

replied 'well, that my discretion ; it is none of your business'. This was how a very high official of one public sector company replied to the representative of another public sector company.

Now, transport bottleneck has led to wide repercussions. Normally, the collieries carry one month's stock or 6 million tonnes, but now it has gone up to  $7\frac{1}{2}$  million tonnes for Bengal and Bihar and  $9\frac{1}{2}$  million tonnes all over India.

Like the influx of refugees, it is going up by the million mark every month. That means Rs. 14 crores have been locked up in pithead stocks. Who is going to foot the bill ? Will it be the Private colliery owners or will it be in the form of retrenchment of labour on the sly by means of lock-outs or lay off or will it be by defaulting in royalties ? I am afraid because of this artificially-generated coal famine as railway wagons are not moving, because some officers are not doing their work and because labour is not pulling its weight due to the epidemic of bundh, there is a shift from coal to oil which will very heavily affect our economy in the shape of a further drain on our foreign exchange. The engineering industry is hard hit. Forests are cut down and better quality coal seams get slaughtered.

The Railway Minister has already studied the problem in depth when he was associated with the ARC and he knows what to do about it. I have nothing to suggest except to say that in view of the urgency of the issue and in view of the circumstances in which we may have to mobilise all our economic resources, he may consider either reverting back to the coal allotment prevailing in 1967 or in the new context constitute a local co-ordinating advisory committee in the areas concerned in which the MPS of the region concerned could have some say so that these incipient difficulties could be solved on the spot.

**SHRI HANUMANTHAIYA :** The hon. member has analysed the Problem correctly and made a suggestion. I will examine it and see what can be done.

**DR. RANEN SEN (Barasat) :** The Railway Minister has proved to be a thoroughly useless person, a hopeless Minister. (*Interruptions*).

**SHRI SUDHAKAR PANDEY (Chandauli) :** There should be a two-hour discussion on this because satisfactory replies have not been forthcoming.

**MR. SPEAKER :** There has been almost a debate now. I have given that much latitude. There will be another occasion when the Ministry's demands for grants are discussed.

12.48 hrs.

#### PAPERS LAID ON THE TABLE

##### Mysore Fire Force (Cadre and Recruitment) Rules

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA) : On behalf of Shri K. C. Pant, I beg to lay on the Table—

- (1) A copy of the Mysore Fire Force (Cadre and Recruitment) Rules, 1971, published in Notification No. G. S. R. 163 in Mysore Gazette dated the 3rd June, 1971, under, sub-section (3) of section 39 of the Mysore Fire Force Act, 1964 read with clause (c)(iv) of the Proclamation dated the 27th March, 1971, issued by the President in relation to the State of Mysore.
- (2) A statement explaining the reasons as to why the Hindi version of the above Notification could not be laid on the Table simultaneously. [*Placed in Library. See No. LT-550/71.*]

#### COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

##### Third Report

**SHRI G. G. SWELL (Autonomous Districts) :** I present the Third Report of the Committee on Private Members' Bills and Resolutions.