

additional troops. I want to know whether Government have made up their minds not to send any troops.

Mr. Speaker: The hon. Member is assuming that the army that we have is insufficient for our security purposes. It involves so many other questions.

Shri Tyagi: This particularly relates to the troops which have been deployed in a particular country outside and there has been a demand for further contingent of troops. I want to know what Government have decided, in view of the threatening situation on the border.

Mr. Speaker: The question the hon. Member is asking is whether if we send another contingent, the troops we have would be sufficient to keep our border safe?

Sardar Majithia: I should like to assure the House through you, Sir, that we have got sufficient forces with us. In any case, as I said, according to the agreement we can raise more troops in lieu of our troops sent to the United Nations and that money will be reimbursed to us by the United Nations.

Shri Tyagi: Was there any demand from the United Nations for a further contingent of troops from this country and what have Government decided with regard to that demand?

Sardar Majithia: There has been a request for some troops. That is still under consideration.

Shri Ranga: Is there any time-limit fixed for keeping our troops there? Or is it proposed by the Government of India to suggest to the United Nations that there should be a time-limit so that our troops can come back?

Sardar Majithia: There cannot be any time-limit. We have said—to which the United Nations have agreed—that our troops should be sent back as soon as conditions permit. They will not be kept there indefinitely. In any case, they are being changed over from time to time.

Coal Movement

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*161. { **Shri Ram Krishan Gupta:**
Pandit D. N. Tiwari:
Shri Nek Ram Negi:
Shri Raghunath Singh:
Shri Rajendra Singh:

Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether any effort is being made to move coal from the pitheads to various centres of consumption in the slack season this year;

(b) if so, the quantity moved since the 15th May, 1961;

(c) whether any appreciable reduction in stocks at pitheads has been effected; and

(d) the quantity despatched for public consumption?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) and slack season of the Railways commences generally in July. From July this year the Railways have offered an increase in transport capacity by an additional 200 wagons per day in Bengal/Bihar fields. This will help in moving larger quantities of coal from pit-heads.

(b) The total despatches of coal from the Bengal/Bihar fields to all categories of consumers during the months of May and June, 1961 were 278,584 wagons as compared to 249,826 wagons in the corresponding period in 1960.

(c) No; but with the improved wagon availability from July onwards, the scheme of moving coal by coastal shipping, and liberalisation of coal movement by road, it is expected that pit-head stocks may start going down after sometime.

(d) The total despatches to consumers other than Railways Bunkers and Export, amounted to 90,898 wagons in May, 1961 and 82,559 wagons (provisional) in June, 1961.

Shri Ram Krishan Gupta: May I know how far the scheme to move coal by ship has been successful and how much coal has been moved by this means?

Sardar Swaran Singh: Movement in the month of May was quite considerable, but the tempo could not be kept up in June. I have not got the exact figures of the quantity that was moved by sea. If a separate question is tabled, I will certainly supply the information.

Shri Baghunath Singh: May I know the rate being paid to the coastal shipping and the railway per ton?

Sardar Swaran Singh: There is difference; as the House is no doubt aware, to move by sea it costs more. But the decision has been taken that the additional expenditure incurred in movement by sea will be reimbursed from a pool which has been created by imposing an additional cess on all coal that is raised.

Shri Tridib Kumar Chaudhuri: May I know, Sir, if it is a fact that arrangements of coal movement have been made in such a manner and wagon allocation made in such a manner that the number of wagons which used to carry coal down Moghalsarai and other industrial centres have been reduced by 200 and that has caused coal famine in all the West Bengal districts? What steps are Government taking to redress this situation?

Sardar Swaran Singh: It is true that the additional wagons that were moving above Moghalsarai have not been replaced by an additional equivalent number in the overall pool of wagon availability. That has caused some difficulty in movement in the direction towards Calcutta. I am seized of that situation, I was in Calcutta about a week ago and this matter was represented and I have issued a general directive that when there is overall shortage, it should be equitably borne by the consumers all over and no particular area should be

put to greater hardship, if it can be avoided.

Shri T. B. Vittal Rao: Recently, that is, a week ago, it had been stated that some goods trains in the Olavakkot Division of the Southern Railway had to be cancelled because there was shortage of coal. May I know how this shortage resulted?

Sardar Swaran Singh: I have no information about this. The Railways might be in a position to give the correct information as to whether any train service was cancelled and, if it was cancelled, what was the reason therefor.

Shri Mahanty: In view of the growing volume of complaints regarding non-availability of coal to the essential users will it be possible for the hon. Minister to give a break-up of the movement of coal State-wise in eastern India?

Sardar Swaran Singh: That can be done, but it will take some time to collect the information. If a separate question is tabled, I will try to give whatever information is available.

Mr. Speaker: But it will be an unstarred question.

Shri Harish Chandra Mathur: In this connection a high-powered committee was appointed. May I know the outcome of the deliberations of that committee, the extent of wagon shortage and the programme for the future?

Sardar Swaran Singh: I cannot say which particular committee the hon. Member has in his mind. This matter has been engaging our constant attention and there has been complete co-ordination between the Ministry of Steel, Mines and Fuel, the Railway Ministry and the Transport Ministry because now shipping and movement by road also are involved. The problem is of day-to-day occurrence. Officers of the Coal Controller's Office and the representatives of the Railway Ministry in Calcutta where most of these operations are centralised and

co-ordinated meet almost from day to day. Whatever best can be achieved within the overall transport availability is achieved.

सेठ अचल सिंह : क्या मन्त्री महोदय यह बतलाने की कृपा करेंगे कि उत्तर प्रदेश में यह जो कोल शोर्टेज चल रही है यह कब तक दूर हो सकेगी ?

सरदार स्वर्ण सिंह : पिछले साल के मुकाबले में इस साल देश में कोयले की ज्यादा गाड़ियां इस्तमाल हुई हैं। अब यह कहना कि सारी की सारी जितनी जरूरत है वह कब तक पूरी हो सकेगी, जरा मुश्किल है। मैं मानता हूँ कि जितनी जरूरत है वह सारी अभी पूरी नहीं हो सकती है लेकिन ज्यों ज्यों कोयले के वास्ते ज्यादा गाड़ियां मिल सकेंगी और ट्रान्सपोर्ट की एवेलैबिलिटी बढ़ेगी, कोयले की पोजीशन इम्प्रूव होगी। यह बतलाना तो बड़ा कठिन है कि कोयले की जितनी जरूरत है वह कब तक पूरी हो सकेगी लेकिन कोशिश इस बात की की जा रही है कि उसको पूरा किया जाय।

Shri S. M. Banerjee: I want to know whether it has been brought to the notice of the hon. Minister that the situation of coal and soft coke in U.P. has not at all improved and, if so, whether steps are being taken to see that beyond Moghulsarai it is actually sent to U.P. by road transport because of transport bottleneck by train. What steps have been taken?

Sardar Swaran Singh: It is true that in U.P., Punjab, and Rajasthan and in parts of Gujarat and Maharashtra where movement of coal took place in the direction above Moghulsarai the shortage is felt more than in other parts of the country. I have said that in July the availability of wagons in the direction above Moghulsarai has been stepped up. In the month of July particularly movement to U.P. has been quite considerable. This might be so towards the end of June, but I think in the month of July

the position has considerably improved.

Mr. Speaker: May I suggest one thing to the hon. Minister? Time after time we get questions here about the coal situation. A number of hon. Members are interested in it. Therefore I would advise hon. Members to send all their supplementary questions to the Notice Office and I will pass them on to the hon. Minister. He, along with the hon. Minister of Railways, might make, if possible, a consolidated statement relating to the coal position every Session until the coal position eases. That will give an idea as to how the industries have to cut their production and so on in advance.

Sardar Swaran Singh: I shall do so with pleasure, but these questions will still be there.

Mr. Speaker: That is inevitable, but to a large extent it would anyhow be eased.

Shri Tridib Kumar Chaudhuri: May I draw your attention to the fact that it is not only this Ministry which is involved in it but also the Railway Ministry? Therefore the questions may be passed on to both the Ministries so that we get a consolidated statement.

Shri T. B. Vittal Rao: A complete break-down should be given.

Sardar Swaran Singh: May I clarify the position? It is true that two Ministries are involved in this, but I would like to assure the House that answers to questions about coal movement by rail are approved of by both the Ministries before they are given here.

Shri Tyagi: But nothing could be done.

Sardar Swaran Singh: Therefore there need not be any apprehension that there is lack of co-ordination.

Shri Ranga: But is it not bad that they go on accusing each other?

Mr. Speaker: They will issue a joint statement.

Sardar Swaran Singh: The statement will be on behalf of the Government. Whether I make it or the hon. Minister of Railways makes it is a matter for internal arrangement.

Shri Indrajit Gupta: The Transport Ministry is also involved because they are shipping 2 million tons of coal by sea. So, the Transport Ministry comes in too and there is a shortage of ships.

Mr. Speaker: The statement will be made on behalf of the Government which includes the Transport Ministry also.

Two Engineering Colleges in Delhi

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*162. { **Shri Radha Raman:**
Shri Shree Narayan Das:
Shri H. C. Heda:

Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that Delhi will have at least two full-fledged Engineering Colleges in the near future;

(b) if so, what is the nature of this proposal and where they will be located;

(c) what will be their capacity and the expenditure to be incurred on them; and

(d) what will be the policy of admission of students?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) and (b). A college has been established this year at Hauz Khas, but the plan is to stop new admissions to the degree courses at the Delhi Polytechnic with effect from the Academic Session 1962-63. The new College of Engineering and Technology will conduct degree courses in the same branches as in the Delhi Polytechnic but will have larger ad-

missions. Post-graduate courses in selected fields will also be organised in the College in due course.

(c) The annual admission capacity of the new College will be 250 students for the first degree courses. The expenditure is estimated at:

Non-recurring—Rs. 365.27 lacs.
 Ultimate Recurring—Rs. 34.53 lacs.

(d) Admissions will be made on an all-India basis subject to reservation of some seats for the educationally backward areas and for Scheduled Castes and Scheduled Tribes.

Shri Radha Raman: May I know whether it is a fact that many students possessing the requisite minimum qualifications are not getting admission in colleges which are now there in Delhi? If so, what is the Government's advice to such students so that they find their career in engineering fulfilled?

Shri Humayun Kabir: There are two aspects of the question. The number of candidates for engineering courses is much larger than the number of places available anywhere in the world. We have expanded the facilities very considerably. At the degree level from less than 3,000 admissions per year in 1947 the admissions last year were almost 14,000. We cannot go on expanding at that rate because then there might be unemployment of highly qualified engineers. We have also to keep in view the requirements of engineering personnel over the next five years. Keeping those things in view we take the best available students. Those who cannot get in should go in for science and humanities courses because it is equally important that really good students should take other subjects also, otherwise there will be a general lowering in the level of national life in different fields.

Shri Radha Raman: May I know whether the Government will furnish this House with figures of students from Delhi seeking admission and not