

Shri Morarka: May I know the total extra amount paid to the HAL on both these orders as compared to the Integral Coach Factory?

Shri S. V. Ramaswamy: The figures have been given. The difference is only about Rs. 7,000 per coach. My hon. friend is perhaps thinking of the actual cost that we have incurred in the manufacture of the coaches at the Integral Coach Factory. No doubt the actual cost is Rs. 1,48,000, but we are charging the railways Rs. 1,83,000, the difference being credited to a Development Suspense Account. What would ultimately be charged for the 250 coaches would be Rs. 1,90,000 and thus the difference will be only Rs. 7,000 per coach. This is due to the fact that the Integral Coach Factory has long-established economics in the manufacture of such types of coaches.

Shri Morarka: The hon. Minister said just now that the price paid to the Integral Coach Factory is Rs. 1,83,000 whereas the price paid to the HAL is Rs. 2,40,000 for the coach manufactured out of the imported material. So, the difference is about Rs. 60,000 per coach.

Mr. Speaker: The hon. Member is arguing.

Shri Morarka: I am only trying to know why this big difference is there and what is the total extra amount paid by the railways to HAL on this account.

Shri S. V. Ramaswamy: My hon. friend has not obviously followed the answer. The cost charged by the HAL is Rs. 2,40,000, when compared to Rs. 2,37,000 of the Integral Coach Factory. It is the initial cost of the HAL, for the coach assembled from imported components. As against that, we are now charging the railway a lesser cost for the coach which is completely manufactured by the factory. It is Rs. 1,83,000. This, when compared to the sum of Rs. 1,90,000 which the HAL would be

charging for the 250 coaches, is less. So, the difference is only Rs. 7,000.

Shri Morarka: That is only from June onwards.

Some Hon. Members rose—

Mr. Speaker: Next question.

Transport of Coal by Ships

*1476 **Shri Raghunath Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that 40 ships are being employed to move coal from Calcutta to nine Western and Eastern ports of India; and

(b) if so, from which date?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A statement is laid on the Table of the Sabha.

STATEMENT

(a) and (b). It has been decided to transport an additional one million tons of coal from Calcutta to the Southern and Western India by sea route over and above the existing movement of one million tons. For this purpose, it has been estimated that about 42 ships would be needed and the Indian Coastal Conference have agreed to provide this number of ships. It has been proposed that the coal from Calcutta should be discharged at the following ports:

Madras, Cuddalore, Tuticorin, Cochin, Bombay, Bhavnagar, Porbunder and Sika.

The scheme for the transport of 2 million tons of coal will come into force from 1st May, 1961.

Shri Raghunath Singh: From the statement it appears that to transport coal to southern and western India 42 ships would be required. May I know whether these ships are going to be purchased, chartered or acquired?

Shri Raj Bahadur: We have already got 36 ships engaged on this particular traffic. We have asked the Indian Coastal Conference for more and they have agreed to place six more at our disposal, thus bringing the total number of ships to 42. So, this total number of 42 ships appears to be sufficient for the transport of this cargo by sea.

Shri M. B. Thakore: May I know the total quantity of coal carried to the western coast and discharged at the western ports?

Shri Raj Bahadur: At present, the arrangements are as follows in respect of the western ports: Cochin, 6 ships carrying 33,000 tons; Bombay, 5 ships—28,000 tons; Bhavnagar, 2 ships—11,000 tons; Porbunder, 2 ships—11,000 tons; Sika, 2 ships—11,000 tons. This is what is going to be arranged for now, with effect from 1st May, 1961.

श्री रघुनाथ सिंह : मैं यह जानना चाहता हूँ कि रेलवे से जो कोयला भेजा जाता है, उस पर चार्ज में और जो गिप से भेजेंगे, उस के चार्ज में कोई अन्तर होगा ? क्या उन का रेट करीब करीब बराबर होगा ?

श्री राज बहादुर : रेल के बारे में जो समस्या है, प्रथम सवाल है, वह विचारणीय है। मैं प्राणा कता हूँ कि इन अर्थ में कोई निर्णय गीत्र लिया जा सकेगा।

श्री रघुनाथ सिंह : मैं जानना चाहता हूँ कि रेलवे से जो कोयला भेजा जाता है और जो जहाज से भेजने वाले हैं, उस में भाडिनरी तौर पर कितना फर्क पड़ेगा।

श्री राज बहादुर : जहाज से जो कोयला जाता है, उस के सम्बन्ध में बम्बई, कोचीन, मद्रास, ट्यूटीकोरिन और मीराष्ट्र पोर्ट्स की भिन्न भिन्न दरें हैं। मीराष्ट्र पोर्ट्स पर ४३ रुपये पर टन, बम्बई में ३५ रुपये पर टन और इसी प्रकार से वह कम होता चला जाता है। रेलवे की भिन्न भिन्न दरें हैं, लेकिन वे बहुत कम हैं।

Shri Dasappa: May I know why, of all the ports, the ships are not expected to touch the Mangalore port?

Shri Raj Bahadur: Firstly, there is no arrangement for unloading of coal there at present. Secondly, the question depends also on the requirements of the hinterland as well.

श्री म० ला० द्विवेदी : इन प्रकार से जहाजों से जो कोयला ले जाया जायगा, उस से क्या रेल कम्पैन्टी को फायदा होगा और क्या देश में और कोयला पहुँच सकेगा ?

श्री राज बहादुर : जी हाँ, वर्तमान में जहाजों के जरिये ले जाने की जो प्रीसन्ट है, वह १ मिलियन टन, यानी १० लाख टन है। अब प्रस्ताव है कि १ मिलियन टन और ले जाया जायगा, यानी कुल दो मिलियन टन ले जाया जायगा।

Shri Achar: Is it not a fact that the Tile Manufacturers' Association at Mangalore made a representation that they they are not getting coal in spite of the fact that the Mangalore port could be utilised for this purpose, and may I know why Mangalore has not been chosen for this?

Shri Raj Bahadur: The tile manufacturers at Mangalore will get their coal provided from the augmented quantities of coal that are to be transported to the west coast. Whether they should get it directly from the ship or otherwise is a question which will depend upon the economics of the transport operations.

Shri M. L. Dwivedi: Question No. 1479 may also be taken up along with this question, Sir. It deals with the same subject.

Mr. Speaker: I shall see. Shri Tridib Kumar Chaudhuri.

Shri Tridib Kumar Chaudhuri: With regard to the movement of coal from Calcutta, may I know whether the Minister is satisfied that the coal berthing arrangements at the Calcutta port, and the line capacity for carrying coal from the mine-heads to

Calcutta are adequate so as to enable this arrangement to be worked satisfactorily?

Shri Raj Bahadur: A Co-ordination Committee has been set up which will look after all these problems. A special officer is also being appointed for this purpose to see that the co-ordinated arrangements are carried out properly. The essential movement depends upon the carrying capacity and the line capacity of the railways and also the loading capacity at the port of Calcutta. I think these will come up to the required expectations.

Shri S. C. Samanta: May I know whether any return cargo arrangements have been made so that the freight may be lessened?

Shri Raj Bahadur: The Coastal Conference have already made a request that they should be assured as far as possible about the return cargo being made available, and we are trying to see that steps are taken to achieve that objective as far as possible.

Fire in Railway Godown at Howrah

*1477. **Shri Ram Krishan Gupta:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 88 on the 15th November, 1960 regarding fire in Railway Godown at Howrah and state:

(a) whether the enquiry has since been completed; and

(b) if so, what are the findings?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes Sir.

(b) A statement is laid on the Table of the House.

STATEMENT

The Cause of the fire has been investigated by (i) Inspector of Explosives, Eastern Circle Calcutta (ii) Sub-Divisional Magistrate, Sadar, Howrah and (iii) Superintendent, Railway Police, Howrah.

The findings of the investigating authorities mentioned above are as under:

Inspector of Explosives.

The initiation of fire was in all probability due to presence of white phosphorous packages. Water of some of the phosphorous containers might have dried up some how and as it is well known, white phosphorous in dry condition starts burning automatically. Subsequently molten phosphorous with the flame must have crept through other packages thereby increasing the intensity of the fire and ultimately the fire spread to the packages of various commodities and set the entire place on fire.

Other possibilities like electric short circuiting, or any outside agency being the causes for initiation of the fire seem to be remote.

Sub-Divisional Magistrate, Howrah.

I am of the definite opinion that the fire was not caused by any explosive substance....

I am of the opinion that the articles stored in the godown were in keeping with the relevant rules and Act.... there was no explosive stored in the godown and even in the case of non-explosive but combustible goods, precautions were taken.... The incident can be called an act of God and no foul play is suspected in this case."

Superintendent of Police, Howrah

During the Police investigation nothing more could be found other than what transpired during the magisterial enquiry. There was no evidence of any criminal operation.

Shri Ram Krishan Gupta: From the statement I find that three officers were appointed to hold an enquiry, and their findings differ from each other. May I know what is the view of the Government and which of those findings has been accepted?

Shri Shah Nawaz Khan: Enquiries were held by the Inspector of Explo-