is highly inflammable, we have not been importing it. This has happened in the CAN—calcium ammonium nitrate—and if there is any defect found in the material itself, the matter has to be taken up. There are some reasons to believe that this is so. But I do not want to sit in judgment on it because we are dealing with a foreign country and a foreign supplier. But if the material is found to be defective, we will take up the matter with the suppliers and ask them to rectify the blending of the material in such a way that it does not catch fire. If there is any negligence on the part of anybody here, naturally it is a different matter; we will try to fix the responsibility. We have actually taken a number of steps to see that this does not occur. But if this is occurring because of the chemical composition of the material itself, the matter has a different background.

As far as we are concerned, the general impression should not go that this has happened in a widespread way. We are importing large quantities of fertilizers and these occurrences are very rare involving very negligible quantities. By and large, the handling of these quantities has been done in a very well-organised manner. That is why we are in a position to supply the fertiliser to State Governments as per demand during the last one year or so.

SHRI C. K. CHANDRAPAN: Has any action been taken in between because of these accidents?

SHRI ANNASAHEB P. SHINDE: Unless we identify, how can we take action?

AN HON. MEMBER: Have there been any arrests?

SHRI DHAMANKAR (Bhiwandi): The Minister said that there were three fires in Gujarat, Porbandar, Bhavanagar and now Okha. I do not know whether that area is vulnerable to fire. In the first fire, we lost 200 tonnes of calcium ammonium nitrate. In the subsequent fire, the loss was 500 tonnes. The Minister says there is a likelihood of a defect in the blending of the material. Ammonium nitrate is very inflammable. It might have caught fire and that has caused the damage. I would like to know why it was stored in open space because from there it could have spread to other materials, not only fertiliser, and other goods would have been destroyed. This was very likely. Are the FCI or Government thinking of constructing any special type of godowns to store this kind of inflammable materials.

Secondly, I want to know whether because of shortage that had been caused by the destruction of fertilisers in that area, any price hike is likely to be there. Thirdly, if there is a shortage, what steps do the Government propose to take to supply adequate fertilisers to Gujarat?

SHRI ANNASAHEB P. SHINDE: First of all, supplies in the State would not be affected as a result of this accident because the quantities involved are negligible, about 700 tonnes. I have already stated that even if it was stored in the shed, what the position is. At Bhavanagar where it was stored in the shed, it caught fire. So, that alone does not

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make any difference. We are facing difficulties in major ports in handling large quantities of foodgrains and fertilisers because the capacity of major ports is limited. In minor ports such as Porbundhar and Okha there are not many sheds. Fertiliser is unloaded in minor ports in order to avoid payment of demurrage in foreign exchange because in major ports ships have to wait in long queues for three or four weeks. In the interest of national economy, we are using minor ports where immediately on unloading it is transported by wagons or trucks. At Okha port itself the movement is taking place on a large scale. Due to difficulties in major Indian ports we will have to continue using minor ports for some time to come.

श्री हरि सिंह (बुर्खा) : अध्यक्ष महोदय सीधा बन्दरगाह में मंत्री महोदय के स्टेटमेंट के अनुसार 13 लाख रुपये की खाद जल कर राख हो गई। वेस्तर भी एक घटना अखबार में छपी थी कि बहुत सी खाद बन्दरगाह पर समुद्र की लहरों में खराब हो गई। नया नया मुहकमा है और इस में अष्टाचार और भोल-भाल पांडेय जी के मुताबिक बढ़ता चला जा रहा है। यह मुहकमा वह मुहकमा है जिस से हिन्दुस्तान के एक नहीं करोड़ों लोगों की जिनगी का सीधा बास्ता होता है। तो यह मुहकमा इतनी लापरवाही क्यों बरतता है यह मैं खास तौर के मंत्री महोदय से जानना चाहता हूँ।

मुझे ताज्जुब होता है मंत्री महोदय ने बताया कि यह हाईली इन्फ्लेमेबल मैटीरियल है। तो उस के प्रति इतनी लापरवाही क्यों बरती गई? जब खाद बाहर से आई थी उस वक्त मे किस स्तर के अधिकारी उस के रख-रखाव उस के बचाव और देखभाल के लिए मौजूद थे? जहाँ तक मेरी जानकारी में है वहाँ पर जी रुटिन थे के कर्मचारी होने हैं वह भी बड़े निम्न स्तर के वही मौजूद थे

और एक सी आई का कोई बड़ा अधिकारी मौजूद नहीं था। एक सी आई के अधिकारियों के बारे में मैं परसनल तौर पर जानता हूँ और मंत्री जी भी जानते हैं मैं कई घण्टे उन की जानकारी में ले आया हूँ यह विभाग तो अष्टाचार का एक बहुत बड़ा झुंडा है। मंत्री जी को इस पर विशेष ध्यान देने की आवश्यकता है।

मैं जानना चाहता हूँ कि जिस जहाज से खाद आई थी उस का मालिक कौन है? क्या उस के जहाजों में पहले भी ऐसी घटना होती रही है? अगर ऐसा होता रहा है तो फिर हमारी सरकार ने उस से माल बुलाने का कांटीन्ट क्यों किया? यह भी देखने की जरूरत है।

मुझे बहुत बड़ा शक है कि जो खाद हमारे यहाँ आई उस का बहुत बड़ा हिस्सा उस खाद के बहुत से बोरे वहाँ से गायब कर दिए गए और उसी को छिपाने के लिए यह गायब लगा दी गई या लुगवा दी गई। यह सारी साजिश है एक सी आई के अधिकारियों की। जो ऐसी इम्पोर्टेंट खाद है जिस की इतनी मांग है उस में भ्राम लग जाती है औरों में नहीं लगती है इस का यही कारण हो सकता है। इस का चूँकि ब्लैक मार्केट में बाम अच्छा मिलता है इसलिए इस के साथ ऐसा किया जाता है और भ्राम लगाई जाती है। तो मैं जानना चाहूँगा कि क्या जो खाद के बैग वहाँ से उड़ा दिए गए थे उस के लिए कोई साजिश तो नहीं थी? इस के इस पहलू पर भी मंत्री जी नजर डालें और इस की एन्क्वायरी कराएं।

मैं यह भी जानना चाहूँगा कि इस में भ्राम लगवाने में उन प्रतिक्रियावादी शक्तियों का तो हाथ नहीं है जो सारे देश में भ्राम बढ़ी तेजी से काम कर रही हैं? उन का सारा जोर इस बात पर है कि सरकार को फेल करो। उनका यह प्रयत्न है कि लोगों की जाना न मिले देश में तोड़ फोड़ हो और ऐसा वातावरण

बैदा हो। तो उन की यह जो योजना है उसी के मातहत क्या यह भी उन की कार्यवाही का एक हिस्सा है जिस से हिन्दुस्तान में एक संकट खड़ा हो जाय ? इन्हो पहलुओं पर मैं मंत्री जी से प्रकाश डालने का आग्रह करता हूँ।

SHRI ANNASAHEB P. SHINDE:

I do not think that we should try to unnecessarily bring in politics into this because this is simply some sort of accident. *Prima facie* there does not appear to be any force which might have done it deliberately. Malpractice also does not help anybody. If the fertiliser is burnt, they will not be able to use it by malpractices, but our experience of Ports has been that less than one per cent is lost due to handling all over India, and this is considered to be within tolerable limits. But one can arrive at a conclusion only after the enquiry report is available to us, and before that to arrive at a conclusion would be premature. Let us await the enquiry results and after that we shall be able to take a decision in the matter.

12.36 hrs.

PUBLIC ACCOUNTS COMMITTEE HUNDRED AND THIRTY-SIXTH REPORT

SHRI JYOTIRMOY BOSU: (Diamond Harbour); I beg to present the Hundred and thirty-sixth Report of the Public Accounts Committee on Import of Hop Plants.

12.36½ hrs.

ESTIMATES COMMITTEE

SIXTY-SEVENTH REPORT AND MINUTES

SHRI P. R. SHENOY (Udipi): I beg to present the following Report and Minutes of Estimates Committee:

- (1) Sixty-seventh Report on the Ministry of Works and Hous-

ing regarding action taken by Government on the recommendations contained in their Thirty-seventh Report on Housing.

- (ii) Minutes of the sittings relating to the Sixty-eighth Report on the Ministry of Energy (Department of Coal)—Availability and Distribution of Coal.

श्री मधु लिवये (बांका) : मैंने एलेक्ट्रो-निक गैजट के बारे में पी ए सं. के चेयरमैन को और आप को पत्र लिखा था।

SHRI JYOTIRMOY BOSU: Since he has mentioned my name, I want to say...

MR. SPEAKER: What is this?

SHRI JYOTIRMOY BOSU: I am doing this, but the attitude of the Government in this regards towards me has been extremely unfortunate, unhelpful and non-cooperative. I shall have to come before the House with various problems and seek the guidance of the House. I cannot function.

MR. SPEAKER: Now that your turn is over, you are saying you cannot function. Now you will go with a big bang. After completing two years you say now that you cannot work. You should have said it much earlier.

SHRI JYOTIRMOY BOSU: I shall produce files before you.

MR. SPEAKER: I have seen every thing.

SHRI JYOTIRMOY BOSU: Then you would not have said this.

MR. SPEAKER: This is extraordinary.

SHRI JYOTIRMOY BOSU: Officials are declining to give information.