

SHRIMATI TARKESHWARI SINHA :

According to their own estimate, from 1970-71 they will require nearly 50 million tonnes of coking coal.

SHRI P. C. SETHI : That is impossible...

SHRIMATI TARKESHWARI SINHA :

How is that going to be met ?

After all, there is a proportion between the amount of coking coal and the amount of steel production. Per tonne of steel, how much coking coal is needed ?

SHRI P. C. SETHI : As far as the coking coal requirement after 1970-71 is concerned, the total requirement, according to the present estimate is...

SHRIMATI TARKESHWARI SINHA :

For 18 million tonnes of steel production how much coking coal is required ?

SHRI P. C. SETHI : It is not going to be 18 million tonnes.

To that extent the production targets of steel have also come down, and, therefore, I can only say...

SHRIMATI TARKESHWARI SINHA :

What is the steel target at present ?

SHRI P. C. SETHI : At the present moment...

SHRIMATI TARKESHWARI SINHA :

I am asking about the position in 1970-71.

SHRI P. C. SETHI : I would not go into the steel target because that will be dealt with by the hon. Minister when he replies.

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY) :
About 10 million tonnes only.

SHRI P. C. SETHI : As far as the coking coal requirement is concerned, we would be able to take care of it. I can only say that much.

12.28 hrs.

STATEMENT RE. FIRE IN A COACH OF SEALDAH-PATHANKOT EXPRESS

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : Sir, I am sorry to inform the House that on 13-4-1968 at about 19.00 hours, while train No. 17 Up Sealdah-Pathankot Express was running between Chichaki station (situated at kilometres 336 from Howrah) and Hazaribagh Road station (situated at kilometres 346 from Howrah) on the Asansol-Gaya section of the Eastern Railway, a third class coach marshalled fourth from the train engine caught fire. Six persons who were travelling in the affected coach jumped out from the running train and got seriously injured and died. Another ten persons who has also jumped out, sustained serious injuries. Eleven persons sustained simple injuries, eight of them due to burns. One person with serious injuries subsequently died in the Civil Hospital, Dhanbad.

This train had left Sealdah at 12-25 hours on 13-4-68, after being duly serviced and inspected by the train examining staff. The last station where this train had stopped was Parasnath, 27 kilometres away from Hazaribagh Road station. The train was brought to a stop only 5 kilometres short of Hazaribagh Road station, where the train was booked to stop.

Immediately on receipt of the information, Medical Relief Train was rushed from Gomoh at 19.36. hours. In the meanwhile a doctor who was travelling in the train rendered first aid to the injured with the assistance of the Guard. After being rendered first aid the injured persons were brought to Dhanbad by the Medical Relief Train and admitted in the Civil and the Railway Hospitals, Dhanbad.

Ex-gratia payment to the next of kin of dead and to the injured is being arranged.

The Additional Commissioner of Railway Safety is holding an enquiry into the accident.

MR. DEPUTY-SPEAKER : Now, we shall take up the half-an-hour discussion. It is not our practice to permit questions after statements are made...

श्री अटल बिहारी वाजपेयी (बलरामपुर) : उपाध्यक्ष महोदय, क्या इसके ऊपर अलग से प्रश्न पूछने का मौका देंगे ?

MR. DEPUTY-SPEAKER : I fully share his anxiety about this but this is not the occasion to ask questions. Let him find some other way and let him seek other opportunities which are provided in regard to statements. Let him seek permission under those rules.

श्री अटल बिहारी वाजपेयी : हमारी एक कठिनाई है। जब इसके बारे में ध्यान दिलाऊ सूचना दी जाती है तो उसे मंत्री महोदय स्वीकार नहीं करते। उसमें हमें प्रश्न पूछने और उत्तर प्राप्त करने की छूट होती है। अब इस वक्तव्य पर हमें प्रश्न पूछने का मौका कब मिलेगा, यह आप बतायें।

MR. DEPUTY-SPEAKER : The usual practice that we are following is that the Ministers make statements and after that usually we do not permit any questions. If I permit one Member I shall have to permit so many others. There is no doubt about it that this is a very unfortunate happening, and everybody is very much concerned, and I fully share his anxiety and there should be an opportunity for seeking further information regarding that accident. Just now, the hon. Minister has barely stated the facts as he has gathered them and placed before the House those facts. So, just now, the hon. Member will have to bear with me. Now, we shall take up the half-an-hour discussion.

श्री अटल बिहारी वाजपेयी : उपाध्यक्ष महोदय, यह एक अति गम्भीर मामला है और इस पर दो, चार सवाल पूछने की इजाजत दी जाय।

श्री श्रीकार लाल बेरबा : (कोटा) 24 घण्टे से अधिक इसको हो गये हैं। मैं कौलिंग प्रटेशन नोटिस पहले ही दे चुका हूँ इसको सबेरे ही आना चाहिए था।

MR. DEPUTY-SPEAKER : I fully

share his anxiety, but there is no remedy just now. If he starts with one question, another hon. Member will follow. He is already saying something. I overheard him.

श्री अटल बिहारी वाजपेयी : अभी मंत्री महोदय ने स्टेटमेंट किया है और प्रश्न पूछने की इजाजत दी जानी चाहिए क्योंकि यह बड़ा गम्भीर मामला है।

MR. DEPUTY-SPEAKER : Let him take another opportunity. There are ways of finding it. I will see.

श्री अटल बिहारी वाजपेयी : अभी वक्तव्य करने के बजाय रेल मंत्री ध्यानाकर्षण प्रस्ताव के बारे में कल वक्तव्य कर सकते थे। लेकिन जब वक्तव्य दे दिया है तो उस पर प्रश्न पूछने की अनुमति दी जाय।

MR. DEPUTY-SPEAKER : I share his anxiety. The House fully shares it. But beyond this at this juncture no more questions.

श्री श्रीकार लाल बेरबा : पेपर में सबेरे आ चुका है। 24 घण्टे से अधिक हो गये और मंत्री जी को स्टेटमेंट करने का टाइम नहीं मिला।

MR. DEPUTY-SPEAKER : That he has had clear. He must gather facts. As far as possible, he must gather all the information at the hour. It may not have been possible get all that information in the morning. Only just now he has got it.

श्री अटल बिहारी वाजपेयी : यह जो तरीका अपनाया जा रहा है वह उचित नहीं नहीं है और यह एक ऐसी भयंकर और गम्भीर घटना है कि उसके लिए आपको हाउस को अलग से बहस करने का मौका देना चाहिए। अगर आप कौलिंग प्रटेशन एडमिट कर लेते तो हम प्रश्न पूछ सकते थे।

MR. DEPUTY-SPEAKER : That is another way of putting it.

श्री श्रीकार लाल बेरबा : कौलिंग प्रॉडक्शन नोटिस बेरा आप ने डिस्ट्रेलाऊ कर दिया और इस तरह हम लोगों को मंत्री महोदय से प्रश्न पूछने का मौका नहीं मिला है। अभी उन से जो वक्तव्य कराने का ढंग अपनाया गया है वह उचित ढंग नहीं है।

MR. DEPUTY-SPEAKER : These are repeatedly taking place. Unfortunately, accidents are repeatedly taking place. Therefore, there is anxiety. But let us stop here.

Now, the half-an-hour discussion—
Shri Kothari.

18.32 hrs.

*ALLOTMENT OF FUNDS TO PUBLIC SECTOR UNDERTAKINGS

SHRI S. S. KOTHARI (Mandsaur) : The last quinquennium has witnessed a progressive deterioration in the operation of public sector undertakings. The return on capital investment of what has been described by the Auditor General as 'running concerns' has declined from 3.6 per cent in 1964-65 to 2.6 per cent in 1965-66. There is a return of about Rs. 53 crores on an investment of Rs. 2038 crores. During the last two years, there has been a further deterioration in their profitability. Conspicuous, of course, is the loss sustained by Hindustan Steel of about Rs. 40 crores in one single year. I believe this is a fantastic loss. That is an indication how public sector undertakings are functioning.

18.33 hrs.

[SHRI G. S. DHILLON *in the Chair*]

While they are incurring losses and while there is considerable idle capacity the Central Government continue to give funds to these public sector undertakings. This is the basic point I am trying to make.

What is needed is rationalisation of this allotment. I would take the case of

Heavy Electricals, Bhopal, to illustrate this point. This concern incurred losses of Rs. 6.75 crores in 1965-66 and Rs. 6.77 crores in 1966-67. Yet it has been allotted funds for continual expansion. Its fixed assets increased by Rs. 8.55 crores in 1965-66 and Rs. 6.93 crores in 1966-67. That is, it has expanded by an amount greater than what it has lost.

What is the state of utilisation of installed capacity? It would be seen that with regard to manufacture of its products such as switchgears, transformers, traction equipment, steam turbines, less than 60 per cent of installed capacity has been utilised. Yet HEL is going on with an expansion scheme costing Rs. 17 crores. This is without being certain whether there would be demand for the products of the new machines which would be installed. It is not having sufficient demand already for its existing products. When there is a further expansion of Rs. 17 crores coming into effect, probably it would have a further accumulation of idle capacity.

With regard to Hindustan Steel, it would be seen that it has considerable accumulation of stocks. Demand for steel is sluggish. As I said, its losses are already very heavy. Yet Government persist in continuing sanctioning funds for expansion. Secondly, Government are determined to establish, despite considerable criticism both inside the House and outside, the Bokaro Steel plant which would involve an investment of Rs. 12.00 crores. What does it mean? 12 followed by 9 zeros! It would have been good if instead of this, existing capacity and existing investments were properly made and utilised.

Bokaro, in my opinion, is an effective blueprint for budgetary imbalance, deficit financing and inflation.

I propose to make certain constructive points which I want, with all the emphasis at my command, to commend to the Minister. I hope he gives his attention to these points.

Firstly, allocation of funds to public enterprises for expansion and establishment