

(d) whether Government of Manipur are taking due care so that the present batch of 2nd year students appear in the forthcoming University examination; and

(e) if so, facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. KISKU): (a) to (e). The information is being collected and will be laid on the table of the Sabha as soon as possible.

12.00 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED VIRTUAL HALT IN THE PRODUCTION OF STEEL PLANTS AT BHILAI AND DURGAPUR OWING TO BREAKDOWN IN COAL SUPPLY FROM JHARIA COALFIELD.

SHRI VASANT SATHE (Akola): I call the attention of the Minister of Steel and Mines to the following matter of urgent public importance and request that he may make a statement thereon:

"The reported virtual halt in the production of steel plants at Bhilai and Durgapur owing to breakdown in the coal supply from Jharia coalfield."

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANSDA): Mr. Speaker, Sir, the daily requirements of coking coal of all the steel plants...

MR. SPEAKER: I hope the hon. Members have got a copy of the Minister's statement.

SHRI VASANT SATHE: It is too long.

MR. SPEAKER: I think he may lay it on the Table of the House.

SHRI SUBODH HANSDA: As desired, I beg to lay on the Table of the House a statement in response to the

calling attention by Shri Vasant Sathe and others regarding reported virtual halt in the production of Steel plants at Bhilai and Durgapur owing to breakdown in the coal supply from Jharia Coalfield.

*Statement*

The daily requirements of coking coal of all the steel plants on the basis of the targets for steel production for the current year is 36,600 tonnes. Out of this, about 22,000 tonnes consist of prime coking coal, about 11,300 tonnes of medium coking coal and about 3,300 tonnes of blendable coal. The prime coking coal is drawn from the Jharia coalfields and it is produced mostly from the collieries managed by Bharat Coking Coal Limited. Some part of the prime coking coal is also produced in the collieries by TISCO and IISCO respectively. The medium coking coal is mainly from the Bokaro and Kargali coalfields. Most of the medium coking coal is from mines belonging to the National Coal Development Corporation which has been merged with the Coal Mines Authority a few months ago. The blendable coal is drawn from the Dishergarh area in the Raniganj zone, now under the Coal Mines Authority. The major part of the prime and medium coking coal now used in the steel plants is washed before despatch to the steel plants. The prime coking coal is washed in Dugda, Bhojudih, Patherdih and Lodna washeries under the management of Bharat Coking Coal Ltd. in the Jamadoba washery under the management of TISCO the Chasnalla washery under the management of IISCO and in the washery attached to the Durgapur Steel Plant at Durgapur. The medium coking coal is washed mainly in the Kargali, Kathara and Swang washeries under the management of National Coal Development Corporation/Coal Mines Authority. Some quantities are also washed in the West Bokaro washery under the management of TISCO.

2. The daily normal requirements of different kinds of coal by the steel plants is as follows:—

(In tonnes)

Plant	Prime	Medium	Blendable	Total
Bhilai	5,800	3,500	700	10,000
Rourkela	3,600	1,800	600	6,000
TISCO	4,200	2,100	700	7,000
Bokaro	2,760	1,840	..	4,600
Durgapur	3,150	1,100	750	5,000
IISCO	2,400	1,000	600	4,000
TOTAL	21,910	11,340	3,350	36,600

3. Out of the total quantity of 36,600 tonnes, required daily at the steel plants for the current targets for steel production, 27,600 tonnes for Bhilai, Rourkela, TISCO and Bokaro Steel Plants and 9,000 tonnes for Durgapur and IISCO Steel Plants have to be produced and washed in the different mines and washeries under the Bharat Coking Coal Ltd. and the Coal Mines Authority Ltd., and moved over the Eastern and South Eastern Railway systems.

4. During the year 1972-73, which was on the whole a good year for steel production, all the steel plants maintained, on the average, a stock of about seven days requirements of coal. In some cases the stocks were even more than seven days requirements. For instance, in April, 1972, Bhilai had a stock of 1,58,000 tonnes, even though Bhilai is the steel plant which is farthest from the sources of coal supply. The stocks at the other steel plants were also quite good.

5. Maintenance of adequate stocks of coal at the steel plants is dependent upon a number of factors, of which the principal are the following:

- (a) maintenance of production of prime coking coal by Bharat Coking Coal Ltd. and of medium and blendable coal by

National Coal Development Corporation/Coal Mines Authority;

- (b) adequate supply of empty railway wagons and systematic movement of the wagons from the collieries to the washeries;
- (c) efficient working of the coal washeries of which five are under Bharat Coking Coal Ltd., and three are under National Coal Development Corporation/Coal Mines Authority;
- (d) regular and adequate movement of washed coal by the railways from the washeries to the steel plants; and
- (e) prompt and quick handling of wagons received loaded with coal in the steel plants and their speedy return to the washeries for back-loading.

6. The movement of raw coal to the washeries is partly by railways, partly by ropeway and partly by road. Approximately 900 wagon loads of raw coal have to be moved by rail to the washeries daily. Another 1,600 wagon loads have to be moved from the washeries and pitheads to the

[Shri Subodh Hansda]

steel plants. There is a pattern of movement on a basis of linkages between coal mines, washeries and steel plants which is operated in close consultation between the management of the coal mines, washeries, railways and the steel plants on the basis of day to day contact. A departure from this established linkage pattern takes place only in case of emergency.

7. From December 1972 onwards meetings have been held in Calcutta almost every month to plan out the movement of raw coal to the washeries and the washed coal to the steel plants. These meetings have been attended by high level representatives from the steel plants, railways, coal mines and washeries as well as by the Coal Controller. The Coal Controller has been carrying out the task of day to day coordination and implementation of the programme drawn up at these meetings. From September 1973 a Joint Monitoring Cell was established in Calcutta under the con-venorship of a senior railway officer for the purpose of day to day contact between the collieries, washeries, railways and steel plants.

8. As the above narration shows, a well functioning machinery had been organised to coordinate the regular and smooth flow of coking coal to the steel plants in spite of the enormous problems surrounding this operation in terms both of quantity of coal and the distances to be covered, apart from other complexities of different kinds. On the 30th November, 1973 a serious situation developed in the Dhanbad Division of the Eastern Railway following some dispute involving the levermen and switchmen. This resulted in an immediate dislocation of movement of coal from the collieries to the washeries as well as from the washeries to the steel plants, involving both the Eastern and South Eastern Railways. As soon as the news of the dislocation was received, the steel plants were alerted to re-adjust their consumption of coking coal as a precautionary measure so as to conserve their stocks in hand as

long possible. Continuous consultations were organised between the Department of Steel and the Railway Board in Delhi as well as among the railway staff, Bharat Coking Coal Ltd., Coal Mines Authority and the Coal Controller in Calcutta so as to ensure the movement of coal to the washeries and steel plants, in spite of stoppage of work at the Dhanbad Division. As a result of the curtailment of coke oven pushings at the steel plants from the 1st December, while the consumption of coal has been brought down, the production of hot metal, ingots and finished steel has also been affected. On a rapid calculation it is estimated that during the first nine days of December the resultant loss in production has been in the average about 7,000 tonnes of saleable steel daily.

9. Members will recall that in the month of August 1973 an almost identical situation developed when a section of the loco staff in the Railways resorted to stoppage of work suddenly. As a result of this stoppage coke oven pushings had to be reduced on that occasion also. At that time also closest possible coordination was maintained with the railways so as to ensure the supply of a minimum quantity of coking coal to the steel plants. I take this opportunity to pay compliment to all those who cooperated in spite of great difficulties in maintaining this minimum supply.

10. Members may also remember that, since April 1973, there has off and on been a serious power crisis in the Eastern region, particularly the areas served by the D.V.C. system. The decline in generation of power by D.V.C. severely hit production in the coal mines and affected the operation of the washeries and also affected railway traction. On that occasion there was loss of production in most of the steel plants, the plants particularly affected being Durgapur and TISCO, both of which are dependent heavily on D.V.C. power. During October and November there was a slight decline in the production of coking coal by Bharat Coking Coal Ltd., due,

among other reasons, to the flooding of several valuable mines after sudden heavy rains, deteriorating of industrial relations in some collieries and the bunching of a large number of festivals and holidays within one month.

11. In bringing these unpleasant facts to the notice of the House. I want to assure the Members that there is no lack of effort on the part of the railways and the management of steel plants and coal mines in ensuring the maintenance of production. As I have already indicated, as soon as the crisis developed as a result of the irresponsible action of a few railway men, the steel plants immediately took the possible precautionary measures. However it has to be admitted that these precautionary measures are by themselves not a guarantee against loss of production or even of serious damage to the equipment and installations. This makes it all the more necessary to ensure that such troubles do not become a regular feature of our lives and that, in particular, railway transport which is so vital to the maintenance of production of essential items like steel, is not paralysed by the irresponsible action of a handful of people. I am sure that all sections of the House will join with me in wishing that such wild-cat strikes and irresponsible actions are not repeated in future and that in the vital sectors of the economy there is an atmosphere of responsible and respective behaviour so that these vital and critical sectors like the steel sector are not paralysed.

**SHRI VASANT SATHE:** We are again confronted with another set-back and practically a stand-still brought about by a strike of a few thousand persons, labourmen and switchmen in an important public sector of our country. Just a few days ago we have had the sad spectacle of the Indian Airlines having been brought to a halt by some of its employees. Now, today, we have the spectacle of a few railwaymen jamming the production in three public sectors—coal-fields, railways and the steel plants. There-

fore, I want to raise this basic issue today.

These things are a symptom. Just a few months ago, during the last session, we had a strike by the railway locomen and you somehow tried to solve it. Now, there is a strike in another place in Dhanbad by some railwaymen....

**SHRI JYOTIRMOY BOSU** (Diamond Harbour): I wish the hon. Member was a little uptodate.

**SHRI VASANT SATHE:** Any way, the problem is: what is going to be your attitude to bring about a proper and healthy relationship with the working class in this country? As the Prime Minister said yesterday at the NDC meeting, if you want to achieve the targets of production in the Fifth Five Year Plan, then there has to be a total mobilisation of resources. One of the most important and basic resources of this country is the man-power. Now, unless you have a proper approach to man-power utilisation which is mainly in the field of labour, labour in the organised sector, in the public sector and also in agriculture, the landless labour, your steel plants will be in doldrums and you cannot achieve any of the targets. Unfortunately, we find that there is a tendency in some sections of the Government to be pressurised by the vested interests, on the one hand the urban capitalists and vested interests and on the other, the landed vested interests in the rural areas and both seem to say that the Government must, in the name of being firm, adopt an attitude of running down, showing down and suppressing the working class.....

**SHRI JYOTIRMOY BOSU:** It is all verbiage.

**SHRI VASANT SATHE:** If this attitude continues, you may suppress the working class in one place, you may employ the Territorial Army people or other forces at one place,

[Shri Vasant Sathe]

but you will not solve the basic issue. These are only symptoms like a boil on the body. It is something wrong with the whole internal system of our body politic. Therefore, unless you do something as far as industrial labour relations are concerned, things will not improve. Therefore, my specific point is: are we going to adopt an attitude of encouraging a feeling of belonging by giving full participation to the working class in all sectors of production particularly the public sector where we have to set an example? Mere lip sympathy will not do. Are you evolving a policy of one industry, one union and allow the workers to become members by right of close shop system of that union to elect their representatives by secret ballot? This is what I want to know. And these representatives should be on the Board of Management. Is it going to happen? If such a thing is evolved in all the public sector undertakings I have no doubt there will be feeling of participation of working class which is very essential but unfortunately we do not have this feeling in the working class anywhere. Only preaching them about their responsibilities and saying, look at the other poorer sections, you must work with a sense of responsibility, etc. will not do, because what is happening is, they are seeing everyday the rich getting richer and richer. Therefore what I suggest is that the Government should take a more realistic, bold and progressive step towards the working class people of this country. This is the basic malady and we have to solve it. If there is strike in the Railways it has a multiplying effect and automatically other industries like coal, steel and even other production sectors come to a halt. This is what is happening. So, all this has to be viewed very seriously. In reply to my Calling Attention they have stated in the statement as follows:

"This makes it all the more necessary to ensure that such troubles do not become a regular feature of our

lives and that in particular railway transport which is so vital to them maintenance of production of essential items like steel is not paralysed by the irresponsible action of a handful of people."

This is not a correct thing. Today it may be handful of people in one place; tomorrow it may be in some other place. And if the organised working class is disillusioned and dissatisfied what will happen is, you will create conditions in the country, very similar to those which were created in Chile and therefore you cannot take this situation lightly. I want to ask another question as to why there is no coordination. This situation has become almost a part of our lives. You talk of joint responsibility between the Ministries, Steel and Mines, Railways and Transport. Why cannot they work in close coordination? At one time we were told, things are all right in the field of Railways. Then we were told, coal production is upto the mark. There is nothing wrong in the coal production. It is the Railways who are not picking up coal. This was what we were told last time. What is happening? I want to know as to why there is no coordination.

I want to ask a few positive questions and I want to have positive answers as far as policy is concerned in view of the very seriousness of the matter. I would have very much wished that the concerned Ministers were here. I don't know why they are not here.

**THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI SUBODH HANDA):** He is in the other House.

**SHRI VASANT SATHE:** You should give more importance to this House.

**MR. SPEAKER:** I got the information. He is piloting a Bill in the other House.

**SHRI VASANT SATHE:** If you have permitted, it is all right.

**MR. SPEAKER:** He cannot leave it in the midst.

**SHRI VASANT SATHE:** My question is this.

**MR. SPEAKER:** If you are there tomorrow, will you tolerate this remark?

**SHRI VASANT SATHE:** What I am saying is this. I value the Deputy Minister as much as the Minister, Sir. I don't want it to be said: 'What could I do? It is for the Minister to decide.' What I am worried is, this spirit of joint responsibility is not working. This you might have noticed also.

My questions are:

- (a) Will you revise the entire labour relations policy in public sector so as to give effective and real participation to labour in management on the basis of democratic representation by secret ballot?
- (b) Will you assure the House that you will work as a team and come to us with the results on the basis of a time-bound programme jointly prepared by you and if you have to come with failure and excuses, you will also come with your resignation?
- (c) Will you promise us that you will appoint, as heads of undertakings, persons experienced in the said sector and give them full powers with the performance and accountability as a condition for continuance in their job and will you insulate these sectors from bureaucratic interference? and
- (d) Will you tell us if the Action Committee on Pub-

lic Sector has also examined the working of the Bharat Coking Coal Corporation and the Coal Mines Authority? What is the Report and the recommendation of this Committee? What action have you taken on that?

**SHRI SUBODH HANSDA:** Mr. Speaker, Sir, the hon. Member has raised a large number of points. Particularly, in his opening remarks, he has said that the working-class as a whole has become a burden on the working of the various undertakings. In the case of Coalmines, I can assure the hon. Member that there is no disturbance or sabotage of work by the working-class people in the coalmines. What is happening to-day is this. The hon. Members might recall that for some time past, the movement of wagon has slowed down because some section of the railway employees have resorted to work to rule agitation.

**DR. RANEN SEN ((Barasat):** Even before that there was wagon shortage.

**SHRI SUBODH HANSDA:** At the moment there is no wagon shortage. We have tried our best to make it up so that there is no wagon shortage at the moment. Hon. Members are also aware that in August last there was a sudden stoppage of work by the loco personnel. This has happened particularly in the Dhanbad Division. Again on the 30th of this month there is some dispute among those cabinmen or the pointsmen. They have resorted to stoppage of work. Wagon movement has been entirely stopped in that region. All the hon. Members will kindly realise that Dhanbad division of the Eastern Railway is one of the important areas where all the coking coalmines are located. Also coal washeries are located in these areas.

[Shri Subodh Hansda]

12.14 hrs.

[SHRI S. A. KADER in the Chair]

Therefore, for steel production, this is the area from where we can supply the feedstocks to all these steel plants located in various parts of the country. I am also trying to understand why this particular area has been chosen by certain sections of the railway employees to resort to sudden stoppage of work. I personally feel that some vested interests are utilising some sections of the railway employees or they are being utilised by them in that region to run down the Government and to show to the public that nationalisation has become almost a danger to this country.

SHRI VASANT SATHE: Which are those vested interests? Let him please name them. Why is he feeling shy of its?

SHRI SUBODH HANSDA: It may be that there are some political parties also which have joined them and instigated them to sudden stoppage of work, and, therefore, we have not been able to move the coal from the collieries to the washeries and from the washeries to the steel plants.

SHRI VASANT SATHE: Which are those political parties? Is he referring to the Marxists?

SHRI SUBODH HANSDA: It is very difficult to mention the name of the political party here. But it is true that certain political parties as well as certain vested interests are trying to run down the Government by inspiring these people to go on strike or sudden stoppages of work. If the movement is completely paralysed, hon. Members would kindly realise, the entire steel production might come to a halt. But since this has come to the notice of the Government, Government have given a very careful consideration to the whole aspect and readjusted the consumption of coal which was in stock

in the steel plants. They are trying their best to move the wagons from the pitheads to the washeries as well as from the washeries to the steel plants. Even during this slowing down in the movement of wagons, I can assure hon. Members that although the production in the steel plants has gone down, it has been worked out that for the last ten days, this has come down to nearly 7000 tonnes daily, but it has not been allowed to completely paralyse the steel plants.

As hon. Members are aware, once the flow of coking coal or washed coal is stopped, there might be severe damage to the steel plants, particularly the coke oven plants which require to be maintained at a certain temperature if they are to be saved from complete damage.

12.17 hrs.

[MR. SPEAKER in the Chair]

SHRI VASANT SATHE: How many days' stock is there now in the steel plants?

SHRI SUBODH HANSDA: We have a stock in some of the steel plants; we have a stock of seven days in some, and in some we have more than seven days' stock, and in the Bhilai steel plant, which is far off from the coalfield, there is a stock of nearly 5 days. Although there was disturbance in between, all care was taken to see that the steel plants might not be affected by the slow movement of wagons or lack of adequate supply of washed coals.

The hon. Member has raised a point about coordination. Probably he thought that there was no coordination between the Steel and Mines Ministry and the Railway Ministry. But I should say that there is no basis for this apprehension that there is no coordination. We have coordination with the railways. From 1972 onwards, there has been a meeting in

Calcutta almost every month between the officers of the steel plants, the railway officers and the other coal-producing organisations and they are trying their best to sort out how best the steel plants could be supplied with coking coal as well as washed coal. Last September, we had a joint cell established at Calcutta headed by one of the senior railway officers, and he is trying to have talks with the officers of the different organisations.

Also, they are trying their best to supply coal wagons to the different steel plants. The other point which he has raised is regarding labour management. There is no labour problem as such in the coal mines area.

SHRI VASANT SATHE: Are you going to wait for the problem? Do you have full participation among the working class in the coal fields?

SHRI SUBODH HANSDA: We are already having this participation of labour management, and particularly, we have formed a Wage Negotiating Committee in which most of these important labour organisations have been represented to sort out their problems.

The other point which he has referred to is about the powers and accountability. I do not know what the hon. Member means about the powers and accountability here. Secondly all these area managers or the people who are in charge of these coal fields are certainly accountable for their performance in the mines. Therefore, I do not find any reason why there should not be any sort of accountability when they are charged with the working of the coal mines.

Regarding the other point that he referred to, namely, bureaucratic intervention and other things, I do not think there is any sort of bureaucratic intervention, because

the coal mines are working under a separate organisation; the CMA is a separate organisation. Therefore, there is no question of any bureaucratic intervention in all these coal mines.

\*SHRI AJIT KUMAR SAHA (Vishnupur): Mr. Speaker, Sir, the hon. Minister just now placed the blame for malfunctioning of his Ministry on certain vested interests and political parties etc. But, Sir, the root cause for the crisis in this primary industry today is the anti-people policies followed by the Central Government. The Government is very eloquent in their speech about socialism etc. but in practice they encourage the monopolists and foreign capitalists and try to perpetuate the capitalistic system. This policy has resulted in the present economic crisis in our country.

I am really surprised when I find different Ministers speaking about different brands of socialism according to their own philosophy and thinking. We are really baffled how true socialism will come to this land. There is absolutely no coordination and a sense of joint responsibility among the various Ministries of the Government for the implementation of national policies. This is the cause of the crisis in this vital industry today. Sir, it is needless to say that steel occupies the top place in the national economy.

Many tall talks are being made about production of steel in the Fifth Five Year Plan, but from the present Indications it appears that the entire plan is going to be a total failure so far as production of steel is concerned.

Sir, from the latest estimates it is found that there will be shortfall in the production of steel to the tune of 3,50,000 tons and that will result in a net loss of Rs. 52 crores.

\*The original speech was delivered in Bengali.



[Shri Subodh Hansda]

Sir, the gas produced at Durgapur Steel plant is supplied to Calcutta. I will quote a news item to show the extent of loss that has taken place as the supply of gas to Calcutta has stopped due to shortage of coal. This news item in the *Hindusthan Times* dated 9-12-73 reads as follows:—

"An official Spokesman said here today "that industries particularly those manufacturing electric bulbs, biscuits, and some aluminium components, had expressed their intention to lay off workers. He said if this happens, this might spark off a serious labour unrest in the State. A bulb manufacturing industry has already been locked out in the wake on labour agitation and about a thousand workmen were laid off following the shortage of gas."

Sir due to shortage of gas, these industries in Calcutta are facing this critical situation today.

The Chairman of the Steel Authority Shri M. A. Wadud Khan is reported to have stated, again I quote:

"Talking informally to correspondents here today, Mr. M. A. Wadud Khan, Chairman of the Steel Authority of India, said that Durgapur and TISCO were the worst affected by the power shortage."

Sir, not for coal shortage alone, Durgapur and TISCO have been the worst sufferers due to power shortage also. I will therefore ask the hon. Minister a few questions and I hope he will give positive and categorical answers to all of them.

I will like to know whether he was aware that this crisis would generate in the steel industries due to the lack of proper coordination among the various Ministries like, Railway, Steel and Mines and Irrigation and Power.

Then, Sir, keeping in view the terrible loss incurred by the Steel Industry in the public sector, I will like to know whether the hon. Minister con-

siders the targets for steel production set forth in the Fifth Five Year Plan capable of being achieved.

Whether putting the blame on railwaymen for the crisis and saying that they resorted to 'work to rule' etc. will not actually amount to evading the main malady and the root cause?

I will also like to know, Sir, whether the foreign capitalists, the monopolists and vested interests have a hand behind the present crisis in the steel industry? Will the Government go deeply in this matter?

Lastly, Sir, I will like the hon. Minister to clearly state what steps is he taking right now and what steps does he propose to take in the future, to achieve the targets of the Fifth Plan and to get over the present crisis in the Steel Industry?

**SHRI SUBODH HANSDA:** The hon. Member, besides a number of points, mentioned about the Durgapur Projects Limited and the gas supply to Calcutta. This was known to the Government and from time to time the Government were trying to supply the Durgapur Project Limited their total requirements of coal but unfortunately coal cannot be moved from pitheads to the project area because of the slowing down of the movement of wagons, to which I already referred. Some section of the employees have resorted to strike. For that reason it has not been possible to move even fifty per cent of the requirements for DPL. That is why DPL has not been able to fulfil its targets and that is why there was also short supply of gas in Calcutta.

Regarding steel production, although there are a number of difficulties, particularly this year there was power shortage and the Durgapur steel plant was fed by the DVC; even the Tata Steel plant was fed by the DVC power supply. The steel production this year has not gone down. Rather I should say that the rated capacity

## Production of

of the various steel plants as well as the total production of steel has gone up by nearly 10—14 per cent. The House knows about the power shortage. During the last summer, especially since the month of April, the DVC was not in a position to supply power either to the steel plants or to the mines and since there was short supply of power to the mines it was difficult to work the mines to their full capacity. There was some short-fall in production at that time. Although power interruption was there, the average production of coal is, I should say, rather a little more than what it was.

Because of the interruption of power-supply, the mines were not giving full production and it has an impact on the coal washeries also, which has a chain reaction on the steel plants. Unless the coal is washed by the washeries, it cannot be used by the steel plants. But in spite of the interruption in power supply since April this year production both in the field of mines and steel has been maintained.

He said there is no coordination. I have already said there is full coordination between the railways, the Steel Ministry and CMA. That is why during this period, although movement slowed down very much we have been able to move the wagons from the pitheads to the washeries and to the steel plants.

About steel production, I don't think it will come down if hon. members will kindly cooperate. Mr. Sathe referred to the participation of labour in the management. There is already a labour representative in the Board of Directors of CMA.

**SHRI VASANT SATHE:** Is he nominated or elected?

**SHRI SUBODH HANSDA:** There is a labour representative in the Board.

Regarding stoppage of work, the hon. member said there might be some

## Bhilai and Durgapur (C.A.)

foreign vested interests there. I do not think there are any foreign vested interests. There are a large number of vested interests within the country who are working against the Government and trying to run down the Government. There is no question of any other foreign vested interests.

## श्री मुख्तियार सिंह मल्लिक (रोहतक)

अध्यक्ष महोदय, यह 1973 का जो साल है इसे प्रारंभ कहें कि यह फ्राइसिल का साल है, स्ट्राइक का साल है तो यह कोई गलन बात नहीं होगी। लेकिन मैं इन बातों की तरफ जाना नहीं चाहता।

मंत्री महोदय जो तवालों का जवाब दे रहे हैं, उसे साहब ने बहुत से सवाल उठाए, लेकिन उन के जवाब हमें कहीं लीड नहीं करते। दुर्गापुर स्टीन प्लांट के अंदर कोयले की वजह से प्रोडक्शन का शार्टफाल हुई और बड़े प्रकॉशन की बात है कि गवर्नमेंट एक तरह से अपनी ड्यूटी को शर्क कर जाती है यह कह कर के कि डा के पीछे वेंस्टेड इन्टरेस्ट है। यह साबद पेपर में कुछ देने के लिए कि मिनिस्टर साहब ने इन सारा बातों के पीछे वेंस्टेड इन्टरेस्ट का बगान दे दिया, पॉलिसिटी के लिए वह यह कह रहे हैं या इस के अंदर सदाकत है या नहीं है? जब पूछा गया कि ये वेंस्टेड इन्टरेस्ट्स कौन हैं तो कहा कि कुछ पॉलिटिकल पार्टीज हैं। अगर पूछा जाय कि कौन सा पॉलिटिकल पार्टीज हैं तो उन्हें सिझक महसूस होती है पोलिटिकल पार्टी का नाम लेने हुए। अगर कोई पोलिटिकल पार्टी है तो उन का नाम बताइए। उन का नाम क्यों नहीं लेते हैं? क्यों आप को उस में शर्म महसूस होती है। क्या वह आपके एलायंस हैं कौन हैं? यह आप को साफ तौर से हाउस को बताना चाहिए। मैं तो यह कहूंगा कि वेंस्टेड इन्टरेस्ट अगर कोई है, कोई पोलिटिकल पार्टी है अगर इस तरह से कन्ट्री के अंदर प्रोडक्शन को बन्द कर के

इतना नुकसान पहुंचाया जाता है तो वह ऐंटी सोशल एलीमेंट्स हैं और उन से डील करने के लिए गवर्नमेंट ने कौन से कदम उठाए हैं ? घनबाद के अंदर जो स्ट्राइक हुई, मैं पूछना चाहता हूँ कि क्या जब घनबाद के अंदर स्टापेज आफ वर्क शुरू किया वर्कर्स ने, लेबर ने काम करना बन्द किया तो उन के लिए कोई नोटिस दिया गया था या नहीं ? आप को पहले से कोई इल्म था या नहीं कि घनबाद के अंदर वर्क स्टाप किया जायगा । अगर या तो आप ने उन के लिए कौन से प्रिवेंटिव मेजर्स लिए ? दुर्गापुर स्टील प्लांट या और किमी प्लान्ट के ऊपर इस का कोई असर पड़ेगा या नहीं और पड़ेगा तो उस के लिए कोई प्राविजन आप ने ऐंटीसिपेट किया या नहीं कि वहाँ पर नुकसान होगा, प्रोडक्शन में शार्टफाल होगी, उनके लिए आप ने कौन से कदम उठाए ?

मंत्री महोदय ने कुछ स्टाक की पोजीशन बताई । जो पेपर्स के अन्दर इस की इन्फार्मेशन आई है उस से यह पता चलता है कि जिस दिन स्ट्राइक शुरू हुई है उसी दिन से प्रोडक्शन में शार्टफाल हुई है । अगर आप के पास स्टाक था और इतना काफी था, एक जगह 7 दिन का बनाया और दूसरी जगह 15 दिन का बनाया तो उसी दिन से प्रोडक्शन में शार्टफाल क्यों शुरू हुई ? जब पहले ही स्टाक के अन्दर इतना कोयला था तो फिर प्रोडक्शन में इस तरह शार्टफाल आने का कोई सबाल पैदा नहीं होता है । और अगर आप को पहले से पता था कि यहां पर ऐसी स्थिति है तो उस के लिए आप ने प्राविजन क्या किया ? आज स्थिति यह है कि कहीं तो कोयले की वजह से रेलगाड़ियां बन्द हैं और कहीं रेलगाड़ियों के ने होने से कोयला नहीं मिल रहा है । कोयले की जहां जरूरत होती है वहां पर इनकी रेलगाड़ियां नहीं जाती हैं और जहां गाड़ियों की जरूरत है वहां इन का कोयला नहीं है तो इन सारी चीजों का देखने हुए वर्कर्स की, लेबर की प्रावलम्ब को पॉलिटिकल पार्टीज या वेस्टेड इन्टरेस्ट का नाम ले कर आप को इस तरह

से उस में टालमटोल नहीं करना चाहिए ।

मैं मंत्री महोदय से पूछना चाहूंगा कि जब कन्ट्री को इतना भारी लास हो रहा है तो क्या वह बता सकते हैं कि इन दिनों में प्रोडक्शन बन्द होने की वजह से दुर्गापुर स्टील प्लांट में कितना नुकसान हुआ है और आप ने खुद भी वहां जाने की कोशिश की या नहीं ।

I would like to know whether you yourself went to the spot and studied the situation or not.

यह कुछ मेरी समझ में बात आती नहीं ।

कोल का नेशनलाइजेशन होने के बाद मैं पूछना चाहता हूँ कि ये जो की इंडस्ट्रीज हैं जैसे स्टील प्लांट हैं पावर प्लांट हैं उन के लिए आप ने कोल की क्या खाम व्यवस्था की है ? इन को इम्प्रूव करने के लिए क्या किया है ? रेलवे मिनिस्ट्री का रोजाना हाउस के अन्दर जिक्र चला करता है कि यहां पर स्ट्राइक हुई, वहां पर स्ट्राइक हुई इस की वजह से रेलों बन्द हो गई, तो इन चीजों से बात बनती नहीं, इन से हाउस सेटिस्फाई नहीं होता, कन्ट्री सेटिस्फाई नहीं होता । कितना इस में नेशनल लास होता जा रहा है ?

मैं मंत्री महोदय से पूछना चाहता हूँ कि घनबाद के अन्दर रेल की डिगनोकेशन हुई तो उस के साथ में रोड ट्रांसपोर्ट का क्या इंतजाम आप ने किया स्टील प्लांट के अन्दर कोयला पहुंचाने के लिए ? जब यह पता था कि वहां पर कोल की शर्टज होगी, वहां पर काम डिमलोकेंट हो गया, वर्कर्स की स्ट्राइक की वजह से वहां पर कोयला नहीं पहुंच रहा है, इस से प्रोडक्शन का शार्टफाल होगा तो उस के लिए आप ने कोई रोड ट्रांसपोर्ट से कोयला पहुंचाने की व्यवस्था की या नहीं की ? आज रोजाना हर जगह इस तरह की चीज हो रही है, पब्लिक सेंटर हो, दुर्गापुर स्टील प्लांट हो या प्राइवेट सेंटर के अन्दर हो, सब जगह एक ऐसा धन्दा चल रहा है कि कोल की शर्टज होती है और उस के अन्दर करप्शन चलता है । अभी 7 तारीख को हरियाना गवर्नमेंट ने एक आर्डर निकाला

**[श्री मुस्लिधार सिंह मलिक]**

है कि त्रिक लकिन मोनर्स अपना कोयला ल एो श्री कोयला लाकर क्या करेंगे—50 परसेन्ट कन्ट्रोल रेट पर बेचेंगे और 50 परसेन्ट मोनर्स में बेचेंगे—उा का ठूट दे दा है, चाहे जितनी लूट मवाई करो, लेकिन इा का पू० पी० के इन्वैकशन के लिए रुपया दे दा . . . .

**अध्यक्ष महोदय :** हरियाणा में पू० पी० का इन्वैकशन कहाँ से आ गया ?

**श्री मुस्लिधार सिंह मलिक :** मेरे पास आर्बंर है—इन को कोयले में छूट दे दी गई है चाहे जितना लूट-खजोट करो, वह रुपया हरियाणा गर्बनमेंट का दे दा ताकि वे उन को दे सकें। कोयले का कर्मा श्री वजह है कहीं पर करप्शन है, कहीं पर कुछ हो रहा है—मैं चाहता हूँ कि मिनिस्टर साहब इस को एक्सप्लेन करने का कोशिश करें।

**SHRI SUBODH HANSDA :** Mr. Speaker, Sir, the hon. Member has said that probably I have said that vested interests are working only for publicity. But I would like to know from the hon. Member why the particular Dhanbad division has chosen by certain sections of the employees as their target for paralysing the movement of wagons. That is because these people know that this is a place where the Government can be directly hit, because this is the zone where the feedstock for the steel plants is produced. Therefore, there is no question of publicity or anything else. The hon. Member can easily understand the whole situation.

The hon. Member has raised the point whether the Government anticipated that there would be stoppage of work by certain sections of railway employees. On this matter the Government was almost caught un-awares; it was not known to the Government that these railway employees would go on sudden stoppage of work, although there was certain stoppage of work. I have already said that the total daily consumption of all

the steel plants is 36,000 tonnes. When this matter was known to the Government that certain sections of railway employees had already gone on strike and were trying to paralyse the movement of wagons, Government took a decision to readjust the consumption of coal and it brought down the figure from 36,000 tonnes to 24,000 tonnes. This had to be done because, as I have already said, unless the temperature of the coke oven batteries is maintained, there might be serious damage to all the batteries and that might cost some crores to the nation. Therefore, all sorts of precautions were taken. It is true that the production has gone down in these few days. I have already said that the daily average production was less by 7,000 tonnes. Now that the railway employees have gone back to their duties—I think, the day before yesterday they went back to their duties—the wagons are moving normally. Therefore, I do not feel that there will be any shortfall in the feed-stock for steel plants.

Regarding road transport, although 36,000 tonnes are the daily requirement of all the steel plants, all this coal is moved mostly by wagons; but some portion of this is also moved by road transport. And during this period we also tried to supply to the nearest steel plants by means of road transport.

I think, I have covered all his points.

**श्री प्रबोधचन्द्र (ग्रनासपुर) :** मिनिस्टर साहब ने जो डिफेन्स पेज किया है, उस को मैंने बड़े गौर से सुना है—मगर बोदा-सा डिफेन्स है। वह बक्त गया, जब हम हाउस में श्री अग्राम को यह को यह कह कर कि इन के पीछे फलां पोलिटिकल पार्टी का हाथ है, सी० आई० ए० का हाथ है, लोगों का अपने पीछे कर लेते थे, अब उन को इतनी जल्दी बेवकूफ नहीं बनाया जा सकता। अगर किसी पोलिटिकल पार्टी ने पैरालाइज करने की कोशिश की है तो उन्होंने अपने हक के

लिए किया है। पोलिटिकल पार्टीज जो अपोजीशन में बंठी हुई हैं—उनका फर्ज है कि जिस तरह से भी हो गर्बनमेंट को नीचा दिखाया जाए और यह गर्बनमेंट का फर्ज है कि वह देखे कि कौन सी ऐसी पार्टीज हैं जो देश की नेशनल इकानमी को धक्का लगा रही हैं। आप के पास सी० बी आइ० है, पुलिस है, वह पता लगाये कि कौन कौन सी पार्टीज और यूनियन हमारे देश के इन्टेरेक्ट्स के साथ ज्यादातर कर रही हैं।

पहले यह कहा जाता था कि स्टील की प्रोडक्शन के लिए रेफ्रेक्टरीज नहीं हैं, ब्रिजली नहीं है, कोयला नहीं है—लेकिन यह सारी जिम्मेदारी सरकार की है, अगर सरकार उन ताकतों का मुकाबला नहीं कर सकती है तो दूसरा कोर्स यह रह जाता है कि वह हट जाए और दूसरों को जगह दे, जो उन का मुकाबला कर सकते हैं। यह कह देना कि पोलिटिकल पार्टीज की वजह से ऐसा हो रहा है—अब ज्यादा नहीं चल सकता। असल बात यह है कि जब से इन इण्डस्ट्रीज को नेशनलाइज किया गया है और जिन आफिसर्स को इन कामों पर लगाया गया है, उन के जहन दूसरी तरफ चलते हैं, सोशललिस्टिक प्रोग्राम के लिए उन लोगों का रुझान नहीं है, उन के दिलों में केपिटलिस्टिक आइडियोलोजी के लिए जगह है, इस लिए जब भी कोई कदम उठाया जाए, उस के पहले जिन लोगों ने उस पालिसी को चलाना है, उन का पूरा कैंडर तैयार करना चाहिए। हम जञ्जवाती तौर पर इन को नेशनलाइज कर लें। लेकिन इसके जो नतीजे हुए हैं, वे आप के सामने हैं।

अगर रेलवे में हड़ताल का शक था तो सरकार को चाहिए था कि रेलवे के लॉन सीजन में एक हफ्ते के बजाए एक महीने का स्टॉक करती। क्या वजह है कि टाटा और दूसरी मिलों का प्रोडक्शन नहीं घटता, उन के पास कोयला पहुंच जाता है। आज टाटा का प्रोडक्शन 120 परसेंट है, दुनिया के जो मुल्क

हम से चौथी आबादी के हैं उन का प्रोडक्शन भी बढ़ा है। एशिया का प्रोडक्शन 129 मिलियन टन हुआ है, अमरीका का 120 मिलियन टन हुआ है और हमारे यहां, जब कि हमारी रेटेड कैपैसिटी 9 मिलियन टन है, सिर्फ 6.6 मिलियन टन हो सका है। हर मुल्क ने पिछले तीन सालों में स्टील प्रोडक्शन में तरक्की की है, लेकिन हमारे यहां मिलें ज्यों ज्यों ज्यादा बनती जा रही हैं प्रोडक्शन कम होता चला जा रहा है। मैं चाहूंगा कि हमारे पास जो भी मिलें हैं उन को एफिशियन्टली, इन्फिक्टिवन रन करें, बजाए इस के 2100 करोड़ रूपये की आप ने होल्डिंग कम्पनी बन दी है, नये नये तजुबे इस गरीब मुल्क के अवाम पर किए जा रहे हैं। अब बड़े बड़े नारों को स्लोगन्स को छोड़ दें, उन का जो जञ्जवाती अमर था, वह भी खत्म हो चुका है। एक वक्त या अवाम सरकार के पीछे इक्टठा हो जाता था, जय नारा लगता था कि सोशलिज्म आगा, लोग सरकार के साथ होते थे, लेकिन आज लोग हमारे रिजल्ट को परखते हैं। इपलिय स्टील मिनिस्ट्री को चाहिए कि एक हफ्ते के बजाए एक महीने के स्टॉक वहां पर रखें। दूसरे उन के साथ जो मजदूर तबका है, उन के साथ पूरी हमदर्दी का सुलूक किया जाए, अगर हमदर्दी के सुलूक के बावजूद भी जो हमारी नेशनल इकानमी को बरबाद करेंगे, उन के साथ कोई रियायत नहीं होनी चाहिए। इन अवफाज के साथ मैं सरकार से दरखास्त करना चाहता हूँ कि आने वाले दिनों का नक्शा अपने दिमाग में रखते हुए सरकार को अपने हावात को ठीक करना चाहिए।

SHRI SUBODH HANSDA: The hon. Member has said that with regard to this slow movement of wagons, the TISCO plant has not been affected and its production is more than 100 per cent. Actually he said that it was 102 per cent. I am sorry TISCO plant has not achieved 102 per cent, although in a good time it has achieved nearly 86 per cent of its total rated capacity.

[Shri Subodh Hansda]

Unfortunately, because of power shortage, as TISCO also gets its power from DVC, the production of TISCO has also gone down and it has become I think, below 80 per cent.

**SHRI PRABODH CHANDRA:** The information was supplied by the Government.

**SHRI SUBODH HANSDA:** In the case of Bhilai steel plant, when it started production it reached above 100 per cent. That is in the case of Bhilai steel plant, not in the case of TISCO. Regarding labour troubles....

**MR. SPEAKER:** He gave suggestions. He did not controvert anything.

**SHRI SUBODH HANSDA:** Regarding building up of stock we have been trying our level best to build up the stocks but during the last few months when this Bokaro stock plant was commissioned the demand for coking coal has gone up although the demand for coking coal in all the other plants were the same. But, because of this new demand for the Bokaro Steel Plant it has not been able to produce the required quantity and because of the power trouble....

**MR. SPEAKER:** He did not controvert. You may say, these are very good suggestions, why go into a long speech?

**SHRI SUBODH HANSDA:** Whatever suggestions has has given, we will look into them.

**SHRI P. M. MEHTA (Bhavnagar):** Government has totally failed in handling the coal situation in this country. Not only have they failed to have the estimated production of coal, but also, they have failed in stepping production according to the increased demand and the requirements of the country. This is not a solitary instance of break-down in coal supply. There is a long list, a host of industries, which are facing serious dislocation due to the coal shortage. In my own home town there is one textile mill, New Jehangir Va-

kil Mills which is on the verge of closure. And if coal is not rushed 2,500 workers will be thrown out of employment within the next two or three days. Same is the case with the Bhavnagar power station. This is the situation in respect of Bhavnagar Power House, in my own home town, which is facing acute coal shortage. Unless coal is rushed immediately to the power station, Bhavnagar city will go in dark and it will also dislocate all the industrial units in Bhavnagar city and Bhavnagar district. The reasons given in the statement are not at all convincing. The Minister has tried in vain to explain the situation. The reasons for the situation are these. They say, there is shortfall in production after the nationalisation, failure of the authorities to maintain the loading methods, to modernise the loading methods, failure to rationalise the movement of coal to the steel plants and to the power plants. Government have talked too much about this scheme, particularly the coal distribution network but they have failed in actual practice in this respect. Then, Sir, time and again the Railways have been claiming that they have enough wagons with them. But, there is no coal stock. The coal authority has stated that enough coal is available but there is not enough wagon made available for transporting the coal to the industrial units. Now, the hon. Minister has stated that they have created a coordinating machinery. I want to ask him whether he is satisfied with the working of this coordinating machinery or not.

I shall now ask a few questions—whether the Government has considered setting up of a special body on the lines of the Indian Oil Corporation to handle the distribution of coal.

On a conservative estimates, to maintain regular supplies of coal to coal-based industries, 10,000 wagons are required. What steps do the Government propose to take to come with the demand of wagons?

There is widespread unrest amongst the coalmine workers. The Government have failed to arrange for the adequate supplies of foodgrains to the workers which resulted in demonstration, stoppage of work and, as usual, in firing. That took five lives of the workers in Dhanbad, a fortnight ago. What steps do the Government propose to take for removing the unrest prevailing amongst the coalmine workers.

Regarding close coordination between the coalmine authorities, Steel and Mines and Railway Ministry, what concrete steps, taking into consideration the failure of the present machinery, do the Government propose to take for the movement of wagons for the transport of coal to the coalbased industries.

SHRI SUBODH HANSDA: As I have already stated, there is complete coordination between the Railway Ministry and Steel and Mines Ministry. I do not think anything more is to be said on this point.

SHRI P. M. MEHTA: Are you satisfied with the coordination machinery.

SHRI SUBODH HANSDA: I am fully satisfied with the coordination machinery.

Also he has mentioned about the closure of textile mills as well as power plants. We have not knowledge as to whether the textile mills now been closed down or power plants have been closed down. If there is any difficulty for the power plant and if it is brought to my notice, certainly I shall look into it. We will see that power plants get adequate supply of coal.

SHRI P. M. MEHTA. You will please ask the Railway Ministry to rush wagons for the transport of coal to the textile mills and to the power station.

SHRI SUBODH HANSDA: I shall certainly look into the matter.

MR. SPEAKER: Mr. Mehta, you will please confine yourself to the motion.

SHRI SUBODH HANSDA: As regards the other small point namely, supply of wagon, there is no controversy. I do not think that the railways have ever said that we have not enough of coal or they have not got enough of wagons to be made available to us. There is complete coordination between the two ministries.

MR. SPEAKER: Now I come to the next item.

SHRI BIREN DUTTA (Tripura West): Sir, what has happened in my notice for raising a discussion under Rule 377?

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, I gave notice of an adjournment motion on rational commodities in rationing shops. I have been told that you have disallowed it. Would you be kind enough to ask the Minister to make a statement? This is a very serious matter involving people. Of course I do not want to press for it. Would you be good enough to ask the Minister to make a statement?

MR. SPEAKER: I shall see to it.

SHRI JYOTIRMOY BOSU: I gave another notice to you about the potato growers in Jullundur. They are selling the potatoes in Calcutta at Rs. 120. These are the things which we have to highlight in this forum. Will you kindly ask the Railway Minister to make a statement? You can help the peasants of Punjab also.

MR. SPEAKER: Will you kindly sit down? Mr. Bosu you gave this adjournment motion. You wanted a statement to be made on this. Along with that you have added the potatoes too.

13.00 hrs.

SHRI JYOTIRMOY BOSU. How can you consume the ration without potatoes?