

Rail Facilities for Transport of Fertilizers

488. Shri Rajendra Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that due to lack in rail transport facilities the Nangal Fertilizers Factory has not been able to clear its stocks of fertilizers;

(b) whether it is also a fact that the demands of large quantities for fertilizers have not been met by the Factory;

(c) what is the amount in tons of fertilizers' orders which are pending due to the non-availability of rail facilities; and

(d) what steps Government propose to take to give adequate facilities to this Factory?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). No, this is not correct. The position is as stated below:—

(i) At the time setting up of Nangal Fertilizers Factory was under consideration, the Ministry of Commerce & Industry (Department of Heavy Industries) gave the Ministry of Railways a detailed plan for despatch of fertilizers from Nangal during 1961-62. This envisaged provision of rail transport mainly for Panjab and U.P. and to a limited extent for Jammu & Kashmir, Rajasthan, Delhi and Himachal Pradesh but not to Southern States.

(ii) The States of U.P., Punjab and Rajasthan were not lifting the quantities of fertilizers allotted to them, according to the information furnished by the Ministry of Food & Agriculture.

(iii) Railway transport capacity can be developed only according to plans and estimates for traffic and movements planned for one direction cannot easily be diverted to another. Further, movements from North to South have always been difficult and

booking of traffic has to be governed by daily quotas. It is, therefore, not reasonable to expect that unplanned movements can be super-imposed on these routes without making prior adequate proviso for them.

(iv) Notwithstanding the fact that the accepted plan for distribution did not provide for any despatch of fertilizers from Nangal to the South, the Railway endeavoured to accommodate these movements via a very difficult and quota limited route as far as possible when the Nangal Fertilizers and the Hindustan Chemical & Fertilizers Ltd. approached them and mentioned their difficulties which had necessitated despatch to the areas in the South which were not intended to be served by the factories.

(c) The amount of fertilizers' orders which were pending despatch on 20-10-1961 were 245 wagons or 5,635 tons approximately, out of which 131 wagons were for destinations free of quota limitations with the oldest date of registration as 18-10-1961 and 114 wagons for destinations controlled by quota limitations (i.e. via Bezwada, Waltair and Delhi Sarai Rohilla) with the oldest date of registration as 2-10-1961. Thus the traffic for areas free of quota limitations was quite current and for areas controlled by quota limitations was also current in spite of the fact that these routes have limited capacity.

(d) Arrangements have been made for supply upto 15 wagons daily to Nangal Fertilizers on an *ad hoc* basis in order to ensure satisfactory and regular clearance from the Nangal Fertilizers. In addition to this movements to quota controlled points will also be arranged outside the normal quota on *ad hoc* basis occasionally as and when position permits.

Central Fertilizer Pool

489. Shrimati Jia Palchoudhuri: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Fertilizer Association of India have approached the