

(b) The instructions are that the Complaint Books should be kept at a conspicuous place chained to the wall or to the desk. Non-production of the Complaint Book is viewed seriously and deterrent action is taken against staff held responsible.

(c) Yes, in some cases.

(d) No.

Increase in Prices of Coal

1347. Shri Nihal Singh: Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether Government intend to again increase the price of coal;

(b) the total increase in price granted during the last six years;

(c) whether any steps have been taken to reduce costs and bring down price;

(d) whether any new export markets have been found for Indian coal; and

(e) the target for exports during the Fourth Plan period?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) The entire coal prices issue is under reference to the Tariff Commission. Apart from a general increase unrelated to any specific factor as such, based largely on a study of the production costs, some price increases are granted from time to time for the implementation of the awards of bodies like the Labour Appellate Tribunal etc. which have the effect of pushing up cost of production.

(b) Apart from the revised grading-cost-price structure given effect to in February, 1962 in the case of coking coals and the ad-hoc increases in the case of some grades of coal granted in June 1961 and March, 1964, following increases have been

granted in the price of coal during the last six years on the whole:—

Bengal-Bihar coalfields:

Grades II and III — Rs. 6.02 per tonne

Other grades — Rs. 6.22 per tonne

Outlying fields of Madhya Pradesh, Maharashtra and Orissa:

All coal — Rs. 5.42 per tonne

(c) The price policy of the Government is so formulated as to discourage inefficiency on the part of coal producing units.

(d) Even though no new markets have been found, some of the traditional markets have been recaptured and effort is being continuously made to explore new avenues of export.

(e) It is expected that the export of coal at the end of the Fourth Plan may be of the order of 2.15 million tonnes.

Shifting of Goods Shed at Jhajha

1348. Shri Kedar Paswan:

Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) whether Government have received any new representation from the public at Jhajha (Eastern Railway) in regard to the shifting of the goods shed at Jhajha from the Northern side to the Southern side (near the Railway water tank) and for the provision of extra platform sheds at the same station; and

(b) if so, the reaction of Government thereto?

The Minister of Railways (Shri C. M. Fozmacha): (a) Yes.

(b) The shifting of goods shed from the Northern side to Southern side at Jhajha, involves considerable expenditure, which in view of the financial stringency, does not appear to be justified for the present level of goods traffic at this station. As regards representation for extra

platform shed, the existing facilities are considered adequate for the present volume of passenger traffic.

Allotment of Railway Land at Jhajha to Railway Employees

1349. Shri Kedar Paswan;
Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Railway land acquired some years ago at Jhajha (Eastern Railway) was allotted to some Railway employees by the Divisional Superintendent, Danapur on a temporary basis for growing food;

(b) whether the original (employees) owners from whom the land was acquired have represented to the Railway authorities that they should be given preference in the matter of allotment of this land on temporary basis;

(c) if so, the reaction of Government thereto and the policy in regard to allotment for the kharif season this year; and

(d) if the policy is one of not giving preference to the original owner-employees over other employees, the reasons therefor?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes.

(b) Yes, some persons including railway employees claiming to be the original owners of the land have represented for preference in allotment of the land. The Railway are not however, in a position to verify whether, they are the original owners or not as the land was acquired through the State Government.

(c) Under the extant rules, cultivable land in station yards is allotted to Railway employees only, so that railway may resume possession of the same at short notice if and when required for their purposes. There is no rule for giving preference to original owners for the purpose of such temporary allotments.

(d) As stated in reply to (c) above, the suggestion to give preference to the original owner employees, will involve reference to the State Govt. and since this takes time, it is not administratively feasible to adopt this procedure.

राजस्थान में पलना में लिग्नाइट कोयले की खानें

1350. श्री ए० ला बाबुलाल : क्या इत्याद, ज्ञान तथा वायु मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान में बीकानेर जिले के पलना गांव में लिग्नाइट कोयले की खानों का पता लगाने के लिये बनाई योजना कब क्रियान्वित की जायेगी ;

(ख) इस खान से कितना कोयला निकाले जाने की आशा है तथा यह कोयला किस कार्य के लिये उपयोग में लाया जायेगा ;

(ग) क्या इस किस्म का कोयला राजस्थान में बीकानेर जिले में खारी गांव में भी निकाला जा रहा है; और

(घ) यदि हां, तो उसका क्या परिणाम रहा है ?

इत्याद, ज्ञान तथा वायु मंत्रालय में राजस्वमंत्री श्री ए० ए० लोदी : (क) और (ख) - एक रिपोर्ट के अनुसार बीकानेर जिले के पलना स्थित लिग्नाइट के निक्षेपों के संबंधित पूर्वोक्त कार्य को राजस्थान सरकार ने पूरा कर लिया है। राज्य सरकार का विश्वास है कि खूनी खान की खनन पद्धति द्वारा लगभग 1.3 मिलियन टन लिग्नाइट खनन किया जा सकता है और वर्ष के मुंह के पक्ष उत्तम विद्युत्ी घर में प्रयोग किया जा सकता है। निक्षेप का वास्तविक विस्तार और इसका प्रयोग राज्य सरकार के संबंध रखने वाले कार्य हैं।

(ग) नहीं, नहीं।

(घ) प्रश्न उत्तर नहीं होता।