

(c) Imports of rails has been arranged to supplement the indigenous production which is expected to improve as the Bhilai Steel Plant goes into full production. The manufacture of cast iron sleepers is also being stepped up as indigenous supply of wooden sleepers cannot meet the needs.

Shri Subodh Honsda: The hon. Deputy Minister has stated that due to short-supply of rails, the renewal works could not be done. May I know whether Government has asked the World Bank for loan to meet the foreign exchange necessary for importing rails from outside?

Shri S. V. Ramaswamy: We have not asked the World Bank. The position is this. Our delegation has gone to U.S.A. We are thinking of negotiating to import 28,000 tons of rails weighing 132 lbs. for the Mughal Sarai-Gaya section. We have taken other steps also. Because there is short supply from indigenous sources, we have placed orders from abroad for the import of steel. We have ordered about 3.1 lakhs tons, of which we have received 2.02 lakhs tons. There is still a backlog of .57 lakh tons and the short-fall will be 1.56 lakh tons.

Shri Subodh Honsda: May I know the names of the firms from which rails have been ordered?

Shri S. V. Ramaswamy: We have ordered from different countries—Poland, Czechoslovakia, USSR and some other countries.

श्रीमती कृष्णा मेहता : क्या मन्त्री महोदय यह बतलाने की कृपा करेंगे कि जम्मू व काश्मीर पर रेलवे स्लीपर्स के लिये जो रेलवे मन्त्रालय ने बहुत से ऑर्डर्स दिये थे। वह सब सप्लाय हो गये हैं ?

Shri S. V. Ramaswamy: We do not place orders section by section. We treat the Indian Railways as a whole and we have placed orders to meet the requirements of the Indian Railways.

Shri Narasimham: What are the comparative prices of indigenous rail and imported rail?

Shri S. V. Ramaswamy: Imported rails are cheaper. The indigenous price is Rs. 620 per ton. Sometime ago, we had invited global tenders. The tender was Rs. 492 per ton. But from rupee countries, it is about Rs. 500 per ton.

Mr. Speaker: Is this the consideration for importing the rails?

Shri S. V. Ramaswamy: Actually there is shortage here. There has been non-materialisation of the promise made from indigenous sources and that is why we have been forced to import.

Shri Raghunath Singh: May I know whether sleepers have been acquired from Australia and if so, at what price?

Shri S. V. Ramaswamy: No wooden sleepers are being imported; a policy decision has been taken to that effect.

Nangal Fertilizer Factory

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*1135. { **Shri D. C. Sharma:**
Shri Bibhuti Mishra:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Nangal Fertilizer Factory is facing the problem of uncleared stocks, although it has gone into part production only so far; and

(b) if so, what steps Government have taken to remove this difficulty?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes, due to delay in receipt of despatch instructions from some States and slow movement over the railways.

(b) The Railway Board was approached and they have since issued necessary instructions to the Railways for the early clearance of the stocks.

(1) The State Governments have been urged to send despatch instructions.

(2) Allocations have been made to other States who were in a position to receive additional quantities of this fertilizer.

Shri D. C. Sharma: What is the quantity of uncleared stock lying with the Nangal Fertilizer Factory at present?

Dr. P. S. Deshmukh: On the 24th August, 1961, the stocks in the factory amounted to 20,960 tons. But against this, we had despatch instructions of the order of 16,309 tons.

Shri D. C. Sharma: May I know what arrangement has Government arrived at with the Railway Ministry, so that the stock could be moved quickly? I find it is the same story whether it is coal stock, fertiliser stock or any other stock. (*Interruption*).

Dr. P. S. Deshmukh: We try to persuade the railways as best as we can and the railways also respond very well. To the utmost of their capacity they do help us and cooperate with us.

Shri Tyagi: Has the railway situation been eased? If not, by what time, do they promise to ease the situation regarding wagon-supply?

Dr. P. S. Deshmukh: Sometimes the situation eases and sometimes it becomes difficult. It is not as if the situation is easy all along nor is it that the difficulty continues for long. When we are pressed with more stocks and we approach them, they do something. They have got their own difficulties. But they always do something to help us and the situation temporarily eases.

Shri Tyagi: The Railways are becoming an obstruction to the progress of the country as a whole.

Shri Thirumala Rao: May I know whether Government proposes utilising road transport for this purpose using the private carriers that are developing on an inter-provincial scale?

Dr. P. S. Deshmukh: Yes, Sir; wherever we find it difficult to get the

necessary transport facilities through the railways we try these means also. But sometimes the distances are so large and the expenditure involved is so big that the farmers may not buy the fertiliser. Therefore, we cannot in every case resort to trucks.

Shri D. C. Sharma: May I know which State is suffering most on account of the non-availability of transport for carrying these stocks of fertilisers?

Dr. P. S. Deshmukh: Sir, our policy with regard to Nangal fertiliser is to give it to the nearest possible States, namely, Uttar Pradesh, Punjab and Rajasthan. But, unfortunately, these States are not lifting the quotas that we had allotted to them with the result that Andhra Pradesh and other southern States have to be supplied with this and that creates additional difficulty.

Mr. Speaker: Is it held permanently in stock until it is cleared? All that the hon. Member wants to know is whether it is held in stock for two or three years until it is cleared or only for a limited time and if the States concerned do not clear it in time it will be given to other States.

Dr. P. S. Deshmukh: We are doing that. If the States concerned do not claim their quota or they are not likely to lift their quota in time, we do give it to others.

Shri Nagi Reddy: May I know which are the States that did not take out their stocks from the Nangal Factory and for what time?

Mr. Speaker: He gave that information.

Shri Nagi Reddy: He said about all the three States, I want to know which of them did not lift the maximum quantity.

Dr. P. S. Deshmukh: I am sorry to have to mention a particular State, but Uttar Pradesh has been the biggest defaulter. We had allotted a very large quantity to them. They

have now taken to mixtures, and they say that they do not want to use calcium ammonium nitrate and they want ammonium sulphate.

Shri Ranga: In view of the fact that there is blackmarketing prevailing there in Andhra and Madras in the matter of fertilisers and also the failure of the neighbouring States to take stocks allotted to them, why is it that the Government is not making a firm allotment to those States which are more progressive or which are more keen on having fertilisers?

Shri P. S. Deshmukh: We have given a complete line-clear to Andhra Pradesh to have as much fertiliser from Nangal as they want.

Shri Ranga: In that case, why is it that the Government is not making some special arrangements to transport the fertiliser by road? It is no good making some *ad hoc* arrangements. There should be a certain number of lorries for this purpose either purchased by the Nangal Factory or by the Railways themselves so that they can see that the fertilizer is brought by road at least up to Delhi.

Dr. P. S. Deshmukh: So far as quotas allotted to southern States are concerned, there has not been much difficulty, except that the Railways are not prepared to take up below a certain limit because the distance is much. We cannot, neither the Nangal Factory nor the Ministry of Agriculture can go and purchase trucks for this purpose. We are certainly anxious, if the trucks are available and Andhra Pradesh will take the goods, to give it to them, and we are prepared to make that arrangement.

Shri Tyagi: There is a Deputy Minister from the South in the Railways; at least he should take care of the south.

Mr. Speaker: I belong to the north also. There is no difference between north and the south as far as I am concerned. I find that again and again Ministers who are in charge of distribution of fertilisers, coal etc. complain

about shortage of wagons. The Minister of Railways says that there is no shortage of wagons. All the same, the stocks are there and they are not lifted in time. There must be some solution to this. I am going to appoint a committee of three Members of Parliament who will constantly look into this matter. There seems to be a wrangle here, one Minister saying one thing and another Minister saying another thing. I will have a representative group here, so far as this Ministry is concerned, to study from time to time and make suggestions to Government as to how the situation can be relieved. If there is a shortage of wagons they must produce wagons. There is no use going on exporting to foreign countries various other things and then internally make our people suffer for want of fertiliser etc. in time.

Shri Braj Raj Singh: May I just point out one thing, Sir? Such an important matter is coming up during Question Hour and I find that not a single Cabinet Minister is seen on the Treasury Benches. It is in a way showing disrespect to you and to the House. Already 25 minutes have passed and not a single Cabinet Minister is to be seen.

Mr. Speaker: Order, order. The hon. Member wants to make a speech in pursuance of his motion yesterday. No question has suffered so far. The hon. Ministers are all there in their seats either directly or through their deputies to answer the question. No hon. Minister or Deputy Minister has so far said in reply to any supplementary that because the senior Minister is not present he is not in a position to reply. What does it matter to hon. Members which Minister gives the reply? On the other hand, I welcome the junior Ministers to take charge of the respective portfolios as quickly as possible so that the senior Ministers may tour the country and then disabuse the country of various things. There is a lot of propaganda that has to be carried on. They will have to

look into them and lay down the principles, and leave the junior Ministers in charge of the administration. They will do it equally well.

श्री जगदीश प्रबस्थी : अध्यक्ष महोदय, अभी आपने घोषणा की कि पार्लियामेंट के सदस्यों की एक कमेटी बनायी जाएगी जो खाद के सम्बन्ध में विचार करेगी। मेरा निवेदन है कि जो खाद के मामले में चोर बाजारी और भ्रष्टाचार हुआ है उसकी भी यह जांच करे।

श्री त्यागी : मिनिस्टर्स की कमी नहीं है, वेगन्स की कमी है।

Shri D. C. Sharma: May I know, Sir, when you will appoint this Committee?

Mr. Speaker: I shall see.

Protection of Dams Against Earthquakes

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*1136. { **Shri D. C. Sharma:**
Shrimati Ila Palchoudhuri:
Shri P. G. Deb:
Dr. Ram Subhag Singh:
Maharajkumar Vijaya Ananda:
Sardar Iqbal Singh:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that two senior Indian engineers visited Japan to study the protection of dams against earthquakes;

(b) if so, their recommendations; and

(c) the steps taken or proposed to be taken to solve the problem of building dams in earthquake belt?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes, Sir.

(b) and (c). A statement is laid on the Table of the House. [See Appendix IV, annexure No. 1.]

Shri D. C. Sharma: May I know how many dams have so far been constructed or are in the process of

being constructed in those areas which are in the earthquake belt?

Shri Hathi: There are about six or seven dams in the process of construction or investigation. I do not think there is yet any high dam which has been constructed in these areas, but six or seven dams are being investigated for construction.

Shri D. C. Sharma: May I know if any precautions are going to be taken with regard to these dams before this committee gives its findings or before the study groups give their recommendations?

Shri Hathi: Definitely, Sir, precautions will be taken before actually the dams are constructed.

Shri D. C. Sharma: What are those precautions?

Shri Hathi: The nature of the precautions will be that there will be machines embedded in the structure of the dam itself which will give us the strain at various levels of the various times. Secondly, the dams would be designed to meet the stress and strain of the earthquake shock in addition to that of the water.

Shrimati Ila Palchoudhuri: A team went to Japan and they studied this question. Before going to Japan, as the Minister is probably aware, in 1897 there was an exhaustive survey by Major Oldham, and official study, and he has stated the Indian conditions in that—has this team gone into the report of Major Oldham to know what will be applicable to India?

Shri Hathi: That literature was available, but we are concerned mostly with the technique of construction of the dam and the latest technique they could get in Japan.

Shrimati Ila Palchoudhuri: Is it not a fact that the magnitude of earthquakes is very much greater in India than in Japan and therefore the conditions in Japan may not really apply to India whereas the