

کیا یہ حقیقت ہے کہ پچھلے چلند  
 مہینوں میں شری شانتی پرساد جین  
 کے مکان کی - جو کہ کلکتہ میں ہے -  
 تلاشی لی گئی اور اگر یہ درست ہے  
 تو حکومت کو تلاشی کے بعد کیا اطلاعات  
 وہاں سے دستیاب ہوئیں -

**Mr. Speaker:** Why do we go into an individual case?

**Shri A. M. Tariq:** The question is about the same person.

**Mr. Speaker:** I am sorry.

श्री ब० रा० भगत : इस सवाल के सिलसिले में कोई तलाशी नहीं ली गई ।

श्री अ० म० तारिक : सवाल यह है कि फारेन एक्सचेंज के रेगुलेशन की खिलाफत के सिलसिले में पिछले चन्द महीनों में श्री शान्तिप्रसाद जैन के مکان की कोई तलाशी हुई या नहीं और अगर हुई, तो वहाँ से क्या दस्तावेज हुआ ।

[ سوال یہ ہے کہ فارین ایکسچینج کے ریگولیشنز کی خلاف ورزی کے سلسلے میں پچھلے چلند مہینوں میں شری شانتی پرساد جین کے مکان کی کوئی تلاشی ہوئی یا نہیں اور اگر ہوئی - تو وہاں سے کیا دستیاب ہوا - ]

श्री ब० रा० भगत : अगर माननीय सदस्य इस बारे में सवाल पूछें, तो मैं जवाब दे सकता हूँ । जैसा कि मैंने अभी कहा है, जहाँ तक इन केस का सवाल है, इस सिलसिले में अभी कोई तलाशी नहीं हुई ।

**Shri P. G. Deb:** When have Government sent the latest reminder to the foreign country, USA, to find out about this matter?

**Shri B. R. Bhagat:** We are doing everything possible. But what the hon. Member has suggested is not the way to investigate. Reminder to whom? Banks are not going to oblige us like that.

**Mr. Speaker:** Question No. 275—Shri P. C. Borooah. He is absent.

**Shri Basumatari:** It is an important question. It may be answered.

**Mr. Speaker:** We will see at the end.

### Coal Supply Position

\*277. **Shri Harish Chandra Mathur:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) to what extent and in what manner coal supply position has improved in the country;

(b) what are the areas and bottlenecks which still have to be attended to for improvement of the situation;

(c) to what extent and why working of Ahmedabad mills had been affected by lack of coal supply; and

(d) whether a detailed statement will be laid on the Table?

**The Minister of Steel, Mines and Fuel (Sardar Swaran Singh):** (a) The Overall despatches of coal which were 48.75 million tonnes in 1960 rose to 52.06 million tonnes in 1961. During 1962 the total movement by all modes of transport, namely, rail, road and sea, is estimated to be of the order of 59 million tonnes.

(b) The main bottlenecks are transport and shortages of power and explosives, mainly in the West Bengal Bihar region. The Government are taking necessary steps in consultation with the Planning Commission and

the concerned Ministries to improve the position.

(c) A major part of supplies to the mills in Ahmedabad is made from the Central India Coalfields. The production of steam coal in these fields was affected due to fire in Kurasia Colliery. A part of the supplies had, therefore, to be made from the West Bengal/Bihar Coalfields, where the transport position is rather difficult. The supply position to these mills also got some set-back during the past few months due to Goa emergency and the subsequent severe cold weather and foggy conditions. Immediate action was taken to rush supplies and there was no actual closure of the mills. It took quite some time before the normal supplies could be restored.

(d) A statement is laid on the Table. [See Appendix II, annexure No. 34].

**Shri Harish Chandra Mathur:** It appears from the statement that all is well so far as coal raisings are concerned and that we are likely to do better in 1962 than we have done before. May I know if it is not a fact that during the first seven months of the First year of the Third Plan the total coal production has been only 23 million tons as against 30 million tons for the corresponding period in the last year of the Second Plan?

**Sardar Swaran Singh:** I have not got the figures with regard to each month. The hon. Member is asking about the production figures for the first seven months of the first year of the Third Plan. If he tables a separate question, I will certainly give the information.

I may add that production figures are given in a government publication which is available, copies of which are also supplied to the Library.

**Shri Harish Chandra Mathur:** Is it not a fact that the National Coal Development Corporation has stated that at present it is raising 7½ Milli-

on tons an year and that production of the order of 3 million tons had been curtailed because of the transport situation?

**Sardar Swaran Singh:** It is a fact that production in the Karanpura collieries had to be slowed down because movement from that part could not be arranged.

**Shri Harish Chandra Mathur:** I want to know the reason for it, why it has been done.

**Mr. Speaker:** Movement could not be arranged from there. I seem to have read in the report of the proceedings in the Rajya Sabha where the hon. Minister of Railways has said that there is no shortage of transport, whereas the Minister in charge of coal said that there is. This is constantly going on. Both the Ministers are there. Will they not kindly explain to the House what is the difficulty?

**Sardar Swaran Singh:** There is no difference of opinion on that score. Both of us know that there are transport difficulties in certain areas and in certain directions.

**Mr. Speaker:** There is no shortage of coal except for transport bottlenecks. Is that the position?

**Sardar Swaran Singh:** There is shortage of coal at some of the consuming ends. That is correct. This is due to the difficulties with regard to transport, particularly from the Bengal-Bihar area. It is true that if production were stepped up from what are called the outlying coal fields in Madhya Pradesh and the like, there is greater rail transport available for movement from that area, but on account of fire in one of the coal mines there which was producing sizable quantities, namely the Kurasia coal fields, production came down. Steps are being taken to control that fire, and it is hoped that within a few months that production also will be stepped up. So, it is not easy to give a categorical answer. It depends on the areas and also the directions in which coal is required.

**Mr. Speaker:** There can be a simple answer to this. Is there an overall deficit of coal? Is it less than the demand? We will assume that the Railway Minister puts some more energy into it and makes more wagons available, is there sufficient coal to be moved. Will there be delay on account of want of coal?

**The Minister of Railways (Shri Jagjivan Ram):** It is not so simple as that. The position is this, that the pattern of movement will have to be determined. If at a particular place, and for a particular direction, wagons are available and if coal is not there, it is not so simple, so easy, to switch on those wagons to another production point and move it in any direction where coal is required. So, production, movement and direction will have to be determined if this question is to be solved, and as my hon. colleague has just now said, had the production in the outlying or Central India coal fields been stepped up, perhaps the railways would have been in a position to move larger quantities of coal from that area than they have been able to do from the Bengal-Bihar area. So, the pattern of production and the pattern of movement will have to be co-ordinated in order to solve the difficulty. It does not depend only on this, that at a particular point there is abundance of coal, because that cannot be moved; and if coal is not there where the railways have the transport capacity, the difficulty will be faced by the country.

**Mr. Speaker:** What is the difficulty in co-ordinating? The hon. Minister seems to have said that there will be dumps opened in various places and so on.

**Shri Jagjivan Ram:** Yes, but it has been explained that the difficulty in the outlying coalfields was due to causes beyond the control of the Government. A fire broke out in the Kurasia coal field. Good quality coal was being produced from that coal field, and when the coal was not there,

the transport capacity of the railways could not be fully utilised, and naturally the areas which were being supplied with coal from that area had to suffer to some extent.

**Shri Tyagi:** From that statement one thing seems to be quite clear, but I want to have it verified. The position seems to be that wherever there is facility of transport, stepping up of production of coal is needed, and wherever there is surplus coal, stepping up of the facility of transport is needed. Is that the reason actually?

**Mr. Speaker:** That is what he says.

**Sardar Swaran Singh:** That probably is correct, and efforts are being made in both the directions.

**Mr. Speaker:** So, there must be surplus of coal and surplus of wagons, that is the only way?

**Sardar Swaran Singh:** I would add that coal is something which we cannot raise at any point. After all, coal is found where nature has provided it, and then the quality is also what is to be found there geologically. So, we have to keep a very constant watch. Sometimes the demand for one quality of coal increases, and sometimes the demand decreases, but the particular shortages in certain parts of the country are felt on account of pressure on movement in December, the reasons for which are fully known. That also, to a large extent, upset the movement effort which the railways could put in.

**Mr. Speaker:** The difficulties are known, but it appears from the hon. Minister's statement this cannot ever be obviated at all.

**Sardar Swaran Singh:** No, Sir. I did not want to be more explicit, but we all know that movement in connection with Goa also took away a major part of transport capacity. That problem is now over, and I expect that the position will progressively improve.

**Shri Tyagi:** I want to put a practical question. Now the crisis is before us. The country is anxious to know what concrete and positive steps both the Ministries are taking in solving this difficulty.

**Sardar Swaran Singh:** I am sure that my hon. friend would not have put that question if he had time to glance through the figures that I have given. It is expected that during the current year the actual number of wagons that would be available for daily loading would be of the order of 7,200 as compared to the performance in 1961 of 5,999. So, we can expect that there will be a significant improvement.

**Shri Tyagi:** What about additional production in the other coal fields, if the wagons are available?

**Mr. Speaker:** These additional wagons can be loaded only if there is additional production.

**Shri Tyagi:** So, what concrete steps are Government taking for raising additional production?

**Sardar Swaran Singh:** The concrete steps for stepping up production in the outlying fields are: development of new mines, trying to control the fire that unfortunately broke out, and taking steps to recover the Kurasia mine.

**श्री म० ला० द्विवेदी :** कोल की शार्टेज की वजह से चन्द कारखानाजात कई महीनों से बन्द हैं जबकि सरकार का यह मंशा है कि कारखानों को बन्द न होने दिया जाए। मैं जानना चाहता हूँ कि जो कारखानाजात बन्द हैं जैसे खुर्जा की पाटरीज, इनको चालू करने के लिए क्या कोयला वहाँ पहुंचाने की कोशिश की जाएगी ?

- सरदार स्वर्ण सिंह : मुझे नहीं मालूम कि कई कारखाने महीनों से बन्द हैं। हो सकता है कि किसी एक दिन या दो दिन के लिए कुछ तकलीफ हुई हो। खुर्जा के मुतालिक अगर माननीय सदस्य मुझे बतायें कि उनकी

कितनी रिक्वायरमेंट है और भेरे स्थाल में पाटरीज की कोई ज्यादा रिक्वायरमेंट भी नहीं होती है, तो मैं समझता हूँ कि कोयला देने में कोई ज्यादा मुश्किल का सामना नहीं करना पड़ेगा और यह कोई ज्यादा मुश्किल बात नहीं होगी।

**श्री विभूति मिश्र :** रेल मंत्री जी ने बताया है कि बिहार और बंगाल में जहाँ कोयला निकलता है वहाँ जितना कोयला निकलना चाहिये नहीं निकलता है। मैं जानना चाहता हूँ कि स्टील माइज और फ्यूल मंत्री जी उस संबंध में क्या सोच रहे हैं ?

**सरदार स्वर्ण सिंह :** इसके उलट कहा है। माननीय मंत्री जी ने कहा है कि वहाँ ज्यादा निकला है।

**श्री जगजीवन राम :** मैं ने यह नहीं कहा कि निकाला नहीं जा रहा है या कम निकाला जा रहा है बल्कि मैंने यह कहा है कि मध्य भारत के, सेंट्रल इंडिया के कोल फील्ड में से जितना कोयला निकाला जाना चाहिए था उतना नहीं निकल पाया चूँकि एक खान में अग लगी हुई थी। दूसरी बात मैंने यह कही कि अगर सेंट्रल इंडिया में हमारे पास वैगन मौजूद हों और वहाँ कोयला न हो और बंगाल, बिहार में कोयला हो तो उन्हीं वैगन को ले आ कर के हम बिहार, बंगाल के कोयला को आसानी से नहीं ले जा सकते हैं।

**श्री बजरंग सिंह :** मैं जानना चाहता हूँ कि क्या माननीय मंत्री जी का ध्यान उत्तर प्रदेश के राज्यपाल श्री बी० रामकृष्ण राव के उस वक्तव्य की ओर गया है जो उन्होंने उत्तर प्रदेश की विधान सभा के सम्मुख दिया है और जिसमें उन्होंने कहा कि है उत्तर प्रदेश में तीस फीसदी का कोयले का कट केन्द्रीय सरकार ने कर दिया है और उसकी वजह से न सिर्फ उत्तर प्रदेश के सभी उद्योगों बल्कि भट्टे वगैरह के काम में भी बहुत

स्कावट पैदा हो गयी है ? अगर सरकार का ध्यान उस वक्तव्य की ओर गया है तो सरकार इस कठिनाई को दूर करने के लिये कोई तुरन्त कार्यवाही कर रही है ?

**Sardar Swaran Singh:** I will not be able to manage the reply in Hindi properly. So, I crave your indulgence to reply in English. I have followed his question all right.

It is a fact that so far as allotments are concerned, they have been cut, but in cutting the allotments we are ensuring that no one gets actually less supply than what he got in 1961. Formerly what happened was that the allotments were large, but the actual supplies were small. Now we are cutting the allotment to fit in with the actual supply, and the statement that I have placed on the Table of the House brings out the figures of actual supplies in the year 1961 and also the allocations for 1962, that is, the current year. So, instead of the paper allocations which were far in excess of the actual supplies, creating a lot of difficulties and uncertainties, it is better to make allocations which can materialise. So, the allocations have been reduced to fit in with the actual availability, but the actual physical supplies are not likely to be less in any case compared to the supplies that were there during the last year, that is 1961.

**Mr. Speaker:** The hon. Member intends by this question to ask whether there is not less supply than the demand—by 30 per cent?

**Sardar Swaran Singh:** That is correct, there will be no need for allotments. Because the demands are more and we cannot meet the demands naturally, there are certain allocations and allotments made. His main question was whether there has been a cut in the allotment. I have attempted to explain that. Although there is a cut in the paper allocation, the actual physical supplies are not likely to be less when we compare them with the actual supplies that materialised in 1961.

**Shri Tyagi:** What is the average percentage of the cut?

**Shri Braj Raj Singh:** I was referring to the Address of the Governor of U.P.

**Mr. Speaker:** What does the hon. Member want?

**Shri Braj Raj Singh:** I wanted to know why the U.P. Government thinks that a 30 per cent. cut has been effected while the hon. Minister says that the physical movements will not be affected.

**Sardar Swaran Singh:** There is no contradiction between the two. The allocation originally did not have much relation with the actual supplies. That supplies were generally much less than the allocations. We took a realistic step in making the allocations equal to the tune up to which they could materialise so that everybody knows what he could get. And, our effort would be to see that whatever are the allotments or allocations, all of them materialise.

**Shri Tyagi:** What is the percentage of the cut effected?

**Sardar Swaran Singh:** It is not a flat percentage of cut. Certain consumers like the steel plants, the railways and others must get going and they get their full supplies. Possibly, in small sectors, where non-essential users are concerned, sometimes their demands are inflated, possibly in the expectation that their demands might probably be slashed. When this process of allocation comes in, there is no such percentage cut.

**Shri Vidya Charan Shukla:** Where-as the coal production target for the Third Five Year Plan has been fixed at 98 million tons, the railways have given a much less figure than this for movement of coal. Why is it so?

**Sardar Swaran Singh:** The figure is somewhat less because part of the production will be consumed in the collieries themselves, part of it could be moved by road and part of it

could be moved also by sea. So, there is always a difference between the total target production and the target for movement by rail.

**Shri Vidya Charan Shukla:** May I know what is the difference in these figures?

**Mr. Speaker:** The hon. Member wants the figures.

**Shri Vidya Charan Shukla:** The production target is 98 million tons. May I know the target figure for movement of coal by rail during the Third Five Year Plan?

**Sardar Swaran Singh:** I would require notice; I have not got the exact figures here.

**Shri Harish Chandra Mathur:** Apart from this question of production and transport, both at the meetings of the Central Advisory Council for Industries and the Federation it was said that there are so many, practically a multiplicity of authorities that they themselves create a bottle-neck in the movement of coal.

**Sardar Swaran Singh:** I am sure that there is no multiplicity of authorities and no confusion, can, therefore, take place.

#### Reduction in Life Insurance Premium

\*278. **Shri Bibhuti Mishra:** Will the Minister of Finance be pleased to state:

(a) whether it is a fact that expectation of life in India has gone up in 1961 census as compared to the census of 1951; and

(b) if so, why the Life Insurance Corporation has not taken any decision to reduce premium on life insurance policies?

**The Deputy Minister of Finance (Shri B. R. Bhagat):** (a) The final results are not yet available.

(b) Does not arise.

**श्री विभूति मिश्र :** हमारे गृह मंत्री जी ने जब सेन्सस रिपोर्ट के बारे में सारी बातें बतलाई तो उनसे पता चला कि यहां हर आदमी का जीवन स्तर उंचा हो गया है। मैं जानना चाहता हूं कि हमारे वित्त मंत्री जी के पास अब तक यह सूचना क्यों नहीं पहुंची है ?

**श्री ब० रा० भगत :** उस में जो कुछ बतलाया गया है वह बिल्कुल सरसरी तौर पर है। जो सेन्सस के रजिस्ट्रार जनरल हैं उनका जीवन स्तर कितना उंचा हो गया है इसके आखरी आंकड़े अभी नहीं दिये हैं या इसके कि लाइफ एक्स्पेक्शन कितना उंचा हो गया है। यह उम्मीद की जाती है कि लाइफ एक्स्पेक्शन उंचा ही गया है। लेकिन इन्वोर्नेंस के प्रीमियम रेट्स निश्चित करने में जो जिन्दगी इन्वोर्ड होती है, हम उसी की लाइफ एक्स्पेक्शन के बारे में सोचते हैं। उसी का इन्वेंटीगेशन लाइफ इन्वीरेंस कारपोरेशन कर रहा है। उस की रिपोर्ट आने के बाद उस पर विचार किया जायेगा।

**श्री विभूति मिश्र :** यह पता तो चल ही गया है कि जिन्दगी का स्तर उंचा हो गया है। जो उंचा हो गया है उस का यश आपके या मेरे लिये नहीं है, वह तो भगवान के हाथ में है। लेकिन जो इन्वोर्ड हो गये हैं उन के ऊपर आप प्रीमियम कितनी मात्रा में कम या वेश करेगे ?

**श्री ब० रा० भगत :** मैं ने कहा कि उस बारे में छान बीन एल० आई० सी० कर रहा है। उस की रिपोर्ट आने पर उस पर विचार किया जायेगा।

**Shri Sadhan Gupta:** May I know whether it is a fact that the LIC is still proceeding on the basis of the calculations made by the Oriental Insurance Company between 1925 and 1935, that is to say, the calculations of mortality made by that company, and whether it is also a fact that the expectation of life has indisputably gone up since 1935....