

जो इतिला दी है कि कुछ लोग नेशनलाइजेशन के बाद परेशान हो गए हैं और उनकी कोशिश है कि जो महकमे सरकार ने नेशनलाइज किए हैं, वोटों के जरिये उनके कार्यकर्तों को खत्म कर दिया जाए यह सही हो सकता है और उसको ज्यादा मालूम होगा। सरकार को भी शायद माइन्स मिनिस्ट्री को इस बात की इतलाह होगी लेकिन जहां तक रेलवे के मुतालिक उन्होंने कहा है रेलवे इस बात के लिए चौकता है और मैंने यह कभी नहीं कहा जैसा कि उन्होंने कहा कि लांकी स्टाफ का बजह से सारा नुकसान रेलवे को हुआ है और इसी बजह से कोयले का सप्लाई कम हो गई। मैंने कहा कि एक बजह यह भी हो सकती है कि कभी काम में रुकावट आजाए, उसका बजह से भी मूवमेंट में रुकावट आ जाता है। जिसके कारण हमारा स्टाफ नहीं बन पाता और कोयला वक्त पर नहीं पहुंच पाता।

बाका दूसर सवाल माइन्स के मिनिस्टर से ताल्लक रखत हैं। अगर वह चाहें ता उनका जबाब द सकते हैं।

SHRI ATAL BIHARI VAJPAYEE: The House would like to know from the Minister of Steel and Mines whether there is shortage of coal or shortage of railway wagons.

MR. DEPUTY-SPEAKER: I know the dividing line is very thin and it becomes a little difficult, but at the same time there is a certain procedure. I am only trying to regulate the procedure. There is a certain procedure. The Calling Attention Notice relates to a particular Ministry. The convention is that only those members who have given their names can put questions and the Minister will reply. If other members pitch in and another Minister is also drawn into this, it becomes a discussion not relating to any particular Ministry but a sort of mini-discussion relating to the whole Government. The whole thing is a little complicated.

SHRI BHAGWAT JHA AZAD (Bhagalpur): He can make the state-

ment either today or tomorrow. He is prepared to make the statement.

MR. DEPUTY-SPEAKER: I know. The Minister is naturally very anxious to defend his Ministry. But my responsibility here is not to allow any Minister to get up and make any kind of statement any one he likes. I am concerned with the procedure of the House. But, then, as I said, we cannot just brush aside this problem. I have always said this is an evolving democracy. Perhaps the rules are not adequate enough to meet all the contingencies. Therefore, as some members have suggested, it might be treated as an exception. I will allow the Minister to make a statement on this condition that there should not be any further questions. If the Minister is willing to make a statement, and the members are anxious to hear him, let the statement be made. But no more questions should be asked after that statement.

12.57 hrs.

STATEMENT RE. PRODUCTION AND SUPPLY POSITION OF COAL

THE MINISTER OF HEAVY INDUSTRY AND STEEL AND MINES (SHRI T. A. PAI): I am glad that the members like to be acquainted with the correct situation. I would like to give it as best as I can. In 1970-71 the production of coal was 72.95 million tonnes; in 1971-72 it was 72.06 million tonnes and in 1972-73 it rose to 76.40 million tonnes. The question whether production has gone down or short up after nationalisation has been a matter of controversy. I would like to say that no magic could happen to bring up that production immediately after nationalisation to any extent, because the coal industry presented a picture where over a period of years there was no investment at all and perhaps slaughter mining and indiscriminate mining also. Along with that the demand for coal was also going up in various sectors.

[Shri T. A. Pai]

Last year when I was in charge of the Railway Ministry the complaint was that wagons were not available for coal. At that time when the coal industry was in the private sector it had only the problem of mining and delivering coal at the pit-heads because the responsibility of movement was that of the buyer. Today after nationalisation the complaints are coming because the community at large expects the coal industry not only to mine coal but also to make arrangements to see that the coal is distributed throughout the country.

This aspect is very important. While, I do not want to get away from that responsibility, I want to submit that a sudden change where we had to organise this movement on a basis which would be reasonable and which would entirely satisfy the demands of the community is an exercise which has to be continuous, which calls for certain investments also. Because, in certain coal mines, for instance, there are not enough sidings and now coal is accumulated in certain mines. If you ask me if there is accumulated stock in certain mines, it is true, but it is not at the rail heads. It is not possible to move that coal to the rail head. In fact, I have asked the CMA and the BCCL to put an advertisement in the newspapers that coal is available for movement from those coal mines which are not connected with rail-heads for transport by trucks. I do not see any other means immediately of disposing of the available coal for the benefit of the community....

13 hrs.

SHRI SHYAMNANDAN MISHRA (Begusarai): What used to happen earlier?

SHRI T. A. PAI: They used to take by truck. The private owners used to sell and they could charge any price. But today I am answerable to charge one price, deliver it at the same price...

SHRI SHYAMNANDAN MISHRA: But it is higher than before.

SHRI T. A. PAI: So far as CMA and BCCL are concerned, they are expected to deliver at a fixed price. But whether in the market it is available at the same price or not is a different question. Shortages could be created and shortages are created when transport is not upto the mark; when transport is not upto the point, distribution points also get disturbed. But let us try to understand the whole thing. If you want to criticise this, I want your support also because there should be a proper appreciation of the problem that we face. I have taken up with the Railway Ministry the immediate problem of having the necessary sidings where loading can be improved immediately. And there is also the long term programme to be gone through...

SHRI SHYAMNANDAN MISHRA: What about steam coal? That is the question here.

SHRI T. A. PAI: Let me come to the whole problem. Different members had raised different points about different types of coal. I will come to the steam coal also.

Therefore, whether it is steam coal or any other type of coal, unless the collieries are properly recognized and unless we have the necessary sidings so that the pitheads are connected properly, we will not be able to move as fast as we should. There are mines in the south, mines in the outlying areas where the railways have been able to move and take all the stocks offered. But the mines are not developed to the extent they should be. There, the matching capacity of the railways is better than our capacity to offer. We are taking up, on an emergency basis, the development of collieries. For instance, in the case of Singareni, we have decided to increase the output from 5½ million to 12 million tonnes by the end of the Fifth Plan. Besides, the Bengal and Bihar fields which supply most of our coal require a

emendous reorganisation even in the matter of railway movement because we find that, in the past, railway lines have been laid with particular reference to a particular type of crate and that. Now all the steel industries have come in that part. One-third of the railway system is involved in moving the raw materials to the steel plants and the finished products from the steel plants. Again coal, also the production of which is now going to be doubled, will have to be moved in a proper way. It is no use saying whether the Railways are responsible or the coalmines are responsible...

SHRI ATAL BIHARI VAJPAYEE: (Warior); Both are responsible.

SHRI T. A. PAI: I am prepared to admit that both are responsible to satisfy the needs of the community. We shall do our best to do so by proper coordination.

MR. DEPUTY-SPEAKER: Now, papers to be laid on the Table...

SHRI SHYAMNANDAN MISHRA: He has not clarified about steam coal. What was the question. (Interruptions)

MR. DEPUTY-SPEAKER: I would listen to you later, not now. Let the papers be laid on the Table.

Mr. Patnaik.

1.05 hrs.

PAPERS LAID ON THE TABLE

NAVAL CEREMONIAL, CONDITIONS OF SERVICE AND MISCELLANEOUS (THIRD AND FOURTH AMENDMENT) REGULATIONS, 1973, AND INDIAN NAVY AUXILIARY SERVICE REGULATIONS, 1973

THE DEPUTY MINISTER IN THE MINISTRY OF DEFENCE (SHRI J. B. PATNAIK): I beg to re-lay on the Table a copy each of the following notifications under section 185 of the Navy Act, 1957:—

- (1) The Naval Ceremonial, Conditions of Service and Mis-

Regulations, 1973 (Hindi and English versions) published in Notification No. S.R.O. 12(E), in Gazette of India dated the 27th July, 1973.

[Placed in Library. See No. LT-5363/73].

- (2) The Naval Ceremonial, Conditions of Service and Miscellaneous (Fourth Amendment) Regulations, 1973 (Hindi and English versions) published in Notification No. S.R.O. 13(E), in Gazette of India dated the 3rd August, 1973.

[Placed in Library. See No. LT-5460/73].

- (3) The Indian Naval Auxiliary Service Regulations, 1973, published in Notification No. S.R.O. 232 in Gazette of India dated the 1st September, 1973.

[Placed in Library. See No. LT-5460/73].

RAILWAY PROTECTION FORCE (AMENDMENT) RULES, 1973

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): I beg to lay on the Table a copy of the Railway Protection Force (Amendment) Rules, 1973 (Hindi and English versions) published in Notification No. G.S.R. 448(E) in Gazette of India dated the 20th September, 1973, under subsection (3) of section 21 of the Railway Protection Force Act, 1957.

[Placed in Library. See No. LT-5693/73].

STATEMENT SHOWING ACTION TAKEN BY GOVERNMENT ON VARIOUS ASSURANCES, PROMISES AND UNDERTAKINGS

THE DEPUTY MINISTER IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI B. SHANKARANAND): I beg to lay on the Table the following statements showing the