

specifically to those colliery owners who are installing these plants. The Coal Board has been given discretion to examine each individual case and grant the necessary concession.

Shrimati Tarkeshward Sinha: How much financial assistance is being given to the collieries for carrying out the voluntary stowing programme?

Shri R. G. Dubey: It was calculated some time back that the cost of the stowing operations would be Rs. 2 per ton and Government will give assistance to the extent of one-fourth.

PRODUCTION OF COAL BY RAILWAY COLLIERIES

*1836. **Shri N. P. Sinha:** Will the Minister of Production be pleased to state whether the present production of coal in Railway Collieries will be able to meet the demands of Government fully?

The Parliamentary Secretary to the Minister of Production (Shri R. G. Dubey): It is presumed that what the Hon'ble member wants to know is whether the present production from the Railway Collieries will be able to meet the full requirements of Government Railways. If so, the answer is "no".

Shri N. P. Sinha: Is it true that the Government has to depend upon private collieries for supply of coal for its traffic requirements, if so why pegging on production is being introduced in government collieries which result in retrenchments?

Shri R. G. Dubey: Pegging is done with a view to secure the maximum extraction of coal. So far as the present position is concerned, it is not harmful in any way.

The Minister of Production (Shri K. C. Reddy): May I add that the pegging policy is followed to conserve the better types of coal, the metallurgical coal. It is not proper to mix up that policy with the over-all production of coal.

COAL FOR COOKING

*1837. **Shri M. L. Dwivedi:** (a) Will the Minister of Production be pleased to state what is the attitude of Government with regard to the popularisation of the use of soft coke for domestic purposes by rural population and thus save waste of cow-dung which is a good manure?

(b) Have any steps been taken so far in this direction?

(c) If so, where and with what success?

(d) Is the scheme likely to be expanded?

The Parliamentary Secretary to the Minister of Production (Shri R. G. Dubey): (a) The Government are fully in favour of the popularisation and extended use of soft coke as a domestic fuel in rural areas. The only factor that limits such use of soft coke is the lack of adequate transport facilities.

(b) and (c). The Soft Coke Cess Committee constituted by the Government to popularise the use of soft coke helped to raise the despatches from 754,000 tons in 1928 to 963,000 tons in 1940.

(d) The Planning Commission have suggested that a target of an additional one million tons of soft coke should be set for distribution in the rural areas. A proposal for reviving the Soft Coke Cess Committee is also under the examination of the Commission. The Government will consider this proposal in due course.

Shri M. L. Dwivedi: May I know if, as a result of the popularisation scheme of coal in the rural areas and for domestic purposes, any actual benefit has been taken by the rural areas and, if so, to what extent have the villages benefited?

Shri R. G. Dubey: Looking to the figures, it is clear. In the year 1949 the despatches were 8,91,119 tons whereas in 1952 it was 11,50,765 tons. This shows that there was progressive increase in the demand for soft coke.

Shri M. L. Dwivedi: May I know if by the approach of the Production Ministry to the Railway Ministry any appreciable result has been achieved in getting more wagons available for the supply of coal to rural areas?

Shri R. G. Dubey: Yes, that is what we are doing. In the year 1952 consumers were received from the consumers of this soft coke. Before that there was no priority for this particular variety of coal. From the year 1952, there was an up-grading of this soft coke and subsequently the priority was changed from I to G.

Shri M. L. Dwivedi: What is the increased number of wagons which are now available for this purpose?

Shri R. G. Dubey: It is not possible to give that.