

officer is posted to a State, he always continues to be there and he is not allowed to go to another State. So far as the Railways are concerned, after a few years, he is transferred to another region.

Shri Harish Chandra Mathur: It is the other way round.

Mr. Speaker: I will not allow such questions. A change of policy ought not to be taken up for discussion during the question hour.

Shri Harish Chandra Mathur: All right, I will not refer to it. May I seek for information on another aspect?

Mr. Speaker: Yes.

Shri Harish Chandra Mathur: May I know whether in the implementation of this scheme you take into consideration only the home State of that particular individual or the wider circle of the entire railway region?

Shri Jagjivan Ram: He is not posted in that railway if it covers for the greater part, his home State.

Port Charges for Sillimanite Ore

*921. **Shri P. C. Borooah:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the Union Ministry of Transport and Communications made a request to the Calcutta Port Commissioners recently for reducing the port charges for sillimanite ore;

(b) if so, to what extent;

(c) whether the request has since been declined; and

(d) if so, on what grounds?

The Minister of Transport and Communications (Dr. P. Subbarayan): (a) The Bharat Chamber of Commerce made a representation in March 1959 to the Director of Export Promotion, Ministry of Commerce and Industry, for the levy of port charges at a reduced rate on sillimanite ore exported from the Calcutta Port. A copy of this

representation was sent to the Port Commissioners by the Government of India for comments in April 1959.

(b) The Bharat Chamber represented that Port charges on sillimanite ore be substantially reduced but did not specify any amount.

(c) and (d). All types of ores such as iron, manganese, kyanite, sillimanite etc. shipped in bulk are assessed to port charges at the special rates provided in the statutory Schedule of Charges. Whenever such ores are shipped in bags, the mode of handling is different and port charges are realised at the rates applicable to general cargo, which are higher than the special rates. On the advice of the Calcutta Port Commissioners, the Director of Export Promotion was, therefore, requested to inform the Bharat Chamber of Commerce to advise their constituent member firms to ship sillimanite ore in bulk.

Shri P. C. Borooah: I find from the statement that the port charges on sillimanite ore is substantially reduced. But it did not specify any amount. May I know whether if the amount is known to them there will be reduction in port charges?

Dr. P. Subbarayan: I could not follow the question.

Mr. Speaker: What is the question?

Shri P. C. Borooah: It is stated that they have not specified the amount of business. Suppose they state the amount of business, then, will the reduction of port charges be considered?

Mr. Speaker: I am afraid, the hon. Member will have to take the information from the hon. Minister privately.

Shri P. C. Borooah: The Bharat Chamber of Commerce have asked the port authorities that the port charges on sillimanite ore be reduced and the port commissioners replied to that, that if they know the amount they can consider the question. It has been stated often that they did not specify the amount. Suppose the

amount is specified, will there be reduction in port charges?

Dr. P. Subbarayan: The Bharat Chamber of Commerce made a representation that the port charges on sillimanite ore be reduced. So, the Director of Export Promotion requested the Bharat Chamber of Commerce to advise their constituents to ship sillimanite ore in bulk.

Shri Yadav Narayan Jadhav: What is the quantity that is exported at present from the Calcutta port? Is there any expectation of this quantity being increased?

Dr. P. Subbarayan: I must ask for notice for this question.

Mr. Speaker: We cannot go into such details. Hon. Members will go to the port and get that information.

Power Supply in Delhi

*923. **Shri P. C. Borooah:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether Delhi Power Supply will be adversely affected on account of the inevitable closure of certain Bhakra Nangal generating units early next year;

(b) if so, to what extent; and

(c) how long it will take to bring the power supply position to the level as envisaged in the recent Punjab Government's undertaking for additional power supply to the Capital?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No. Sir. There is no proposal at present to close down any of the generating units early next year.

(b) Does not arise

(c) Originally an additional 40,000 K.W. of power was planned to be supplied to Delhi from the Left Bank Power House by May, 1961; subsequently this programme was changed to 20,000 K.W. in 1961 and remaining 20,000 K.W. in 1962. This commitment is likely to be fulfilled. Out of

20,000 K.W. for 1961, 15,000 K.W. has already been supplied.

Mr. Speaker: Now the question list is over. This is the first day when we have finished the question list.

An Hon. Member: Some of the important questions can be taken up.

Mr. Speaker: I will first see if any of the hon. Members who have tabled questions and who were absent when I first called their names have since come. If any such hon. Member is present in the House, he may stand in his seat. I find none. So, if any hon. Member wants any particular question to be taken up, I will do so.

Shri T. B. Vittal Rao: Starred Question 900 may be taken up.

Coal Supply to Railways

*900. **Shri Pangarkar:** Will the Minister of Railways be pleased to state:

(a) whether coal supply to the Railways has improved in quality and quantity since 1st April, 1961;

(b) if so, to what extent; and

(c) what steps are being taken to maintain and ensure full supply of right type of coal?

The Deputy Minister of Railway (Shri S. V. Ramaswamy): (a) There was some improvement in stocks on the Central Northern, North-Eastern and Northeast Frontier Railways during the said period, though there has been some deterioration in the case of others particularly Southern and Western Railways. Some improvement has also been made in the quality of coal supplied.

(b) Coal stocks on Central, Northern, North-Eastern and Northeast Frontier Railways improved by about one day's consumption while those on Western and Southern Railways deteriorated to the same extent.

(c) With a view to improve and ensure full supply of right type of coal, coal loading in the Bengal and Bihar coalfields has been stepped up and