कोई बड़ी कमेटी बनाई जाये या उस प्रश्न पर फिर विचार किया जाये ?

श्री प्र० चं० सेठी : रायल्टी के प्रश्न पर विचार करने के लिए डीकास्टा कमेटी बनाई गई थी । उस की सिफारिशों को ध्यान में रखते हुए इस प्रश्न पर विचार किया गया है और स्टेट्स की मांग को देखते हुए रायल्टी रेट्स को बढ़ा दिया गया है । सेक्शन 9(3) के अनुसार वर्तमान रायल्टी रेटस में 20 परसेंट से ज्यादा इजाफा नहीं हो सकता है । डीकास्टा कमेटी की सिफारिश है कि 20 परसेंट वाले सेक्शन को हटा दिया जाये । सरकार इस पर विचार कर रही है ।

खले माल डिब्बों में ले जाया जाने वाले गेहूं को क्षति

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*32. श्री अटल बिहारी वाजपेयी :
श्री शारदा नन्द :
श्री जगन्नाथ राव जोशी :
श्री ओंकार सिंह :
श्री नारायण स्वरूप शर्मा :
श्री रामावतार शर्मा :
श्री ओम प्रकाश त्यागी :
श्री चपलाकांत भट्टाचार्य :
श्री स्वतंत्र सिंह कोठारी :
श्री ईश्वर रेड्डी :
श्री देवेन सेन :
श्री शिव कुमार शास्त्री :
डा० सूर्य प्रकाश पुरी :
श्री कं० हाल्दर :
श्री त्रिविक्रम चेधरी :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हाल ही में भारत के खाद्य निगम द्वारा पश्चिम बंगाल को भेजा जाने वाला गेहूं वर्षा के कारण खराब हो गया है;

(ख) यदि हां, तो इसके फलस्वरूप कितनी हानि हुई है;

(ग) इस हानि के लिए जिम्मेदार कर्मचारियों तथा अधिकारियों के नाम क्या हैं और उनके विरुद्ध अब तक क्या कार्यवाही की गई है;

(घ) क्या यह भी सच है कि उपरोक्त गेहूं के लिए भारतीय खाद्य निगम ने बन्द माल डिब्बे मांगे थे जबकि उसको खुले माल डिब्बे दिये गये थे;

(ङ) क्या यह भी सच है कि वर्षा से गेहूं को बचाने के लिए कुछ खुले माल डिब्बों को तिरपाल से भी नहीं ढका गया था ; और

(च) यदि हां, तो इसके क्या कारण हैं ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): (a) A small portion of the wheat transported by rail in recent months to stations in West Bengal by the Food Corporation of India was damaged due to rain.

(b) About 900 tonnes.

(c) None was held responsible.

(d) The Food Corporation had agreed to utilise covered as well as open wagons for the movement of wheat from Punjab and Haryana in order to maximize despatches before the monsoons. As such, open wagons were supplied to a limited extent against requisition for covered wagons.

(e) Some of the wagons loaded during dry weather were not covered with tarpaulins.

(f) Considering the huge quantities to be moved, some use of open wagons was inevitable. Acute labour shortage at several destination points, however, held up unloading and the turn-round of wagons and tarpaulins was, therefore, seriously

slowed down. In the circumstances, despatch of grain in some open wagons without tarpaulin was resorted to as an additional emergency measure on a very temporary basis.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, अभी मंत्री जी ने कहा कि 900 टन, यह तादाद कम होती है । मैं नहीं समझता मंत्री महोदय किस नियम से इस तादाद को कम बताते हैं । मैं यह जानना चाहता हूं कि क्या यह सच नहीं है कि रेलवे बोर्ड ने आदेश दिए हैं कि जो चीजें बरसात में खराब हो सकती हैं वह चीजें खुले हुए डिब्बों में न भेजी जायं और अगर उन्हें भेजना जरूरी हो तो कम से कम उन्हें तारपोलिन से ढका जाय ? यदि यह आदेश दिया गया है तो अनाज भेजने के संबंध में इस आदेश का पालन क्यों नहीं किया गया और क्या रेलवे मंत्री महोदय जिस आदेश के द्वारा उन्होंने इस बात की छूट दी कि खुले डिब्बों में अनाज भेजा जा सकता है, क्या उस आदेश की एक प्रतिलिपि टेबल पर रखने की कृपा करेंगे ?

SHRI PARIMAL GHOSH: The abnormal detention of loaded wagons at the unloading points has created a great problem for the railways to get the empties back in time.

SHRI RANGA: Has there been any strike there?

SHRI PARIMAL GHOSH: I am coming to that point. Now, the question is why this abnormal time has been taken. This point has already been brought to the notice of the Food Corporation of India, and the reason for this abnormal detention is that there has been an acute shortage of labour because of which the wagons could not be unloaded in time.

SHRI KANWAR LAL GUPTA: Is there shortage of labour?

SHRI A. B. VAJPAYEE: Where?

SHRI PARIMAL GHOSH: At the unloading points.

श्री कंवरलाल गुप्त : साढ़े नौ करोड़ लोग अनएम्प्लायड हैं ।

What is the hon. Minister talking about?

SHRI PARIMAL GHOSH: I can quote just one instance. In the Eastern Railway there has been a detention of 1800 wagons for a prolonged period. Since we had to move the foodgrains from Punjab and Haryana and since there has been no adequate storage facility at that end, there was no other alternative but for the Railways to give open wagons without tarpaulins, because the tarpaulins that were sent were not coming back in time. That was the main reason for sending some of the wagons without tarpaulins.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, जो जवाब दिया गया है उस से यह स्पष्ट नहीं है कि अनाज उतारने के लिए मजदूरों की कमी क्यों हुई ? क्या मंत्री महोदय का अभिप्राय यह है कि कलकत्ते में मजदूरों की कमी हुई ? क्या सरकार टेम्पोरेरी लेबर, रोजाना की मजदूरी पर मजदूर भर्ती नहीं कर सकती थी ? एक ओर तो कहा जाता है देश में बेकारी है, लोग बिना काम के फिर रहे हैं और सरकार यह बहाना बनाना चाहती है कि अनाज उतारने के लिए मजदूर नहीं मिले ।

दूसरी बात मैं यह जानना चाहता हूं कि मंत्री महोदय ने जो कहा कि खुले डिब्बों को ढकने के लिए तारपोलिन कम थे क्योंकि जो जाते थे वह वापिस नहीं आते थे तो क्या यह रेलवे कोड कि इस का मतलब है कि जो तारपोलिन चले गए वह वापस नहीं आते और क्या रेलवे मंत्रालय इतने तारपोलिन अपने पास नहीं रखता कि अगर खुले डिब्बों में माल भेजने की जरूरत हो तो उन को तारपोलिन से ढका जा सके ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): The volume of traffic, particularly the movement of foodgrains from Punjab this year has reached an unprecedented level as compared with the previous years. During the previous years, movement during May-June was of the order of 2 to 2.5 lakhs tonnes per month. This year, during May, it was 5.97 lakhs tonnes as against 2.23 or 2.25 lakhs tonnes, and in June it was 7 lakhs tonnes. This unprecedented volume of foodgrains movement towards the various points from Punjab had created certain difficulties so far as transportation is concerned. Particularly in the direction of Bengal, the movement of foodgrains which was organised by the Food Corporation and the Food Ministry was handled faulty to their satisfaction. But in certain respects, because of the early breaking of the monsoon, we had to rush our programme, and therefore many special trains were run to handle this unprecedented quantity of foodgrains movement. In this there were occasions when we had to load a few wagons without cover. They were about 3,000 wagons as against the total number of 30,000 that were moved. At times during emergency periods, it does become necessary to take a limited calculated risk to move; otherwise, the foodgrains would have remained in stock and could not have moved in time. Therefore, to clear all the accumulations of stock at the delivery points, we had to organise very heavy movement of foodgrains. In this there were occasions when we could not provide tarpaulins. A very small percentage went without cover and there to the loss due to met conditinos was about 900 tonnes. I do not think this is a bad performance on the part of the railways.

SHRI RANGA: This is a scandalous state of affairs on the railways. Why is he satisfied with it?

श्री नारायण स्वरूप शर्मा : मुझे मंत्री महोदय से बड़ी सहानुभूति है कि भगवान कभी भी भारत के मंत्रियों का ख्याल नहीं करता और या तो इस देश में गलत टाइम पर सूखा पड़ा देता है या अगर बारिश करता है तो यह नहीं देखता कि यहां पर कुछ ट्रेन के डिब्बे अनकवर्ड जा रहे हैं, त्रिपाल नहीं है और मजदूर नहीं हैं। लेकिन मुझे यह बात जानने का अधिकार है कि इन सब दुर्घटनाओं के लिए मंत्री महोदय जिम्मेदार हैं या हमें भगवान की तरफ ही दृष्टि डालनी होगी ? अगर आप जिम्मेदार हैं तो आप ने ऐसे कौन से कदम उठाए कि जिससे भविष्य में इस तरह की घटनाएं न हों ?

SHRI C. M. POONACHA: Every care will be taken to move all priority item goods by railways to the extent the demand is there. During this period, we had also to handle general traffic along with this increased volume of foodgrains movement. We have done our very best and will continue to render service to the best of our ability. Instead of criticism, the railways, I think, deserve a compliment for having handled this much of traffic with this level of efficiency.

श्री रामावतार शर्मा : अभी मंत्री महोदय ने जो कुछ बताया वह पश्चिमी बंगाल के सिलसिले में बताया। मैं यह जानना चाहूंगा कि और भी दूसरी जगह इस वर्षा के कारण और इन्हीं वैगन्स के ढके न होने के कारण नुकसान हुआ है जैसे कानपुर के निकट सरकारी गोदामों में माल भेजा गया और वहां भी बहुत ज्यादा तादाद में खराब हुआ, यहां तक खराब हुआ कि गेहूं उग आया है। तो पश्चिमी बंगाल के अतिरिक्त और सब जगह मिला कर कितना गेहूं इस प्रकार खराब हुआ है ?

SHRI C. M. POONACHA: The total quantity of foodgrains loaded from Punjab and Haryana which got

damaged due to wet conditions is about 1,900 odd tonnes all over India, during this particular period. In the Bengal area alone, it is about 900 tonnes. The railways are primarily responsible for transport. For the loading and unloading operations at the loading and destination stations respectively, they are not entirely responsible, and other agencies will have to do the clearance. If there is some delay, for whatever reason it may be the railways could not be held directly responsible.

श्री ओम प्रकाश त्यागी : अध्यक्ष महोदय, अभी मंत्री महोदय ने उत्तर देते हुए इस बात को प्रकट करने की चेष्टा की कि वह जो उन्होंने ओपेन वैगन्स में गेहूं लोड किया ह वह एन्ड पर जा कर मजदूर नहीं मिले और उन्हें उतारा नहीं गया इसलिए खराबी हुई है। परन्तु मैं आप की जानकारी के लिए बताना चाहता हूं कि अकेले एक दिन मोरादाबाद स्टेशन से 534, 514, 732, 532 और 512 डाउन ट्रेन्स में ओपेन वैगन में अनाज भर कर ले जाया गया, और वह वर्षा में रास्ते में भीगता हुआ गया इस कारण अनाज डेमेज हुआ है। आप मजदूरों की कमी का नाम लेकर अपने इस उत्तरदायित्व से नहीं बच सकते। मैं जानना चाहता हूं कि ओपेन वैगन में अनाज ले जाने के लिये क्या निगम ने आप पर जोर डाला था जब कि देश में अनाज की कमी है, इतने बड़े स्टाक को खराब करने के लिये रेलवे ने अपनी रिस्क पर ऊस अनाज को ओपन वैगन में भेजा। क्या खाद्य निगम ने रेलवे विभाग को ओपन वेगन में भेजने के लिये मजबूर किया या अपने अपने ऊपर स्वयं यह उत्तरदायित्व लिया ?

SHRI C. M. POONACHA: There was, as I have explained earlier, necessity to utilise open wagons because we wanted to clear the stocks before the on set of the monsoon. Unfortunately, the monsoon had advanced and came a little bit earlier. So, during transit also they were caught in rain, but all that has been cleared, they were not allowed to get damaged, and the Food Corporation has made special efforts to get them unloaded and have them dried and stocked; they have done everything, so that the grain that got wet during transit was not allowed to deteriorate.

श्री ओम प्रकाश त्यागी : अध्यक्ष महोदय मेरे प्रश्न का उत्तर नहीं मिला। क्या आपने अपनी जिम्मेदारी पर अनाज को ओपन वैगन में लादा या निगम ने आपको विवश किया। वहां पर अनाज बेक रखा हुआ था, आपने अपने ऊपर यह खतरा क्यों लिया ?

श्री शिव नारायण : निगम से पूछो।

SHRI ATAL BIHARI VAJPAYEE: The question has not been replied to. The question is whether the open wagons were used on the instructions of the Food Corporation, or the railways sent open wagons at their own risk.

SHRI C. M. POONACHA: The indent was for covered wagons, and when we explained that that number of covered wagons were not readily available, food Corporations agreed to the loading of a certain quantity in open wagons.

SHRI RANGA: So, both were guilty.

SHRI C. K. BHATTACHARYYA: Over and above the damage caused by rain, it has been reported in the papers that a large amount has been lost by extensive pilferage throughout the way when the wheat was carried in open wagons. Has the Railway Minister any idea as to the amount lost by pilferage; if so, what is the amount or the possible amount that has been lost by pilferage?

SHRI C. M. POONACHA: I would like to have notice of this question.

I will certainly collect the figures if the hon. members wants the information.

SHRI S. S. KOTHARI: I regret to say that the story does not end there. It has been brought to my notice by authentic sources that the wheat which had sprouted in certain cases and putrified in certain others is now offered to the flour mills to be crushed, into atta which would be distributed in ration shops for human consumption.

MR. SPEAKER: I do not think the Railway Minister can answer the question.

SHRI S. S. KOTHARI: Is it a fact that the flour mills in West Bengal are being pressurised into crushing this damaged wheat? I will take it up with the Food Minister when the time comes. Will the Railway Minister inform why he does not fix responsibility on those officers who have been guilty of this act, which has resulted in so much loss?

SHRI C. M. POONACHA: Nobody was guilty.

श्री देवेन सेन : मैं माननीय मंत्री जी का ध्यान प्रश्न के (डी) भाग की ओर खींचना चाहता हूं, जिसमें लिखा गया है कि फूड कारपोरेशन ने कवर्ड वैगन्ज रिक्वीजीशन की थीं। लेकिन मंत्री महोदय ने अपने जवाब में कहा है कि उन्होंने क्लोज्ड और अंपन दोनों वैगन्ज रिक्वीजीशन की थीं। मैं जानना चाहता हूं कि इसमें क्या सच है? दूसरे—जब गेहूं लादा जाता है, तब क्या रेलवे का या फूड कारपोरेशन का कोई रेस्पोन्सिबल आफिसर स्टेशन पर होता है ताकि वह देखे कि तारपोलिन का इस्तेमाल हुआ है या नहीं हुआ है? तीसरे—हरियाणा में इस साल बहुत बड़े पैमाने पर गेहूं पैदा हुआ है, मैं जानना चाहता हूं कि क्या वहां पर रेलवे या फूड कारपोरेशन का कोई बड़ा गोडाउन है, जहां पर गेहूं को रखा जा सके। मुझे मालूम हुआ है कि अभी भी वहां पर 30 हजार टन गेहूं सड़ रहा है?

SHRI C. M. POONACHA: As explained earlier, the Food Corporation of India had indented for covered wagons. When it was brought to their notice that covered wagons were not available in that number for carrying 15,000-19,000 tons of wheat per day, they agreed that a certain number of uncovered wagons could be used. At each loading point the officials of the FCI and the Railways were present to supervise the loading operations.

MR. SPEAKER: I find a number of members rising. I will have to call the names that appear in the question list; there are twenty names already. The questions are becoming repetitive and so are the answers and we are losing time. I cannot call any other Member.

श्री शिव कुमार शास्त्री : अध्यक्ष महोदय वर्षा से भीगने के कारण अन्नक्षति पहली बार नहीं हुई है। गत वर्ष भी हजारों टन गल्ला इसी प्रकार जाया हुआ था और इसी प्रकार प्रश्न पूछे गये थे। अगर आपकी स्मृति इतनी धंधली है कि कुछ ही महीनों में भूल जाते हैं तो आगे आप कैसे गेहूं को बचा सकेंगे। इसके लिये किसी को उत्तरदाई न ठहराना एक अनुचित बात है। क्या आप इसके लिये कुछ व्यक्तियों को उत्तरदायी ठहरा रहे हैं ताकि उनको इस प्रकार का दण्ड दिया जा सके, जिससे कि क्षति-पूर्ति हो सके?

SHRI C. M. POONACHA: If any damage has occurred due to any lapse on the part of any individual, proper action will be taken. But where no one can be held responsible and it

is beyond the control of any one, nothing could be done.

MR. SPEAKER: Next question.

SHRI HEM BARUA: Unfortunately, you do not know that the wheat that had been damaged is dumped in the flood affected Assam for human consumption.

MR. SPEAKER: Dumping is done by the Food Ministry; only spoiling is done by the Railways.

SHRI HEM BARUA: The Railway Minister accuses the Food Corporation and they accuse the monsoon for coming earlier. He has not accused himself. That is the trouble.

Iron Ore Development

*33. SHRI P. P. ESTHOSE:
SHRI A. K. GOPALAN:
SHRI K. ANIRUDHAN:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether Government have finalised the negotiations with American and Japanese companies for collaboration in iron ore development;

(b) if so, the details thereof;

(c) the reason for seeking such a collaboration;

(d) whether Government have received any offer from any other country for collaboration; and

(e) if so, the names of the countries and the details of the offer made?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK): (a) and (b). It is presumed the question relates to Kudremukh in Mysore State. The Government have approved a proposal for conducting the feasibility studies and pilot plant tests on the Kudremukh Iron Ore Deposists in Mysore at a cost not exceeding Rs. 45 lakhs, by the National Mineral Development Corporation Ltd., with technical collaboration and financial partnership of M|s. Marcona Corporation of USA and three Japanese Companies viz. (i) Mitsui & Co. Ltd. (ii) Okura Trading Co. Ltd., and (iii) Nissho Co. Ltd. The approval is subject to certain conditions being fulfilled for which the National Mineral Development Corporation Ltd., are negotiating with the foreign collaborators.

(c) As exploitation of low-grade magnetite-quartzite iron ore within the country is being attempted for the first time, it will be necessary to supplement the know-how available within the country with foreign expertise for carrying out pilot plant tests, interpretation of metallurgical data, design of the mine and plant, transportation system for the ore and its beneficiation etc. Foreign collaboration is unavoidable to undertake a venture of this nature.

(d) No, Sir. In the beginning some interest was shown by Antipodes exploration Ltd. of Canada, which did not materialise.

(e) Does not arise.

SHRI P. P. ESTHOSE: May I know from the Government whether the reason for seeking foreign collaboration is because of our technical inability to develop the iron industries by ourselves or whether there is any other reason?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND MEALS (SHR P. C. SETHI): As has been said in the main answer to the question, this is a magnetite ore with 30 per cent ferrous content and it is therefore entirely a new process of beneficiation which has to be