

Railway Dues from Rohtas Industries

1956. SHRI RAM SWAROOP RAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that M/s. Rohtas Industries in Bihar is due to pay to the Railways about Rs. 3 crores on account of demurrage, damages, freight, etc; and

(b) if so, what action is being taken to realise the outstanding dues from the Industry above mentioned?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) and (b). A sum of Rs. 3.01 crores out of which Rs. 2.68 crores on account of demurrage has been shown outstanding by Eastern Railway against M/s. Rohtas Industries at Dehri-on-Sone in Bihar. M/s Rohtas Industries have disputed the procedure laid down by the Railways for calculation of demurrage charges in respect of wagons booked for their works. The Eastern Railway have set up a Committee to examine the related aspects of the disputed issues. At the same time, Railways are also examining the possible legal and administrative measures to realise the outstanding dues from the party.

Traffic loss to Railways

1957 SHRI SUSHIL BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state how much traffic has been lost by the Railways due to labour unrest in public/sector other than Railways during the private last year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Though labour unrest in public/private sector has been one of the causes which affected the loading of the Railways, the extent of loss cannot be fully quantified.

Transport Cost of Cotton

1958. SHRI GADADHAR SAHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether is it a fact that the cost of Transportation of Cottons by Rail (Freights rate) varies from State to State according to distance while there is Parity in the Transportation Cost in case of Raw materials like iron and steel;

(b) if so, the transportation costs of cotton, iron and steel, the reasons thereof and how is it justified;

(c) what are its adverse effects on the production of Cotton Industries/ cloth Mills and their growth in West Bengal and Eastern States:

(d) whether Government are proposed to give subsidy to make it uniform as it has been done in case of transportation of raw material like iron and steel; and

(e) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) The freight charges for all traffic including cotton, iron and steel etc. are determined on the basis of the classification of the commodities and the distance over which they are to be carried. Perhaps the Hon'ble Member is referring to freight equalisation schemes which are operated through establishment of self financing funds/accounts under the respective Ministries for commodities like iron and steel, cement etc. The Railways do not operate any such scheme of freight equalisation.

(b) to (e). Do not arise.

River Barak Threatens Railway Bridge

1959 SHRI SANTOSH MOHAN DEV: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the only Railway-cum-road Bridge over

Katakhal river on Silchar Lumbding Road Assam is threatened to be eroded by the river Barak; and

(b) what steps Government have proposed to take to protect this bridge which is the only available communication system and connects the area with the rest of the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b). No threat is at present apprehended to Katakhal rail-cum-road bridge on Badarpur-Silchar section due to erosion by river Barak. However, the problem of erosion caused by river Barak near Katakhal bridge, has been engaging the attention of the State Government and the Railways. The State P.W.D. have been urged by the Railway to take necessary remedial measures. A scheme for protection works has recently been drawn up by the Technical Advisory Committee of the Cachar Flood Control Board. The State P.W.D. have also already referred the matter to the Central Water Research Station, Pune, for model studies. The Railway will continue to remain in close touch with the State Government in this regard.

National Unemployment Insurance Scheme

1960. SHRI ARJUN SETHI:
SHRI K. PRADHANI:

Will the Minister of LABOUR be pleased to state:

(a) whether Government propose to introduce a national unemployment insurance scheme;

(b) if so, what are the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF TOURISM AND CIVIL AVIATION AND LABOUR (SHRI J. B. PATNAIK): (a) There is no such proposal at present.

(b) Does not arise.

(c) A national unemployment insurance scheme is not considered feasible at this stage in view of the massive financial outlay it would involve.

Working of Vallabhbhai Patel Chest Institute, Delhi

1961. SHRI R. K. MHALGI: Will the Minister of HEALTH be pleased to state:

(a) whether Government's attention has been drawn to a news-item published in the Times of India of the 23rd February, 1960 regarding the alleged deterioration in the working of the Institute; if so, the facts thereof;

(b) the reasons for a large number of posts remaining unfilled; and

(c) the steps being taken to improve the working of the Institute?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (SHRI NIHAR RANJAN LASKAR): (a) Yes, Sir. However, there has been no deterioration in the working of the Vallabhbhai Patel Chest Institute. This is corroborated by the number of scientific papers published by the Institute during the last 3 years, the number of theses approved for the M.D. & Ph. D. post-graduate students of the Institute by the University of Delhi, as well as the number of patients who attended the Clinical Research Centre of the Institute, viz:—

I. Number of articles published year-wise:

1976-77	.....	67
1977-78	66..	50
1978-79	....	64

II. Number of theses: --

1977	.....	6
1978.....	.....	10
1979	.....	8