

**THE MINISTER OF IRRIGATION AND POWER (DR K. L. RAO)** (a) and (b) Yes, Sir As stated in the report, there is at present a shortage of 330 MW in peak load and nearly 4 million kWh per day shortage in energy. The shortage will increase in the years to come. In order to overcome this, the State must raise adequate resources and add at least 1500 MW to the existing installed capacity in the Fifth Plan.

Expediting Kothagudem two units of 110 MW each to be commissioned in 1973-74 will reduce the immediate shortage to some extent.

12 00 hrs

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

**Reported serious shortage of coal resulting in cancellation of trains on Northern Railway**

**SHRI N. K. SANGHI** (Jalore) Under Rule 377, I raise a point of order. My Calling Attention was addressed to the Minister of Railways. It should be answered by the Minister of Railways. Actually it is a matter for the Railway Minister. This deals with shortage of coal supply resulting in cancellation of nearly 74 branch-lines of the Railways. So I think the Railway Minister should be allowed to participate.

**MR. SPEAKER:** It has been addressed to the Minister of Steel and Mines.

**SHRI N. K. SANGHI:** It is a matter for the Minister of Railways. It is a subject pertaining to him.

**MR. SPEAKER:** This has arisen a number of times in the House. We address it to the Minister concerned to whom it is addressed by the first Member.

**SHRI N. K. SANGHI:** I have addressed it to the Minister of Railways.

**AN HON. MEMBER** Mr. Joshi has addressed it to the Minister of Steel and Mines.

**MR. SPEAKER:** Let the first Member start it. That is according to the procedure. Different Members address to different Ministers. So, we have to adopt this procedure.

**SHRI S. M. BANERJEE** (Kanpur). One copy of the Calling Attention Motion was also addressed to the hon. Railway Minister. The hon. Railway Minister is sitting here. He can participate. There is no difficulty.

**SHRI N. K. SANGHI:** This relates to 74 branch-lines of the railways which suffer due to shortage of coal.

**MR. SPEAKER:** This position has been clarified in the House a number of times earlier also. I do appreciate your point of view but I am helpless in the matter.

Now Shri Jagannath Rao Joshi

श्री जगन्नाथ राव जोशी (शाजापुर)  
अध्यक्ष महोदय मैं अविलम्बनीय लोक-महत्व के निम्नलिखित विषय की ओर माननीय इस्पात और खान मंत्री जी का ध्यान दिलाता हूँ और प्रार्थना करता हूँ कि वे इस बारे में एक बक्तव्य दें—

“कोयले की सप्लाई में भारी कमी और उसके परिणामस्वरूप उत्तर रेलवे की लगभग 74 शाखा लाइन रेलगाड़ियों को रद्द कर दिये जाने तथा उत्पादन में कमी आने और फिरोजाबाद में बूड़ी निर्माण उद्योग में जबरन छुट्टी दिये जाने तथा उसके कारण हजारों कामगारों के बेकार हो जाने के समाचार।”

**THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA):** Mr. Speaker, Sir, there has been no short-fall in the production of coal in the country. The production is increasing since 1972 and it is estimated that during 1972-73, it will be about 75 million tonnes as against about 72 million tonnes in 1971-72.

Prior to take over, a substantial portion of the non-coking coal used by the Railways was supplied from the Bengal-Bihar coalfields. These coalfields, particularly in West Bengal, which were largely in the hands of the private sector, could not maintain production due to various reasons. After the take-over of the management of the coal mines, the Government are making coordinated efforts to increase production.

As a result, the level of production has not only been maintained, but has also been improved upon marginally after the take-over. Before the take-over of the management of the mines, the coal production in the Bengal-Bihar fields was 4.66 million tonnes in January, 1973; it increased to 4.80 million tonnes in February, 1973 representing an increase in daily production from about 1,50,000 tonnes to about 1,70,000 tonnes. This trend has been maintained in March, 1973.

There has, however, been a large increase in the demand for coal during the last few months due to the following main reasons:—

- (i) Increased consumption by thermal power stations due to short fall in hydel power generation, arising out of drought condition in many States in the Western and Southern India; and
- (ii) increase in demand from the steel industry.

Efforts are being continuously made to meet this increased demand by developing the existing mines and making the best use of the available transport capacity.

Within the overall daily average loading of coal in the Bengal-Bihar coalfields varying between 5750 and 5827 wagons, the loco coal loading was being maintained till the end of February at a satisfactory level of about 1130 wagons a day. The Northern Railway which mainly depends for its coal supply on the Bengal-Bihar fields, had no difficulty in maintaining all the train services. However, in March, 1973, the demand of various consumers for steam coal from the Bengal-Bihar fields increased and consequently the share of steam coal for the Railways in the overall movement decreased by approximately 200 wagons per day i.e. by nearly one lakh tonnes during the whole month. The Northern Railway, therefore, cancelled certain un-important trains so as to conceive coal stocks for the more important services, goods traffic, including foodgrains movement. The Coal Mines Authority has tied up arrangements to offer additional steam coal suitable for Railways use in the Bengal-Bihar area itself and the Railways have now made arrangements to load this coal. With an improvement in loco coal despatches, it should be possible to restore the services that have been cancelled on the Northern Railway within a few days.

As regards supply of coal to the manufacturers of bangles in Ferozabad during the last three months, it may be stated that the rate of receipt of coal wagons was 601 in January, 735 in February and 691 in March. It will thus be seen that there is marginal deterioration of supply of coal to Ferozabad. The Government is not aware of any lay-off of workers engaged in the manufacture of bangles at Ferozabad.

The Minister for Steel and Mines, is at present touring the coalfields and is personally looking into the possibilities of developing these coalfields and increasing production as rapidly as possible.

श्री कमलानंद राव जोशी : अध्यक्ष महोदय, कोयले की कमी की वजह से गड़ियां खैर

[श्री जगन्नाथ राव जोशी]

चूड़ी दोनो उद्योग ठप्प हो गये है। सब से पहले तो मैं चूड़ी उद्योग का सवाल उठाता हूँ क्योंकि छोटे उद्योगों पर ध्यान देने की बात यहाँ अक्सर हुआ करती है। हाल में प्रधान मंत्री जी ने भी कहा था कि छोटे उद्योगों में ज्यादा लोगो को काम मिलता है, इस लिये छोटे उद्योगों का जाल बिछाना चाहिये। ऐसी स्थिति में चूड़ी उद्योग में लगभग एक लाख कर्मचारी काम करते हैं, वह उद्योग कोयले की कमी की वजह से ठप्प हो जाय, तो इस में केवल मजदूर ही बेकार नहीं होंगे, बल्कि सरकार को भी उस की वजह से नुकसान होता है, याने प्रदेश सरकार को सेल्ज टैक्स का और केन्द्र सरकार को इन्कम टैक्स का नुकसान होता है।

मैं मंत्री महोदय में जानना चाहता हूँ जैसा उन्होंने कहा—

‘However in March 1973 the demand of various consumers for steam-coal from Bengal-Bihar fields increased’

तब ऐसी कौन सी इंडस्ट्री है कि स्टीम कोल की मांग ज्यादा बढ़ गई है, जिस की वजह से जा उद्योग पहले उस पर निर्भर रहा करते थे, जैसे चूड़ी उद्योग, उन की सप्लाई में कमी हो गई है तथा वे बन्द हो गये हैं।

दूसरी बात यह है कि फीरोजाबाद का जो ग्लाम सिण्डिकेट है, यानी जो लोग चूड़ी उद्योग में लगे हुए हैं उन्होंने प्रदेश सरकार के अफसरों को टग के सम्बन्ध में लिखा—मैं उन के पत्र से यहाँ उद्धृत करना चाहता हूँ

“हमें अत्यन्त दुख के साथ आप की सेवा में यह सूचित करना पड़ रहा है कि हमारे द्वारा बार बार प्रार्थना किये जाने के बावजूद भी कानपुर स्थित उद्योग निदेशालय एवं उस के अधीन सम्बन्धित अधिकारियों द्वारा अपने पदों का दुरुपयोग कर के स्थानीय काच व चूड़ी उद्योग में सलग्न काच व चूड़ी के कारखानों को कोयला एलाट करने में इस समय भारी

घाघलेबाजी की जा रही है, और उस की आड़ से भारी भ्रष्टाचार किया जा रहा है, और एक एक अधिकारी जो इस एलाटमेंट से सम्बन्धित है, लाखों रुपये रिश्वत के रूप में ले रहा है तथा सही कारखानों को कोयला देने में कटौती कर के उसे बोगस कारखानों को दिया जा रहा है।”

यह मामला न केवल रेल मंत्रालय और इस्पात खान मंत्रालय से बल्कि उद्योग मंत्रालय से भी सम्बन्धित है। यानी कोल की सप्लाई होने के बाद भी वास्तव में जिस उद्योग को कोल सप्लाई होना चाहिए उस के अलावा कोई ऐसी बोगस फर्म खड़ी कर के उन को कोल एलाट कर के जो बड़ी रिश्वतखोरी और भ्रष्टाचार चलता है, उन्होंने नाम ले कर कहा है लेकिन वह सरकार के दफ्तर में है इस लिये नाम नहीं लेना चाहता कानपुर के उद्योग निदेशालय से सम्बन्धित जो अधिकारी है जिस के पास सप्लाई का अधिकार है उनके भ्रष्टाचार की वजह से यह उद्योग ठप्प होता जा रहा है तो उस के लिए माननीय मंत्री महोदय पहले हमें आश्वसन दें कि इस की पूरी जांच वे करेंगे। सही उद्योग जो चल रहे हैं, रजिस्टर्ड फर्म जो हैं जिन को दिया जाता है कोल, यह देख कर दिया जाता है कि कौन कौन रजिस्टर्ड है और उन की कितनी आवश्यकता है, यह मारा कुछ देख लिया जाता है तो ऐसी स्थिति में यह घाघलेबाजी और घपला फीरोजाबाद के बारे में क्यों हो रहा है—इस के बारे में पूरी जानकारी कर के और उन की सप्लाई बन्द न हो इस का आश्वसन आप हम को दें।

जहातक रेलवे का सवाल है, यह तो बिल्कुल असाधारण सी स्थिति है कि कोल की कमी की वजह से 74 रेलगाड़ियाँ बन्द कर दी जायें। उत्तरी रेलवे में बड़ौदा से भोपाल तक चलने वाली गाड़ी रतलाम और भोपाल के बीच में बन्द कर दी गई। यह गाड़ी दिसम्बर में बन्द कर दी गई। उस के बारे में हमने

जनरल मैनेजर को लिखा और मंत्री महोदय को भी लिखा। मजे की बात यह है कि जनरल मैनेजर ने हम को सूचना दी कि अब गाड़ी फिर से शुरू हो गई है किन्तु उस के 15 दिन बाद मंत्री महोदय का जवाब आया कि मैं इस पर विचार करूंगा—यह बात हमारी समझ में नहीं आई। शायद यह ठूप्पा होगा कि हमने पत्र भेजा हनुमन्तैया जी को, उस को पठा दी० ए० पार्स जी ने और आखिर में जवाब दिया एल० एन० मिश्र जी ने। क्योंकि जनरल मैनेजर का जवाब है कि गाड़ी फिर से शुरू कर दी है और मंत्री महोदय का जवाब 15 दिन बाद आता है कि हम विचार करेंगे। तो यह कोल सप्लाय जो रेलवे की होती है जो बताया है स्वयं मंत्री जी ने अपने वक्तव्य में कि फरवरी तक यह काम बिल्कुल ठीक चला और उन्होंने जो कारण बताये हैं उस में एक पावर शॉर्टेज का है कि हाइडल के बन्द होने से थर्मल के लिए ज्यादा कोयला लगता है लेकिन यह पावर शॉर्टेज तो नवम्बर से चल रही है—आज से नहीं है। पावर शॉर्टेज की वजह से कितनी मांग बढ़ेगी, रेलवे के लिये कितनी आवश्यकता है यह देखना तो बहुत जरूरी है क्योंकि छुट्टी की वजह से गर्मी के दिनों में आवागमन ज्यादा होता है और शादी ब्याह की वजह से भी आवागमन ज्यादा होता है। इतना ही नहीं, सरकार न जो नया निर्णय लिया है टेकओवर आफ फूड ग्रेन्स उम में उत्तरी रेलवे का बहुत महत्व है क्योंकि हरयाणा और पंजाब ग्रेनरी हैं यहां से सारा माल बाहर जायेगा। ऐसी स्थिति में उत्तरी रेलवे में 74 गाड़ियों के बन्द होने से अगर एक गाड़ी में एक हजार पसेन्जर्स लें तो 74 हजार

पसेन्जर्स का घाटा होगा ही। इस के अलावा उत्तरी रेलवे में गेहू का आयात उधर से दक्षिण की ओर या जहां जहां भी ले जाते हैं होता है। ऐसी स्थिति में इतनी गाड़ियों का बन्द होना ठीक नहीं है।

अब जहां तक कोल सप्लाय का मामला है, पब्लिक एकाउन्ट्स कमेटी की रिपोर्ट देखने लायक है। कोल जो उठाया जाता है उसके बारे में पब्लिक एकाउन्ट्स कमेटी की रिपोर्ट कहती है :

“The total number of wagons programme during that period was 19,759”

जबकि :

“12,644 wagons were actually loaded.”

यानी प्रोग्राम था 19,759 बैगन्स को लोड करने का लेकिन वास्तव में 12,644 बैगन ही लोड किए गए। और प्रत्यक्ष जाकर पहुंचे 7362 बैगन यानी केवल 58 परसेन्ट ही डेस्टिनेशन पर पहुंचे। बाकी बैगन पहुंचे ही नहीं भगवान जाने कहा गए।

“5282 wagons was the difference between the wagons loaded by colleries and wagons which reached destination as per their original programme. Out of 5,282 wagons, they were able to find 1635 wagons, that is 30 per cent, which were received by other sheds on the Central Railway. Actually 209 wagons have not been traced by them till the date of the report....received from them”

1972-73 की यह रिपोर्ट है और आखिर स्वयं जब रेलवे कहती है कि यह मामला इतना बड़ा है तो इस को पढ़कर बड़ा आश्चर्य हुआ। इतने बड़े पैमाने पर यह सारा हो

[श्री जगन्नाथ राव जोशी]

और हम कोयले की शार्टेज की वजह से गाड़िया बन्द करे यह बात समझ में नहीं आती है।

जहाँ तक चोरियों का सवाल है, मैं सिर्फ कोयले के बारे में बता रहा हूँ, कोयले की जो चोरिया होती है, रेलवे की वह 1969 में नम्बर आफ केमेज 4593 और 1970 में वह हो गई 5672 यानी बढ़ गई। 1972 में थोड़ी घटी—4530 (व्यवधान) : चोरी के लिये जो जिम्मेदार है, वह बात भी देखने लायक है। रेलवे एम्पलाईज जो अरेस्ट हुए— मैं घाउटसाइड्स को नहीं लेता—1969 में 158 और 1970 में 267<sup>1</sup>। यह भी बढ़ रहा है। ता काल की जो चोरिया होती है वह बढ़ रही है।

रेलवे कन्वेनशन कमेटी की जो रिपोर्ट है उस में लिखा है, मैं उद्धृत करना चाहता हूँ :

"During the year 1971-72, the railways carried 16.4 million tonnes of coal for their own use—

क्योंकि रेलवे मंत्री ने बताया था कि कोयल की शार्टेज होंगी तो उस पर ध्यान देगे, चिन्तित होने की कोई बात नहीं है।

"... the railways carried 16.4 million tonnes of coal for their own use. It is not a secret that this coal is equally subjected to pilferage and loss in transit. If the extent of the loss is conservatively estimated, at an average of 10 per cent....

जो रेलवे अपने लिये कोयला लेती है उस में 10 परसेन्ट की कमी हो जाती है पिल्लेज की वजह से। बैगन्स तक गायब हो जाते हैं। 19 हजार बैगन्स यदि जाने हैं तो 12 हजार

बैगन्स भेजे जाते हैं और वह भी सभी डेस्टिनेशन पर पहुँचते नहीं। इस सारी धाघली को भुगतता कौन है? सामान्य आदमी ही इस को भुगतता है, जो चीजें वह खरीदना चाहता है, वह उस को प्राप्त नहीं होती हैं। इसलिए मैं जानना चाहता हूँ कि शार्ट सप्लाय की वजह से हुआ है, धाघली की वजह से हुआ है यह भी पता चले और फिरोजाबाद का चूड़ी उद्योग, जो बन्द हुआ है वह धाघली की वजह से हुआ है, अष्टाचार की वजह से हुआ है, रिश्वनखोरी की वजह से हुआ है उस पर रोक लगा कर जो रजिस्टर्ड फर्म हैं उन को ठीक ढग में कोयला सप्लाय हो और जो मजदूर बेकार हैं उन की छुट्टी न हो।

SHRI SUBODH HANSDA: As regards the bangle factories at Firozabad, the hon. Member read out certain notes. I do not know from which source he has got them, but to our knowledge there is no such complaint from the Government of Uttar Pradesh or from the Director of Industries, Uttar Pradesh Government; that there is a shortage of coal for these bangle factories. It may be true that there are certain cases where there are some bogus firms. These bogus firms may be having coal from the coal fields and may be selling it in the black market. But the Government is looking into all these things. I am sure that all these bogus firms should be punished, and they should not get any coal in future. Government will look into it.

SHRI JAGANNATHRAO JOSHI: I can give you the names: Raghav and Nanku Works.

SHRI SUBODH HANSDA: We have no information from the Uttar Pradesh Government and we have also no information that the bangle factories are going to close because of the short supply of coal. We have not received

any information from Firozabad also that they are going to close down the factories or that the workers have been laid off We have no information at all

I have already said that we are looking into it You have mentioned certain bogus firms We are looking into all these things We will also see that all these bogus firms are detected and are punished

If the hon Member is having anything in his knowledge, if he kindly passes on the information to us, we will look into it So far as the supply to railways is concerned, I have already said that the supply of coal has not decreased It has increased and I have already read out in my previous statement Regarding the despatches we have despatched 13050 wagons in February 1973 and in March we have despatched 14431 wagons I do not think that there is any shortage of coal and there is any shortage of coal at the pitheads It may be true that there are certain reasons because of which the coal might not have reached the railways who are the carriers of this coal But as the hon Member is aware there are certain emergency matters like the movement of foodgrains The hon Member knows that there have been severe drought conditions throughout the country and the Government have given top priority to the movement of foodgrains for which all these wagons are used

Then there is the question of power houses As you know, there was a strike in Uttar Pradesh and because of the strike the wagons could not be moved And then the power houses could not be fed, because without coal we cannot run our thermal power stations

Regarding the steel plants also, we have had to rush the wagons to run the steel plants properly Therefore, I do not think that because of shortage

of coal all these trains have been cancelled

श्री फूलचन्द बर्मन (उज्जैन) पाच  
बैगन पहुँचे ही नहीं इस के बारे में नहीं बताया  
मन्नी जी ने ।

श्री विभूति मिश्र (मोतीहारी)  
अध्यक्ष जी, सरकार का जो बयान है इस में  
विरोधाभास है । यह बताते हैं कि 1972-73  
में 75 मिलियन टन होगा । 1971-72 में  
72 मिलियन टन तक कहते हैं कि प्रोडक्शन  
बढ़ गया । यह शायद फिगरज अगर् इस साल  
के किसी महीने की देते तो ममझ में आता कि  
ठीक है । लेकिन सरकार ठीक फिगरस नहीं देती  
है । आप लिखते हैं कि प्रोडक्शन कुछ कारणों  
की वजह से मॅन्टेन नहीं कर सके । तो सरकार  
को साफ बताना चाहिये कि क्या वैरियस  
क्या रीजन्स है । सरकार बताय कि कौन स  
कारण है ।

अध्यक्ष जी, एक फिगर इन्हा ने दी है  
कि डेली प्रोडक्शन डेढ़ लाख टन से बढ़कर  
एक लाख 70 हजार टन हो गया पहली मार्च  
1973 को यह इन्हा ने अबाउट फिगरस  
में लिखा है । इस के माने यह है कि 20,000  
टन के करीब इन का उत्पादन बढ़ा । लेकिन जो  
इनका खर्चा बढ़ गया, खुद देखते हैं  
कि ड्राउट की वजह से थर्मल पावर स्टेशन  
बन्द हो रहा है वहाँ कोयला देना पड़ा ।  
इस के अलावा इन के और खर्च जो है जो बड़े  
बड़े कारखाने हैं उन में जरूरत पड़ी तो उस की  
खपत बढ़ गयी । तो मैं जानना चाहता हूँ  
कि इन के ऊपर डिमान्ड कितनी है और डिमान्ड  
के मुताबिक इन प्रोडक्शन का क्या है ?

[श्री विभूति मिश्र]

यह स्टेटमेंट देना चाहिये। आप तो वकील हैं, सदन में बहुत से बड़े बड़े वकील हैं, सरकार को साफ बताना चाहिये कि कितनी मांग है और कितनी सप्लाई है। यह स्टेटमेंट मैं मे इन्हो से नहीं दिया।

श्री नरेन्द्र कुमार साल्वे (बेतुल)

अध्यक्ष महोदय, क्या वकील लोग ही समझते हैं इस बात को ?

अध्यक्ष महोदय आप दोनों नजदीक बैठे हैं, बताइये क्या बात है ?

श्री विभूति मिश्र इन के पाम स्टाक कितना है ? क्या यह सही है कि सरकार ने जो कोयला खदानों को टेक ओवर किया तो जो लोग इनमें काम करते थे प्राइवेट सैक्टर वाले, और जो प्राइवेट सैक्टर की हा से हा भरने वाले ऐम्प्लॉईज हैं, उन लोगों ने प्रोडक्शन को कम करने की कोशिश की है ताकि सर वदनाम हो। यह बात है कि नहीं ?

दूसरी बात यह है कि रानीगंज बगैराह, जहा तहा, झगिया में जो इन के कस्टोडियन हैं वहा पर कुछ घूरा की बात भी चलती है कि नहीं चलती है। यदि चलती है तो कितने रुपए एक ट्रक पर चलती है ? और क्या यह नहीं मही है कि प्राइवेट ट्रकों को यह ज्यादा प्रोन्साहन देते हैं। बनिस्वत रेलवे के बैगन्स को लदाने में ? रेलवे बैगन्स को यह कम तरजीह देते हैं और प्राइवेट ट्रकों को ज्यादा तरजीह देते हैं क्योंकि प्राइवेट ट्रक वाले कुछ लेते देते रहते हैं।

अध्यक्ष जी, चाणक्य खुद पता लगाता था, लोगों से पूछता नहीं था। अब हम को वहां

कहा फुर्सत कि चोरी का पता लगाये और अगर पकड़ भी ले तो फिर कचहरी में गवाही देने जाये। तो यह काम सरकार का है, और सरकार को जनता इसीलिए टैक्स देती है कि सरकार का नियंत्रण देश में ठीक से रहे और राज काज ठीक से चले। इसलिये इन को पता लगाना चाहिये। तो मैं जानना चाहता हू कि क्या सरकार जो कोयले की स्थिति आज है इस को सुधारने की कोशिश करेगी ? जो राष्ट्रीयकरण आप ने किया है, जो उस में ऐंटी सोशल आदमी है जो उत्पादन को नहीं बढ़ा रहे हैं उन को तुरन्त निकाल बाहर करेगे ? क्या सरकार यह फिगर देगी कि कितनी मांग है सरकार के ऊपर और कितनी सप्लाई आप कर सकते हैं। और यह भी बताये कि जो 74 रेलगाडिया नार्थर्न रेलवे ने बन्द कर दी है उन को जल्दी से जल्दी कायना दे करके क्या आप उन गाडियों को चलाने की बात सोच रहे हैं कि नहीं ?

इस के अलावा जा फिरोजाबाद में चूड़ी के कारखाने बन्द पड़े हैं, उन की यही आजीविका है तो क्या सरकार उन को मुनासिब मांग के मुताबिक तुरन्त कोयला देगी कि नहीं ताकि लोग बाग चूड़ी के कारखाने चला सके ?

इस के अलावा क्या सरकार का जो उत्पादन है, उस में जो मजदूर हैं उन को ये इसेटिव देने जा रहे हैं कि नहीं कि जितना उत्पादन करोगे उसी हिमाब से तुम्हारी मजदूरी बढ़ेगी ताकि उन मजदूरों का उत्साह बढ़े जिस से उत्पादन ठीक से कर सके। और

मसखिरी पात यह जानना चाहता हू कि इन के पास अभी कितना स्टॉक है ?

**SHRI SUBODH HANSDA:** The last point which the hon. Member raised was about the present stock position. The total stock position up to 1st March, 1973 is 7.23 million tonnes. Out of that 60 per cent, that is, nearly 4 million tonnes is at the pit-head. He mentioned about the bangle factory. This is a small-scale industry. It is not that the bangle factories are to get coal only from the pit-head direct. But, it has been the policy of the Government now that the State Governments should assess the requirements not only of bangle factories but also other small-scale industries as to their total demands. It is assessed on the basis of the demands of these industries.

श्री विमल निधु : प्रधान मंत्री ने कहा है कि छोटे छोटे कारखानों की मदद करनी चाहिये। जो फिरोजाबाद में कारखाने लगे हैं वे बन्द हो रहे हैं, उन का पहले आप इंतजाम सोचें।

**SHRI SUBODH HANSDA:** Mr. Speaker, Sir, we have no objection to supply coal to the bangle factories or any other small-scale industry provided they are prepared to get it direct from the pit-head and they have their own transport. We are prepared to get them direct from the pit-head, if necessary.

**SHRI JYOTIRMOY BOSU** (Diamond Harbour): But, the transport cost is much more expensive.

**SHRI SUBODH HANSDA:** But, that should be sponsored by the Director of Industries of the State Government. If they are sponsored by him, then they may get the coal direct from the pit-heads for their own consumption.

The hon. Member has mentioned certain other points as well. One was regarding the demand and supply. The total requirement of railways is 50 million tonnes per year. In the Northern Railway, there is a programme to receive 340 wagons of coal daily. Accordingly, in February 1973, for the Northern Railways, their demand was 340 wagons per day while the supply was 382 wagons a day. In March, 1973, the demand was 340 wagons per day while the supply was 236 only. It is slightly less. But, I do not think that because of this, the trains have been cancelled. He mentioned also about certain other things. For example, he said that there are certain unscrupulous persons who were trying to let down the Government. Government is aware of this. The coal-mine authorities are trying their best. They are screening the officials as well as the employees and if anyone is found guilty in the coal-mining areas, certainly, strong action would be taken against all those officers.

**SHRI S. M. BANERJEE** (Kanpur): Mr. Speaker, Sir, I am aware that the hon. Minister, Shri Hansda is unwell. Still he has come to answer this. According to the Cabinet Minister, Shri Mohan Kumaramangalam's statement, he is trying to get coal from the coal-fields. He says that he will personally look into this and see that there is increase in the coal production as rapidly as possible. But, I am sorry, I have to put certain questions on that.

Mr. Speaker, Sir, I have put this question to the Railway Minister as to why the supply of coal for U.P. including the stock in the pit-heads is so less. The supply of soft coke daily should have been 2,400 wagons. As against that, in July, 1972, only 382 wagons were supplied; in August, 1972, 955 wagons were supplied; in September, 1972, 551 wagons only were supplied, but in October, 1972, 698 wagons were supplied. 272 wagons in November, 733 wagons in



[Shri S. M. Banerjee]

December, 1972 and 626 wagons in January 1973, were supplied. The percentages are as follows:—

U.P. It got 25 per cent of its quota only;

Punjab. It got 32 per cent of its quota;

Haryana. It got 35 per cent of its quota;

J. & K. It got 37 per cent of its quota;

Himachal Pradesh. It got 52 per cent of its quota.

Delhi. It got 89 per cent of its quota.

You can imagine this. Are all the V.I.P.s here using coal? No, they are using gas. But, still, the coal supplied is 89 per cent of the requirements. U.P. got only 25 per cent of its requirements in spite of the fact that it has got more industries than Delhi.

Rajasthan has got 32 per cent of its quota. Out of the total requirement, only 43 per cent of the average requirement is met. Still, the hon. Minister says that there is no coal shortage and that the coal production has increased. Either there is no co-ordination between the Railway Ministry and the Steel and Mines Ministry or there is something wrong somewhere. Whether it is bangle manufacturers of Ferozabad or the brick-makers in U.P. or Delhi, they are made as shuttle-cocks to move between the Ministries of Railways and Steel and Mines. I would like to know from the hon. Minister whether it is a fact that coal is available at the coalpit but there is inadequate supply of wagons only. If you take Mughalsarai, there is dearth of coal. Same is the case with regard to Haryana and other places. As a result of this, the hon. Minister said that some unimportant trains have been suspended. He said that 74 unimportant trains have been suspended. By doing so, thousands of passengers are in adequandary. They have to be moved from the place to another. In-

dustrial units in aKnpur, Banaras and other places are practically on the verge of closure firstly because of power crisis and secondly because coal is not available. Hardly there is any coal available in industrial units in Kanpur. Those who have conserved coal are selling it at black market prices to the small units. I fully endorse the view expressed by Shri Jagannathrao Joshi that the bangle produce in Ferozabad—this is the main industry in that area—have to pay Rs. 50 or 60 or even 200 more to have coal and keep their units working. I want to know whether there is any coordination between the Railways and the Steel and Mines Ministry. The other day when I represented the case of soft coke, Mr. Shafi Qureshi was kind enough to supply one rake. So, if there is coordination why should there be any lapse on the part of this or that ministry? I want to know whether a fled quota has been given to those who are producing bangles and other articles in Ferozabad, because their livelihood depends on the production of such articles. I want to know why the requirements of U.P. are not being met and what steps have been taken to see that the wagons with coal do move from Mughalsarai. The minister said that people can lift the coal with their own conveyance like lorries etc. Sir, it is impossible and it will be extremely costly. If people are asked from Delhi, Haryana or U.P. to go to the coalfields and take delivery of coal in their own conveyance like scooter, taxi or lorry or buses, why is this Government functioning at all? I am not warning the minister, but I can tell him honestly that the industrial units in Kanpur, whether small or medium, will have to be closed down for want of coal.

SHRI SUBODH HANSDA: Sir, there is full coordination on between the Railway Ministry and our Ministry, as a result of which we have been able to supply coal to the different parts of the country and also feed our steel plants and power houses. So, there is no point in saying there is no

coordination between the Steel and Mines Ministry and the Railway Ministry. It has been mentioned that 74 trains have been cancelled. It is not a fact. I think only 37 trains have been cancelled and these are local shuttle trains. One train goes and the same train comes back. So, this figure of 74 is inflated, as if something unprecedented has happened. I would remind hon. members that a number of new long distance trains have been introduced to facilitate the public going from one place to another. As regards fixation of quota of coal for bangle factories, if they can have a planned programme and if they submit it to us, certainly we can see, so that they can have the coal from the pithead for these factories. As regards U.P.'s requirements, if the U.P. Government can give us their total requirements of coal for their State, certainly we will try to supply that amount of coal to them. Government is looking into this matter.

SHRI S. M. BANERJEE: About soft coke, I am quoting the U.P. Government—their demand is 2400 wagons per day against which only 700 wagons have been supplied.

SHRI PILOO MODY (Godhra): This probably is the only Government which can make its trains run in both directions, because the Minister has just now claimed that the train which is going and coming is the same train and that they have cancelled only 37 trains and not 74 trains.

SHRI SUBODH HANSDA: It is only between Delhi and Ghaziabad and Ghaziabad and Delhi.

SHRI PILOO MODY: According to the Minister 1 Up and 2 Down are no longer relevant because they happen to be the same train going in both directions. I am not at all surprised because this Government have done similar things in the past.

The Government maintains, on the one hand, as the hon. Minister for Steel informed me only the other day, that there is no shortage of coal at all. Naturally, he has to say that, because he has stuck neck and nationalised the coal fields. Having done that, he has to maintain now that everything in the coal industry is hunky-dory and fine. Therefore, he has to maintain that there is no shortage of coal. Yet, when it comes to supplying coal to the end-consumer, the Government have one thousand and one reasons why they cannot supply.

All of a sudden, even in this statement which is made—I do not know why it is called a statement—it is mentioned that these mines were mostly owned by private owners in the past. I can appreciate their wanting to draw attention to the fact that when private owners owned these mines, they did not produce. This, of course, is the philosophy and theory of the Government. One can argue about it but one cannot knock sense into them. At the same time, the statement says that up till nationalisation the supply was well and good and nothing was lacking and it is only after the take-over that something went wrong.

If you accuse them that there is no co-ordination, they say "no, there is perfect co-ordination". You say there is no production, and they say "no, there is plenty of production". If you say the end-user is not getting it, they say "the end-user is getting it". At the most they will only concede "we have not heard any complaints". It so happens that my wife goes to Firozabad quite often and she knows the shop-keepers there, the end-users of this coal in Firozabad; not a single one of the little manufacturing units there, is functioning. Sometimes they work for only two hours a day and sometimes they work for no hours a

[Shri Piloo Mody]

day; at the most they will work for two and a half hours a day, which is the maximum period they can work because of the shortage of not only coal but soda ash, power, in fact every conceivable thing. The only thing that we are not short of is shortage itself.

So, I would like to know the Minister whether he will first concede that there are 74 trains have been cancelled and not only 37. Because, unless we can establish an honest basis for a reply, I do not think that the rest of the reply can have any credibility. So, let him first admit on the floor of this House that there are 74 trains that have been cancelled and not 37. Secondly, I want him to admit on the floor of the House that there is a shortage of coal in the country, despite the best protestations of Shri Mohan Kumaramangalam, the Minister for Steel. Let him admit thereafter that there is no proper co-ordination between his Ministry and the Ministry of Railways. Otherwise, even shortages can be made to go far and wide.

What I presume is happening is that because there is a shortage of coal, all the coal is taken over the shortest possible distance and dumped into the Steel mills. They have also to prove that the steel mills are working.

So, in all this rigmarole of shortage and inefficiency and lack of coordination, what have you, I would like to know what guarantee the Minister is prepared to give on the floor of the House, here and now, to the end-consumer without waiting for his complaint, that he will get his coal, particularly, the small ones, in the shortest possible time without any excuse of shortages, as soon as possible.

SHRI SUBODH HANSDA: Sir, the hon. Member, Shri Piloo Mody, has repeated the same question about our stock position. I would like to

assure him, as I have already said, that the production in 1971-72 was 72 million tonnes and, in 1972-73, it is 75 million tonnes.

As regards pit-head stocks, it is very difficult from here to convince him. I would rather invite him to come to the pit-head and see all these things for himself.

Regarding coordination, as I have already said, we have full coordination with the Railways. There is nothing between the Ministry of Steel and Mines and the Railways that has hampered in transporting coal from one place to another place.

He has rightly said about the Ferozabad bangles factories. There are certain difficulties. The power shortage is there; the soda-ash shortage is there. It may be due to these fact that all the factories were closed down. Why should one blame that it is because of shortage of coal that Ferozabad bangles factories have been closed?

SHRI PILOO MODY: So, you say, it is the fault of other Ministries. I do not mind which Ministry or Minister you blame for it.

SHRI SUBODH HANSDA: Since he has said that there is shortage of soda ash and some other things, it may be true that because of the shortage of soda-ash and some other things that the factories were closed down.

SHRI PILOO MODY: Whatever it is, I don't mind which Ministry you blame. But it is there.

SHRI SUBODH HANSDA: It is not because of shortage of coal that the factories were closed down.

As regards the supply of coal to small-scale industries, the Government is seriously thinking over it. As the hon. Member knows, the coal mines have been taken over only at the end of January. Only two months have elapsed. Within these two

months, during this transition period, it is very difficult to reorganise the whole thing. It may take some time to re-organise the whole thing. I can assure the hon. Member that within a short period, all the small-scale industries will get their coal for their consumption from the nearest point where the Government is trying to put up some dumps for their benefit.

SHRI N. K. SANGHI (Jalore): Sir, the subject-matter of this Call Attention Notice appears to be innocuous. It only says, reported serious shortage of coal supply resulting in the cancellation of nearly 74 branch-line trains of Northern India. But this Call Attention Notice has serious repercussions in the country.

Firstly, the cancellation of such a large number of trains gives a feeling to the people all over the country that once a thing is taken over in the public sector, the people who are at the helm of affairs do not handle it properly. This is the very reason why that the public sector is suffering. The Minister should have taken up that matter and cleared that these things do not happen. The answers that are given here are not very convincing.

I would like to draw the attention of the hon. Minister to the reply that he has given. He has said that there has been no shortfall in the production of coal in the country. He says that it is estimated that, during 1972-73, it will be about 75 million tonnes as against 72 million tonnes in 1971-72. This is only an estimate, a guess-work of what we may achieve. But the answer that has been given recently on the floor of the House amply proves that the production has been short after nationalisation. The coking coal mines were taken over on 1st May 1972, and in answer to Unstarred Question No. 4184, on 22nd March, 1973, the Minister told us that the production, prior to taking over, in March was 1,124,000 tonnes and in April it was 1,049,000 tonnes, and

after nationalisation, the production was 1,071,000 tonnes and 1,024,000 tonnes in May and June. Now, let us see the despatches from the coal-fields. They have despatched 825,000 tonnes in March and 728,000 tonnes in April. In May, the despatches were 767,000 tonnes and in June, only 771,000 tonnes. This shows that the production of coal has certainly not been to the extent what it was before nationalisation, and certainly the despatches have not been commensurate with the production; a large amount of coal has been left undespached every month. This is the situation that is obtaining today.

Now, what has been the effect of the cancellation of the 74 trains on the minds of the people? You may call them branch lines, but if you go through it a little deeply, you will find that most of the trains that have been cancelled area of the border areas. This creates a moral weakness in the people of those areas. Those people who had suffered on the border areas are made to suffer again by these handicaps. Without giving any reason or making alternative arrangements, these trains have been cancelled. I would like to know from the Railway Minister whether, when these trains have been cancelled, they have made any alternative arrangements for those people to go from there to other places. For example, if a person has to go from Delhi to Fazilka, he is stranded at Ferozepur. I want to know whether any alternative arrangement has been made. Some steps have to be taken so that the people living there do not suffer. On the one hand we find that special trains are being run. 'Northern Railway will run special trains during April, May, June and July to clear the summer rush' says a Press release. Is this the way you want to deal with the people of this country? These are branch lines and are not important from your point of view. On the one hand you want to run special trains for the urban people, but the people who are far

[Shri N. K. Singh]

off in rural and border areas are made to suffer because these trains have been cancelled. This is a very callous attitude on the part of the Railways.

I would like to draw the attention of the Minister to the answer given by him to Shri Jagannathrao Joshi; in conclusion, he has said, 'I do not think, the trains are cancelled due to shortage of coal'. I would like him to go through the reply and tell us whether he has come to the conclusion that cancellation of these trains is not due to shortage of coal. It is for him to check that and tell us the reason why the cancellation has resulted. If the trains have been cancelled for any other reason, the responsibility clearly lies on the Railways to tell us what are the reasons for the cancellation. The quarrel between the Steel Ministry and the Railway Ministry is a different matter.

We have read in the papers that a large amount of coal has been sent to Bangla Desh. We are very happy that coal has been sent, but I would like to know from the Minister whether it has created insufficient stocks of coal to meet our own requirements.

As I said earlier, I would like to know what are the alternative arrangements made by the Railways. Have they taken any effective steps to see that diesel locomotives are brought to operate in far-away places and steam locomotives are utilised near the coal pithheads so that consumption of coal is much less? Have they taken any step in that directions? I would like to know this from the Railway Minister. They have the electrical section in the Northern Railway. Are they not using steam engines for goods train and shunting in the electrical section?

You should do away with the steam engines and go in for electric trac-

tion or diesel engines and conserve coal to see that trains are not cancelled.

Lastly, I would like to ask the hon. Minister for Steel as to whether he has got any programme to see that coal is properly and adequately supplied to different States and stored. The other day, Mr. Kumaramangalam told the House that they are going to make some arrangements for distribution of coal in the urban cities. Have you got any blue-print for making dumps in different States where coal can be brought and conserved and then given away whether to the railways, industries or other consumers.

To-day a greater responsibility lies on this Ministry to see that a proper transportation and supply of coal is maintained in every States. I think it is fair to expect an answer to all these questions from the hon. Minister.

In conclusion, I would like to know whether these trains have been cancelled for want of coal or not. Then what arrangements have been made by the railways to see that coal is conserved so that cancellation of trains does not take place in the manner it has taken place.

I would also like to be assured that with regard to these Branch lines which are equally important where small people and rural people live, you will not repeat this performance and cancel these branch line trains. If you have to cancel some train services, we would like to see the main lines services to be cancelled so that people may know what is happening. We would like to see that the remedial measures are taken quickly.

Finally, I would like to know from the hon. Minister whether he is making necessary arrangements to see that coal is available in different States through railways and other measures.

**SHRI SUBODH HANSDA:** As regards the supply of coal to the different States, a meeting was held with the representatives of various States to find out ways and means how and in what way the coal can be reached to the different urban cities. As the hon. Member is well aware, there was a question raised on the floor of this House whether there was shortage of coal in Delhi. Steps are being taken and already there has been a proposal to set up five dumps in Delhi and probably, one has already been set up and the other four are under way and discussions are going on about the location of these dumps, and we are trying our best to send the coal to the dumps so that people can have the coal from that place.

The hon. Member raised as to what are the reasons for the cancellation of the trains and whether it is due to the fact that there is short supply of coal. I would not say that this is because of the short supply of coal. There is some sort of dislocation in transporting the coal from one site to the other and that is one of the reasons that some of the local trains have been cancelled. But I would like to assure the hon. Member that within the next few days all these trains which have been cancelled, will be restored.

As regards the estimate, he asked as to what is the estimate. I have already said that this is the estimate, this is the actual figure I am giving. The actual daily production of coal in the month of February was 1,50,000 tonnes and in the month of March it was 1,70,000 tonnes. This is the figure which I have got. Therefore, it cannot be said that the production of coal has gone down or there is no stock of coal.

Regarding Bangla Desh, the hon. Member should keep in mind that we have entered into certain contracts and we have to supply coal to Bangla Desh as per the contract and we are

committed to it. Even if we have to send coal to Bangla Desh, it has not affected our supplies to the country.

13 hrs.

# RE. CRISIS IN POWERLOOM INDUSTRY IN GUJARAT

**MR. SPEAKER:** Now, Papers to be laid on the Table. Shri K. R. Ganesh.

**SHRI P. G. MAVALANKAR:** (Ahmedabad): Sir, the powerloom industry in Gujarat is facing a grave crisis. I have received this morning over 125 telegrams from Ahmedabad. 25,000 powerlooms are paralysed. There has been no yarn allotment made to them and they are facing a very serious situation. May I request you kindly to ask the hon. Minister to look into the matter and see that allotment of yarn is done expeditiously?

**MR. SPEAKER:** Mr. Mavalankar, you should have given some written notice to me earlier.

**SHRI P. G. MAVALANKAR:** Sir, this is a very serious matter. I have received over 125 telegrams so far.

**MR. SPEAKER:** You should not get up abruptly; you should have given notice.

**SHRI P. G. MAVALANKAR:** Sir, the situation is very serious and very severe and already 10,000 workers are without jobs. I request the hon. Minister, through you, to kindly look into this immediately.

**SHRI JYOTIRMOY BOSU** (Diamond Harbour): Let them make a statement, Sir. Three lakhs of people are involved in West Bengal alone.

**SHRI P. G. MAVALANKAR:** Tomorrow is a holiday. The situation is very serious there. That is why I want them to make a statement.

**MR. SPEAKER:** I think you would have done it much better if you had send to me in writing giving some