

12.11 hrs.

ELECTION TO COMMITTEE
COFFEE BOARD

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): I beg to move:

"That in pursuance of sub-section (2) (b) of section 4 of the Coffee Act, 1942, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Coffee Board constituted under the said Act."

Mr. Speaker: The question is:

"That in pursuance of sub-section (2) (b) of section 4 of the Coffee Act, 1942, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Coffee Board constituted under the said Act."

The motion was adopted.

12.12 hrs

*DEMANDS FOR GRANTS—contd.

Mr. Speaker: The House will now take up discussion and voting on Demands Nos. 76 to 78 and 133 relating to the Ministry of Mines and Fuel, for which 6 hours have been allotted.

Hon. Members desirous of moving cut motions may hand over at the Table within fifteen minutes the numbers of the selected cut motions. I shall treat them as moved, if the Members in whose names these cut motions stand are present in the House and the motions are otherwise in order.

The time-limit for speeches would be 15 minutes, as usual.

DEMAND No. 76—MINISTRY OF MINES AND FUEL

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 22,03,000 including the sums already voted on account for the relevant services be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Ministry of Mines and Fuel'."

DEMAND No. 77—GEOLOGICAL SURVEY

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,73,46,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Geological Survey'."

DEMAND No. 78—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF MINES AND FUEL

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 10,56,17,000 including the sums already voted on Account for the relevant services be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect of 'Other Revenue Expenditure of the Ministry of Mines and Fuel'."

DEMAND No. 133—CAPITAL OUTLAY OF THE MINISTRY OF MINES AND FUEL

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 62,19,05,000 including the sums already voted on Account for the relevant services be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963 in respect

*Moved with the recommendation of the President.

of 'Capital Outlay of the Ministry of Mines and Fuel.'

Shri P. K. Deo (Kalahandi): Mr. Speaker, Sir, it is a very good thing that the Department of Mines and Fuel has been promoted to the rank of a Ministry which is in charge of a Minister of the Cabinet rank. Government have fully understood the importance and implication of this Ministry and have acted most wisely.

The day is not far ahead when India would be self-sufficient, so far as oil and oil products are concerned, and the hard-earned foreign exchange which we have been spending so much on the purchase of oil and oil products would be utilised for various other important development projects.

It would not be proper to pass the Demands of this Ministry without pointing out the various lapses and lacunae. Instead of dilating on all the various aspects of this Ministry, I would like to pin-point my observations on a few points that have come to my notice.

First of all, it is gratifying that three refineries in the public sector are going to be put up. The Nunmati refinery with a capacity of 0.75 million tons has been inaugurated by the Prime Minister on 1st January, 1962, and it has gone on steam. The Barauni refinery with a capacity of 2 million tons is going to start functioning very soon, probably in 1963, and in Gujarat, at Koyali, we are going to have a refinery with 2 million tons capacity; the agreement has been signed in respect of this between a Russian firm and the Oil and Natural Gas Commission. These reports are very encouraging. At the same time, I shall be failing in my duty if I do not bring to the notice of the House the various teething troubles, as they are called, or the various difficulties which the Nunmati refinery is facing these days. At the initial stage, it was

estimated that it would go into production very soon. From press reports, we have been given to understand that the delay in production has been due to delay in the construction of the pipe-line through which the crude oil has to be supplied by Oil India, from Noharkatiya and Moran fields. But I am afraid this is not the actual fact. The statement of the General Manager of the refinery regarding the delay has not been brought to light. If you scrutinise his statement, you will see that at that very moment there were 13,000 tons of crude oil already in the storage tanks of the Nunmati Refinery, and the 16 inch pipeline which had the capacity to pump about 2,000 tons of crude a day was already existing there. But still there was no production in the refinery.

It is most unfortunate that the realities have not been brought to light and even though in industrial undertakings like this these teething troubles are very common, at the same time these have been aggravated by the commissioning of the distillation unit in hot haste. On the other hand, the commissioning of the kerosene refinery and the coke processing unit was delayed. All these three units should have been commissioned simultaneously. We do not know why the kerosene unit and the coke processing unit have been delayed. Naturally as the distillation unit was commissioned much earlier, all the crude oil that was received was stored in the storage tanks. These products are not fully refined crude oil; they were off specification products and partly refined crude.

In this connection, I beg to submit that the whole thing was delayed because there was a breakdown of the generating plant. We expected that we would get adequate electricity to start the work from the Assam State Electricity Board, but our expectations were completely belied. There was drought in the Assam hills and the HYDEL system there could not generate the amount of electricity required for this refinery. Also because of monsoon, the schedule for construction of

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the pipeline could not be kept and the matter was delayed. So the entire project and the construction of the pipeline have been subject to vagaries of the monsoon. I beg to submit in all humility that we must have at separate electricity generating set of our own if we want that it should function properly. We are told that the Army authorities have been approached to lend their generating sets for the proper working of this refinery. I hope that would be done soon.

Coming to the Barauni Refinery, we are told that Barauni would be linked with Delhi and Calcutta, the main consuming centres of the oil products. I think this should be done according to schedule.

So far as the movement of Gujarat oil to the STANVAC and Burmah-Shell refineries at Bombay is concerned, we are told that 600 tons are despatched every day. But it is high time that we considered having a regular pipeline for the transportation of Gujarat oil to the refineries. The establishment of a refinery of our own at Koyali will take some time, that is 1963 or so.

Regarding oil prices it is needless to say and reiterate in this House that oil is not a luxury item. It is a necessity even for the poor man. The expectation that we had that the acceptance of the recommendation of the Oil Prices Enquiry Committee by Government would lead to the reduction in the prices of oil has been belied. The actual reduction of Rs. 15 crores, we are sorry to say has been mopped up by the additional excise duty. It is a pity that the consumers' price remain unchanged.

Regarding the exploration of the oil resources in this country, I would be failing in my duty if I did not mention here that there are other areas like Jaisalmer in Rajasthan and the coastal belt of Orissa including the Mayurbhanj area and the Cauvery and the Godavari basins. There are potentialities of large quantities of oil.

Some time ago, we were told in the House that the living conditions at Jaisalmer are very difficult for our boys in the Oil and Natural Gas Commission to work effectively. But just at the border, on the other side, the Pakistan authorities are developing their oil and gas resources; and so it should not be an excuse. They would be working under the same conditions and it should not be an excuse that our boys have to work in desert conditions and have to undergo various hardships. This should be taken up in right earnest; and the various seismographic and other surveys should be taken up also in the coastal belt of Orissa where there is a potentiality of the occurrence of large oil deposits.

I now come to coal. Coal is a very important aspect of our national life. I am reminded of the usual tug-of-war this House sees between the Ministry of Railways and this Ministry when the question of coal comes up. Each Ministry accuses the other. Even though it is the collective responsibility of the Government of India to see to the production and distribution of coal in the various consuming centres, the problem has remained very acute. Even though the Coal Council of India which met in September 1961 suggested the co-ordination of the programmes of production and transport of coal, I do not see anything being done in that regard.

We are told that a subsidy of Rs. 210 lakhs was given last year for the transport of coal by rail *cum*-sea route. Although actually, 4799 wagons are loaded daily from West Bengal and Bihar coal-fields and 1170 wagons are being loaded from the outlying coal-fields, still the situation is very hard and it has retarded the progress of industrial growth in various parts of the country. As we have not been able to develop other power resources in this country, like atomic energy or hydel, we shall have to depend solely on this coal power. I am afraid the situation is far from satisfactory.

Regarding production of coal, last year, there has been a slight increase. Fifty five million tons of coal have been exploited as against 54.6 million tons of coal during the corresponding period of the previous year. Though there has been a slight increase, we are far behind the target because our target in the Third Five Year Plan is 97 million tons. 97 million tons target which had been envisaged is going to be achieved by raising the target by 17 million tons in private sector and 20 million tons in the public sector—17 million by the NCDC and 3 million by the Singareni collieries. The efforts in this regard are not encouraging. From our experience of the Second Plan we have seen that due to the bottlenecks in transport system, there had been accumulation of coal at the pit heads. So deliberately the mine owners, both the private and the public sector, intentionally reduced production of coal even though we shout at the top of our voice that there should be more coal production. Until there is proper movement of coal it is all meaningless.

I should like to submit that in the exploration of the coal resources at Talcher and Surguda there should not be any departure from the pursued policy of the Government; it should be exploited in the public sector. It has been rumoured that many industrialists including my Chief Minister Shri Bijayanand Patnaik want to develop it as their own. I request the Government with all humility and emphasis that there should not be a departure from the pursued policy; these should be done in the public sector. About Surguda area, I may submit that the area from where the railway line branches off from Mahendragarh to Bihar border is full of high grade coal and it should be exploited for the interest of the country.

My speech would not be complete without a reference to the iron and manganese situation. So far as iron ores are concerned, there has been some increase in the export of iron ore but there has been a decline in the export of manganese ore. United

States used to be our biggest buyer of manganese ore. But there has been a decline in our trade with U.S.A. to the tune of Rs. 3.71 crores. It is probably due to the steel utilisation programme in the United States and the increased production of ferro manganese in the United States. We should try to explore other markets for our manganese ores. The European countries which have been buying our manganese ores get more and more of their requirement from the USSR because of the freer availability from that country; so there has been a decline for us. Sometime back Indian manganese was one of the biggest foreign exchange earners of this country. The Ministry should not lose sight of this fact and they should try to give all impetus to the manganese mine owners and see that this industry thrives. So far as iron ore is concerned even though we are committed to supply to the tune of six million tons of iron ore to Japan and steps have been taken to exploit Kiriburu and Bailadila deposits in Orissa, Bihar and Madhya Pradesh and Railway lines are being laid, I feel the way we have been progressing is far from satisfactory and it may not be possible to stick to our commitments. As we are boosting our export of iron ores we should try to export more of iron ore through various ports. With Japanese collaboration, sometime back, we expanded the Visakapatnam port and two more berths were added to our existing capacity. But at the same time, the Paradip port in the Orissa coast could be developed and the high grade iron ore lying in the Sukinda area in Tomka in the Daitairi mines, which are about 30 miles from the port, could be transported to Paradip. Sometime back during the election period, the Prime Minister had been to the Paradip port for some ceremony. Must be it was more for election propaganda in Shri Dwivedy's constituency; not that there was actually any meaning or sincerity behind that.

Paradip port, as it stands today, is not worth the name of a port. It can hardly handle three lakhs tons of iron

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ore. That is its annual capacity. So, if the Government is really sincere that the iron ore deposits should be developed in the Sukinda area, then it will have to develop simultaneously the Paradip port. With all sincerity, I beg to submit to the Government that they should take early steps in this regard.

Shri Umanath (Pudukkottai): Mr. Speaker, Sir, I was just observing a few minutes before the leader of the Swatantra Party supporting the public sector. Though it is strange, it is a welcome sign and I think it is for the good of the country.

Shri P. K. Deo: We believe in mixed economy.

Shri Umanath: Today I shall deal with lignite mining, certain aspect of geological survey and oil exploration.

With regard to lignite mining, the target dates have been changing from time to time so far as the completion of the project is concerned. I would request the Ministry to stick to this target date at least and complete the project as early as possible. Secondly, there is a move for expansion as far as mining is concerned from 3.5 million tons to 6 million tons and generating capacity from 250,000 KW to 400,000. We welcome this move and we would request the Ministry to expedite it soon.

But I would be failing in my duty if a disquieting feature in this lignite mining project is not mentioned here, namely, the upward revision of estimates. The original estimates had been Rs. 68 crores. Then it was changed to Rs. 94 crores, without there having been any change in the capacity of the project or in the nature of the work concerned. When this revision to Rs. 94 crores came up, the Estimates Committee intervened, thoroughly questioned the officers of the Corporation as well as the Ministry and made a severe criticism that this

sort of revision is really affecting the project and it should not be done hereafter. In the discussion before the Estimates Committee, the officer assured the Committee that there was not likely to be any further increase over the present estimates of Rs. 94 crores for the entire project.

In the latest report given by the Ministry for 1961-62, however, it is mentioned:

“The total cost of the project is now estimated to go up to Rs. 112.67 crores. The revised cost is at present under examination.”

I submit this is very very disquieting. We have got another three years to complete the project—1962, 1963 and 1964. The estimates had increased from Rs. 68 crores to Rs. 94 crores and from Rs. 94 crores to Rs. 112 crores. In another three years, definitely there may be further revisions and ultimately this may affect the project itself. That is why I am saying that this is a disquieting feature. The reason given is, increase in price of some of the building materials, etc. This revision is being contemplated notwithstanding the serious intervention of the Estimates Committee and that is why I demand that a high-powered commission, including some Members of Parliament, must be appointed to go into this matter. A thorough enquiry should be made so that this is kept checked at least at this, further economies are made and the project is not affected. As we see, Sir, a certain development is taking place. The aspect of planning as far as estimates are concerned, as far as expenditure is concerned, is completely dropped. If this tendency develops—because from 68 it rose to 94 and from 94 to 112—and it goes on like this, that means a situation is coming up where the Government will be going on spending before the project is completed without there being any plan over expendi-

ture. The implication of this will be that the cost of production of the various products of this project will be based on and inclusive of the interest, inclusive of the depreciation and all that. If these estimates go up year by year, definitely the cost of production will also rise.

Secondly, Sir, the economic utility of the products also may be affected. For example, we are told in regard to carbonised briquettes the cost of production will be equal to half as much as the ruling price of coal. Now the difference is there. But if the estimates go up from year to year this difference will be narrowed down and a point may be reached where the advisability of continuing the project itself will be questioned from some quarters and we will be in a fix. That is why I am insisting, as far as this point is concerned, that there must be a high-power commission.

Now, we clearly see how there is this question of price increase. Unless you hold the price line it is going to affect the national projects themselves, because if it is left like that this price mechanism itself may be used by the private sector as a lever to sabotage national projects in the public sector. That is why, as far as the Communist Party is concerned, again and again we are raising this question, vehemently, of holding the price line. When we raise it, the hon. Finance Minister immediately retorts saying that we are getting angry, we are touchy, we are provoked and all that. Of course, the same is the case with him. He also gets angry. The only difference is that he gets angry when the question.....

Mr. Speaker: Is he also a Communist or the hon. Member is also a Congressman?

Shri Umanath: He is a part of the House.

Mr. Speaker: Both have a common character.

Shri Umanath: We have a common character, but there is also a difference in that common character. When certain things are said he gets angry. We get angry the moment he denies the existence of price increase, and when we insist that there is profit increase he gets angry. That is the difference. The difference is between profit and price. I am proud to tell you that our anger is in favour of the common man and his anger is in favour of profiteers and speculators. We are ashamed of such anger on his part and we are proud of this anger on our part.

Now I come to certain of the past happenings as far as this project is concerned.

Mr. Speaker: I am the victim equally of both the anger.

An Hon. Member: You are not the target.

Mr. Speaker: But I am the victim.

An Hon. Member: It passes through you; it does not touch you.

Shri Umanath: When the original estimate of Rs. 68 crores was revised to Rs. 94 crores, one of the main reasons given was that the estimates of Rs. 68 crores was thoroughly an under-estimate. That is what is alleged. Why? Because the consultants gave them such an under-estimate. Who were the consultants? They were from the United Kingdom. Why did they give such an under-estimate of Rs. 68 crores—the difference between Rs. 68 crores and Rs. 94 crores is very big. The Government admits that the consultants who were appointed did not know anything of lignite mining. That is a wonderful act of the Government, appointing a consultant who, they admit, did not know anything about lignite mining. Why were the appointed

Sir, as far as lignite mining in this world is concerned, we know that East Germany or the German Democratic

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Republic and North Vietnam are dealing with this. All technical experience could have been taken from them. Why was it not taken? Where they approached? Why were these consultants, who did not know anything, appointed? I have a strong suspicion whether it was political bias that came in the way at the time of appointment of the consultants. I would like to tell this Government at this juncture, if it was political bias that came in the way, that crores of our people who restrict their consumption and pay taxes to the Government are not doing so and their taxes are not meant for paying and satisfying the political bias of the Government as far as building up of our national projects are concerned. Secondly, on taking decisions Government take such a hell of a lot of time that we lose a lot of money. For example, certain specialised equipments were required for lignite mining and the Government took a lot of time to take a decision, and by that we lost Rs. 11.4 crores. So also, for the briquetting plant Government received the tenders in December 1959 but the Government accepted the tenders only in March 1961. Because of that, the estimate rose from Rs. 11 crores to 20 crores. I would like to know whether the money that is paid by the public and the sacrifice they make is meant for this intelligence of the Government. Fine intelligence it is! We have to appreciate it. But it is too precious a commodity for a poor country like India. That intelligence may flourish in a lavish country like America, but not in a country like ours.

Mr. Speaker: The hon. Member should excuse me because I am interrupting him when he is discussing the intelligence. I have to convey to the House that there is a luncheon by the President today. Because this is the first luncheon by the President, naturally, all the Ministers have a desire to attend it. So, for some time at

least, it will not be possible for all Ministers to remain here during the discussion. Therefore, they wanted the permission of the House to be absent during the lunch period. Of course, the Parliamentary Secretary would be taking down notes on behalf of the Ministers. I have agreed to that and, I hope, the House would have no objection to it.

Shri Hem Barua (Gauhati): We can also adjourn for an hour.

Mr. Speaker: We are not adjourning. The hon. Member might continue his speech.

Shri Umanath: Coming to the question of oil, as far as oil exploration in the Madras coast is concerned, I would like to make out a point. In the 22nd report it was stated on the basis of the report of the Soviet oil experts that between 1956 and 1961 one of the tasks was to carry out geological and geo-physical investigations as well as drilling to a small extent in the Gangetic Valley, Cambay area and Madras Coast. Now, as far as the Madras coast and Cauveri basin is concerned, we find that no drilling has taken place so far, and we do not know the reason for that. On the other hand, as far as the Government is concerned, we find it is not enthusiastic about drilling operations and other things in Cauvery basin in Madras. It is silent, and we would like to know the reasons for that. I am saying this because we do not get information when we put questions specifically on this; we get only too general information, or we do not get it. The public feel that there are bright prospects of getting oil and if the Minister is silent a suspicion is created in the minds of the public. So, to avoid that suspicion, I would request the Government to immediately undertake drilling operations. Secondly, I would like the Government to publish the seismic reports in full so that either the public will understand the delay, if the delay is justified, or the

Government will stand the criticism of the public.

Coming to the question of refineries, a demand is being made in various parts of the country for the establishment of a refinery in the south. If a refinery is established there, a lot of coal will be saved, wagon shortage will be relieved to a small extent and further, if oil is struck in the Cauvery basin area, the establishment of the refinery and the steps taken earlier will come in handy at the time when the oil is struck as there will be a ready refinery at close hands. At least there we must learn the lesson from Saurashtra. When oil was struck in Saurashtra, on which negotiations took place with the foreign companies, the foreign companies adopted the tactics of pressurising the Government and because of that there were some difficulties for us. This difficulty we can very well avoid, and it is from this angle that I demand that the question of establishing a refinery in the south may be taken in hand immediately.

Coming to the question of geological survey, my impression is that Government is after finding out big things, big finds on which certain big projects can be taken up. If this is the attitude of the Government, it will affect large parts of the country which are backward areas. For example, in reply to a certain question which I put, it has been stated that there are so many reports that iron ore is found in which the iron content is 24 to 40 per cent. If that is true, my request is that in such places where small finds are there, Government should take up the work; they should not wait for big projects. If there are big finds, let them take them up, but small finds should also be taken up to supplement the big finds. If there are small finds in backward areas, they should be exploited for developing the small-scale industries.

12.45 hrs.

[SHRI MULCHAND DUBE in the Chair]

Finally, I come to the question of prices which is important. I would like to mention here that the other day when the question of prices came up the performance of our hon. Finance Minister and his deputy was unbecoming of responsible persons. That is what I would like to emphasize because a match box was shown to us or thrown at us. This question of rise in price comes up in the case of projects also. When the question of price came up during the budget debate a match box was shown to us. Yes, if the *chaprasi* of the hon. Finance Minister goes to purchase a match box, he may get it for six naye Paise. If the Deputy Finance Minister, Shri-mati Tarkeshwari Sinha, goes to the bazaar, she may get a match box free also—it will not be a magic box; it will be a match box which she gets. But we are not Deputy Ministers. A common man is not a Deputy Minister. She may get it free, but we will not get it free. We will not. Most probably, a 5 nP match box was purchased for 6 nP. I do not know, it is possible. I am raising this here because I can understand disgraceful attitude, as far as the Deputy Minister is concerned, because she does not know, she has not experienced the popular movement, the peoples' minds, the agonies and pains of millions of middle class families trying to adjust their budgets because of the rise in prices following the levies announced in the budget; she does not understand their sentiments because she has no experience about the movement of the people, their ideas, their sentiments, but I cannot understand how the hon. Shri Morarji Desai can be playful like this.

Shri K. D. Malaviya: Let us come to oil.

Shri Umanath: Because the prices have risen. He knows it. His deputy also knows that the prices have risen. Here I am going to read from the *Times of India* dated the 14th, that is, day before yesterday, where it is stated that an all-round increase in prices was noticed in the Delhi markets last fortnight and the rise was generally

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attributed to the heavy imposition of taxation. It further says that cotton goods and cotton yarn particularly marked up. I am mentioning all this to show that it is a well-known fact, and the Minister, his deputy and the Government know, that the prices have risen and yet they come here and deny it to the entire House, to the entire country, by saying that there is no increase in prices. Is it not chicanery, unheard of chicanery, on the part of the Minister to have denied the existence of the rise in prices which is there for everyone to see? I say it is chicanery and irresponsibility of the highest order and effrontery on the part of the Minister to tell us so when people are suffering and struggling to adjust their budget, which they find it very difficult to manage, because of the sudden and heavy rise in prices. I can very well understand the Finance Minister admitting that it is true there is a rise in prices and then saying the reasons are such and such and "we are going to take such and such steps to remedy them", but this sort of playfulness on the part of the Government and the Finance Minister in dealing with the problems of the people must be stopped here and now. The hon. Finance Minister....

Shri K. D. Malaviya: Let us come to oil.

Shri Umanath: I will speak on mines and oil as well as on the general questions arising out of that. The Finance Minister had stated the other day that we will be meeting the fate deserved by us. Yes. What are the lessons of the general election? The lessons are that the Congress Party came out with a reduced majority. That is what the people have done; they have reduced the majority of Congress. And our strength has been increased from 29 to 34 today. This is the lesson of the general election, and if the hon. Finance Minister says that this is going to be the indication of the future, well, I accept that future indication and I accept the

future fate which will be, after some time, the day will not be far off when the Finance Minister will be put here in the opposition, and that too to one of the back benches, and comrade A. K. Gopalan and others will be there in the ministerial benches. That time will not be far off.

So, I will repeat at the end that the Minister should be frank and honest when dealing with the problems of the suffering and teeming millions and must be prepared to admit whenever there is any rise in prices. He should be responsible enough when making statements on issues like rise in prices as the difficulties of the people is not a jesting question. All these things must be stopped and proper action should be taken at an early date.

Shri Kamalnayan Bajaj (Wardha): Will that verdict be by bullet or ballot?

Shri Umanath: It will be by ballot. If the verdict of 1962 is a verdict of the bullet, then my verdict will also be a verdict of the bullet. But if the verdict of 1962 has been a peaceful verdict; by the very same peaceful verdict, the Finance Minister will be here and our people will be there.

Shri P. C. Borooah (Sibsagar): Mr. Chairman, Sir, I congratulate the hon. Minister of Mines and Fuel for the various achievements he has been able to bring out in the various sections under his Ministry. From the Report of the Ministry circulated to us it has been found that in 1960-61 the total production of coal in the country was 54.6 million tons and the production in 1961-62 remained almost at the same level. Out of this 54.6 million tons, the private sector has raised about 44.5 million tons while the public sector has raised only about 9 million tons.

The target for coal production in the Second Plan was 60 million tons. So, there is a shortfall of about 6 million tons. While the private sector collieries fulfilled their quota of production, the public sector has failed to do so. I do not know how the hon.

Member who just preceded me feels about this. We are moving more on an ideological approach and not so much on a practical approach.

The requirement of coal at the end of the Third Plan is placed at 95 million tons.

The target for Coal production in the Second Plan was about 60 million tons and there is a shortfall of about 6 million tons. While the private sector collieries fulfilled their quota of production, the public sector collieries could not do so. The requirement of coal at the end of the Third Plan is about 95 million tons. This is exclusive of 2.5 million tons required for the projected fourth steel plant at Bokaro. Compared with the performance of the Second Plan, this target of 95 million tons will be found to be very ambitious. This means additional production of 35 million tons over the target of 60 million tons in the Second Plan and about 41 million tons in terms of actual production that we have reached in the Second Plan.

If the collieries of the public sector cannot achieve their targets and the private sector is not allowed to expand, there will be considerable shortfall and as a result the country will be confronted with serious difficulties. It is, therefore, necessary that the target for coal production in the private sector should not be fixed only to commensurate the past output but they should also be given scope for further expansion. This is more so when the Government is thinking of raising the target of coal production in the Third Plan to about 110 million tons.

It is estimated that while the private sector programme will involve a capital outlay of Rs. 60 crores with a foreign exchange component of Rs. 38 crores, the capital to be invested for additional 20 million tons in the public sector will be Rs. 103 crores. It is a well known fact that the country's resources are very strained and

it should be our duty to see that the best use is made of our available resources. Viewed in this context, I think, the private sector should be allowed to expand to the maximum extent.

Secondly, merely increasing the coal production will not solve our problems. The inadequacy of transport is also to be removed. The question of inadequacy of transport comes up before this House almost every alternate day. When a question is put to the hon. Minister of Mines and Fuel, he would say helplessly that it is the Ministry of Railways which has failed to transport the coal to the industries. Again, when the question is put to the Ministry of Railways, he will say, "My railway is capable of carrying all the coal that is available to it." As a result of this our Minister of Industry had to play the part of a helpless onlooker and we, the Members, get bewildered. This sort of thing should not be allowed to continue and something should be done so that we can get our transport facilities enhanced.

It is also suggested that the industries situated far away from the coal-bearing areas might be encouraged to use furnace oil. But the cost of furnace oil as compared to coal is very high on account of the high Central tax. Besides, changing the machinery to enable them to use furnace oil in place of coal is also a costly affair. Yet, as a measure of inducement to make the industry go for the use of furnace oil, the duty on furnace oil should be abolished. This may save coal for these industries which need coal most.

The quality of coal available in Assam is of a very inferior quality, particularly that coming from the Khasi Hills. They are all surface coals and are available only in powder form. This coal has been thrust upon the tea in-

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dustry and the industry fails to heat up the machinery to proper temperatures as a result of which the quality of tea gets deteriorated. May I request the hon. Minister to take some steps to improve the quality of Assam coal either by establishing some coke oven factories or some coal washeries in the coal-bearing areas of Assam?

Regarding price, while there was a revision of price last year for coal produced in all regions of the country, Assam coal was left out. In Assam the policy of 'lower the quality of coal the higher the price and vice versa' is, I think, still followed. The Khasi coal though the most inferior coal is the most costliest. At the same time, pilferage and loss in transit are also the highest there. So, I say that the hon. Minister will look into this matter also and see whether it is possible to rationalise the price of Assam coal.

The Survey Reports say that there is a huge deposit of high quality coal in Garo Hills in Assam. Only on account of no transport the area has not been worked so far. May I request the hon. Minister to take up this matter with the Railway Ministry and see that a railway line is extended up to the foot of Garo hills and take other necessary steps to open this area and make the production of coal go ahead to cope with our demands?

Now coming to oil, the consumption of oil in our country is extremely low. It is only four gallons per head per annum against 16 gallons per head per annum in Ceylon. We are much behind even of Ceylon. It is 53 gallons in Japan, 162 gallons in the UK and about 663 gallons in USA. With the progress of industrialisation it will keep on increasing and according to the estimate given in the Third Plan it is likely to go to the tune of 12 million tons. It was 7 million tons at the end of the Second Plan. But

the latest indications are that the requirement may be more than this. The requirements in 1961 were 8.23 million tons. According to the Oil Advisory Committee's Report the requirements will be about 14 million tons in 1966. This excludes the products consumed by the refineries themselves and the quantity lost in the process of refining which is estimated at about 8 per cent of the requirement will mean another one million tons. Thus altogether it will be about 15 million tons that will be necessary in 1966. As against the demand of 15 million tons our refining capacity today is about 11 million tons and so there will be a shortfall of three or four million tons.

Regarding exploration and production of oil, it is being undertaken by two agencies. One is the Oil and Natural Gas Commission and the other is Oil India Limited which is a joint venture of the Assam Oil Company, the Burma Oil Company and the Government of India. Although much has been achieved by the Oil and Natural Gas Commission, the actual results are not up to the expectations. Even today the Commission does not have a correct idea of production potential of the different regions bearing oil. Nor has it worked out a detailed cost pattern for the various fields.

The estimates of production potential of Cambay were originally put as 23 million tons and now it is reduced by one third. The fact that drilling operations have been slowed down gives the impression that this field is not as promising as was expected originally.

13 hrs.

The potential of Ankleswar area is even now a mere guess, estimates varying from 20 to 40 million tons. As per the Ministry's Report, 36 wells in this area have been drilled up to the end of March 1962. Out of these,

27 wells have been found oil-bearing, two dry and the rest are being tested.

In Sibsagar-Rudrasagar area in Assam, only 4 wells have been drilled, of which one has been found dry and the other three are under test.

Here I am sorry to state that the Oil and Natural Gas Commission, which went to Assam to work the Sibsagar-Rudrasagar area in 1956, the year of its inception, have not come up to the expectations and I would like to draw the pointed attention of the hon. Minister to its slow progress there.

The Oil and Natural Gas Commission's entire working in Assam lies within my constituency, Sibsagar, and the wells drilled there are situated within a couple of miles from my house. The working of Rudrasagar Well No. 1 can be seen sitting from my house. As such, it is only natural that I can possess some direct knowledge of the working of the Oil and Natural Gas Commission in Assam.

25 miles away from this area, that is the area of the Oil and Natural Gas Commission, Oil India Limited is carrying on its exploration work and also production. Though Oil India Limited started work only about a couple of years earlier than the Oil and Natural Gas Commission in Assam, the Oil India Limited has drilled about 130 wells in Nahorkatiya, Hoogrijan and Moran area, against the Oil and Natural Gas Commission's four wells—three complete and one under operation. Of the 130 wells, about 85 are oil-bearing, about ten are gas wells, fifteen are dry and the rest are under test. Not only this, the field has already started production, and produced more than 2 million barrels of oil, out of which 25,000 barrels have been transported to Gauhati Refinery. I admit that Oil India Limited have at their command experienced men and equipment which the Oil and Natural Gas Commission do not have. But the Oil and Natural Gas Commission has also Russian personnel as experts in different phases of

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its work and is also in a position to get help from the U.S.S.R. as well as in supply of materials. An examination as to the cause of this slow progress is to be made, and I suggest that a Committee be appointed for this purpose.

A review of the various organisations in the field of oil exploration, exploitation and development, namely the Oil India Limited, the Oil and Natural Gas Commission, the Indian Refinery Limited and the Indian Oil Company Limited, discloses that there is lack of co-ordination between themselves. Again, there is very little contact between the Oil and Natural Gas Commission and its staff in the fields, and there is no decentralisation of authority. The headquarter of the Oil and Natural Gas Commission is situated in Dehra Dun, while its activities are mostly in Gujarat and Assam. The headquarters should be nearer to the place of activity.

Shri S. M. Banerjee: (Kanpur): It should be in U.P.

Shri P. C. Borooah: No, it should be in Assam, and I will tell you why it should be in Assam. Seventy years ago if it was possible for a British company to explore oil and set up a refinery in one of the farthest corners of the country and in a difficult terrain, I do not understand why the headquarters of the Oil and Natural Gas Commission cannot be shifted to Assam. This, I consider, will be in the fitness of things and will go to honour a State which is the only producer of oil in the country for the last so many years, and at a time when these modern techniques were not known to the world. I hope the hon. Minister will be good enough to consider this aspect of the question also.

The Indian drilling staff is doing a good job, but the Indianisation of the drilling personnel is not being pursued vigorously. There appears to be no keenness on the part of the Russians to train Indian personnel for replace-

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ment. It is reported that even detailed drawings of the Russian rigs and their maintenance intricacies have not been made available to the Indian engineers. This is very unfortunate.

It is still pointed out that the Central Government had set up a refinery in Assam mainly on considerations of regional development and it was not feasible purely from the economic point of view. This is an entirely wrong view. When the feasibility of transporting and distributing oil through products pipe lines has been established and the product pipe line from Gauhati to Siliguri, that is a second pipe line to run parallel to the crude oil pipe line, another from Siliguri to Barauni, Barauni to Calcutta and Barauni to Delhi are under consideration of the Government to lay, the one refinery at Gauhati or near the oilfields at Nahorkatiya, instead of the two refineries, would have saved the country crores and crores of rupees.

Regarding the dispute in the rate of royalty payable by Oil Indian Limited and the Assam Oil Company to the Assam Government, the earlier it is solved the better for the country. There is no justification why without any consultation with the State Government, the royalty it was getting traditionally was decided to be reduced from Rs. 7 to Rs. 4 per ton. The Assam Government stands on a strong ground in demanding its old rate of royalty. The abrupt reduction in the royalty on oil produced in Assam by about 40 per cent has inevitably disturbed the implementation of the development plans in the State.

Hence I hope that the hon. Minister will be pleased to give consideration to all these suggestions of mine and do something to see that the production of oils is not disturbed. With these words, Sir, I thank you for giving me this opportunity to speak.

Shri Hem Barua: I wanted to congratulate Shri K. D. Malaviya—but unfortunately he is not in his seat—on his elevation to the rank of Cabinet Minister, because that shows the importance of the department over which he presides.

Shrimati Renu Chakravartty (Barackpore): All of them are having lunch.

Shri Hem Barua: Is that so? But then I want to offer a few criticisms about the working of his Ministry, particularly about the working of the Oil Refinery at Gauhati. When this Oil Refinery was inaugurated on the 1st of January by the Prime Minister it was welcomed all over the country as a symbol of the resurgence of India. Because, we want the public sector in oil to prosper in the interests of our country, in the interests of our nation. But somehow or other this Oil Refinery at Gauhati is not having just teething troubles—it will be wrong to say so—but at present it has foundered on high rocks, and there is a bottleneck there.

From the very first the whole thing was planned in a wrong way and without having any eye to future of the refinery, and that is why it has come to a deadlock today. The original estimate for the refinery was Rs. 11 crores, and Rumania agreed to pay half of the capital cost, which comes to Rs. 5.5 crores. But all of a sudden this capital cost of the refinery rocketed up to Rs. 18 crores, and no reason was advanced by the refinery authorities as to why it happened like that. And when it rocketed up to that high figure, it even amazed the Rumanian experts stationed at the refinery site.

What happened to the refinery? It worked only for a few days, I would say, and during those it suffered a loss in the running cost to the tune of Rs. 48 lakhs. If you spread that amount over a year, I am afraid it would come to a loss in the running cost to the tune of Rs. 2 crores by the end of the calendar year.

And when I say that the whole thing was planned in a bad way, I have reasons for saying so. The refinery has three units: the crude distillation unit, the kerosene refining unit, and the coking unit. Without completing the two other units, the coking unit and the kerosene refining unit, the Government was in a haste to commission the crude distillation unit. This is an elementary compulsion of science that without the completion of the other two units, the refinery cannot function. I quote from the *Eastern Economist*. It has pointed out like this:

"Probably they have been aggravated by the commissioning of the distillation unit of the refinery somewhat in haste and the slightly delayed completion of the kerosene refining and the coke processing units."

The crude oil processed in the crude distillation unit is a semi-processed product. It is further processed in the kerosene refining unit and the coking unit. Without the coking unit and the kerosene refining unit being ready, how can the crude distillation unit be commissioned, I do not understand. It was done in haste possibly because of the impending elections. It pains me to say like that. But, it gives an impression like that.

What about the refinery? Excise duties are to be collected against the estimated capacity of the refinery. The excise duties are computed to be Rs. 3.96 crores against the estimated capacity of the refinery. Only a sum of Rs. 30 lakhs has been so far collected up to the 30th of March. That is what has happened. The refinery is suffering from a deadlock. I have said like that before. With the progress of work or the type of work that the refinery is showing today, would it be possible for it to enable the Government to collect the estimated excise duties? What about the refinery itself? It is

a 18 crore plant. If you take interest on the capital cost to be 2.5 percent, the rate of recovery must be at the rate of 1.40 annually. Add to that Rs. 4 crores to be spent as price of the crude and the transport charges; add to that Rs. 56 lakhs, being 2 per cent as maintenance cost on the refinery; add to that Rs. 18 lakhs, salary for the staff. It comes to Rs. 6 crores. At this rate, when the refinery has suffered a loss of Rs. 48 lakhs in the course of a few days, do you mean that it would be able to recover Rs. 6 crores plus enable the Government to collect the excise duties to the tune of Rs. 3.96 crores?

The refinery has a pet slogan. The pet slogan is, the B.O.C. did not complete the pipe line in time. There is a slogan like that. I can quote from a statement made by the General Manager of the refinery that even before the B.O.C. completed the pipe line, the General manager had a storage of 13,000 tons of crude oil, which could not be refined. The B.O.C. completed the pipe line on the 26th April and crude oil started flowing. The refinery stopped work completely from the 28th April.

Then, there is the charge levelled against the Railways for their failure to transport crude oil from the Naharkatiya oilfields. The Publicity officer of the Railways issued a statement on the 25th of March, as far as I remember and there, he has discounted it. The Railways had made the supply in time: that is what he says. Then, he politely suggests that it is the Refinery authorities that failed to clear the tank wagons in time on account of which they had to pay demurrages. I would like the Minister to find out from the records what is the amount that the refinery authorities paid in the shape of demurrages. This is how the refinery is working in Assam.

There are other charges also. I would say that the whole thing is in a bad rut. This is a public sector venture. When I offer these criticisms,

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I offer these criticisms not with any animals, but because I believe in the prosperity, in the welfare of public sector ventures. What happens there? There is a sort of coterie. Besides, I will say this. It produces high speed diesel oil. But, then, there was no arrangement for testing the high speed diesel oil and therefore it could not be marketed. Here is a refinery that does not have a gadget, a type of a variable compression engine to test the motor gasoline that it produces. Therefore, on occasions, the refinery people have to run to the private sector for advice. I want to know from the Government, why is it that the Rumanian experts stationed at the refinery were not consulted. Why is it that the Indian technicians who had had training in Rumania are not consulted? Why is it that these elementary things necessary for a refinery, like a gadget to test the octane number of motor gasoline, or arrangement for testing high speed diesel oil and all that are not arranged there? I do not understand this.

It has gone out of production completely. People say that production cannot re-start before June. We are having a white elephant, it seems. Why is it so? People say that there is a coterie there—a sort of an official coterie, and that has created a certain amount of resentment against these people. Would you believe me if I say that there are high officials connected with the refinery who enjoy double and treble promotions in the course of a few months? I have nine such names with me and if necessary, I can put them on the Table of the House. I do not understand how efficient they are to deserve double promotions and treble promotions in the course of a few months. Angels would not have been promoted like that if there is a system of promotion in heaven. My knowledge of the heavenly order is limited.

The Indian Oil Company Ltd. was entrusted with the marketing of the produce of the refinery—another public sector venture—in the five districts south of the Brahamaputra. It could not market the produce because the produce was not available. What happened? People had to go to the Assam Oil Company for supply. People are losing their faith, their confidence in another public sector venture because of the failure of the Oil refinery. There is something rotten in this oil refinery. There is something rotten in the State of Denmark. I would request the Government to order a high-powered probe into the working of the refinery. When I say like that, I say in the interests of the refinery, in the interests of our country, in the interests of the public sector.

Coming to the Cambay oilfields, I remember on the 9th of September, 1958, the Minister Shri K. D. Malaviya came out with an announcement—a bold announcement—that after a long search and deep drilling, the Government have been able to discover an oilfield in Gujarat—all sorts of beautiful things. What about the progress of the work in the oilfields in Gujerat? The progress of work there is slow and sluggish. I can quote from the Member, Production of the Oil and Natural Gas Commission. He wrote a letter on 24th August, 1961 to the Director in Cambay, to the Director in Ankleswar. There, he has brought out certain charges against the working of the oilfields. For instance, Oil well No. 9 in Ankleswar took 73 days to be drilled and tested whereas the Assam Oil company, during a week, does double the drilling that is done by the Oil and Natural Gas Commission in Ankleswar and Cambay. When I say so, I do not say that the private sector should be encouraged. I say this only because of the fact that I am interested in the public sector. I want our oil exploration work to go on smoothly. I know that oil explora-

tion depends on chances and on opportunities. It is just like a game of begatelle. You have to depend on chances. Yet then why should they take 73 days to drill an oil well? Again, what about the shifting of the rig when one oil well has been drilled? It takes an inordinate time to shift it from one site to another.

As regards the capacity of oil in the oil-fields at Cambay, that capacity has not been assessed as yet. I am at a loss to find what the actual position is. Mr. Nikolai Kalinin comes out with the announcement that 30 million tons of oil will be available, while Mr. A. N. M. Ghose of the Oil and Natural Gas Commission comes out with the statement that 20 million tons will be available, and Shri K. D. Malaviya comes out with the statement that only 10 million tons of oil will be available in Cambay. What is the actual quantity of oil that is likely to be available from the oil-field at Cambay? Nobody knows. The Russian expert quotes one figure, while Mr. A. N. M. Ghose quotes another figure, and Shri K. D. Malaviya quotes yet another. We are quite in the darkness about it.

Now, I would say a few things about the oil companies in our country. There are the Western oil companies in our country, and there has been an attempt on their part to spread their tentacles as deep as possible into our body. Here are the oil companies that have their refineries. Sir, you would be taken aback that the agreement with them is an old agreement, it is twelve years old, but according to that agreement entered into between these oil companies and the Government of India, the terms and the conditions give them such advantages as no foreign industry in India enjoys; the terms and conditions give them advantages that no refinery in the world enjoys. That is the type of agreement with them. We have given them an assurance of not nationalising them for another 25 years, and that is why whenever our

Government approach these companies for certain concessions, it is a startling fact to find that they make counter-proposals; here is Burmah shells for instance, who always make counter-proposals, counter-proposals for permission to expand their refinery capacity. That is what has been happening in our country, and we have failed to see that these Western oil companies, these oil monopolies, trim their sails according to the national needs of our country: That is what is not happening.

Now, about the oil royalty, my hon. friend Shri P. C. Borooah has made mention of that already. This issue or this problem has been hanging fire for a long time between the Government of Assam and the Union Government. The Union Government entered into an agreement with the Oil India Limited, but I am sorry to say that here is a Government that did not have the courtesy to consult for a moment the Government of Assam, but entered into an agreement directly with the Oil India Limited. I say so because the interests of the Assam Government also are involved there. This royalty on the well-head prices was Rs. 7.2 per ton before, and now it is Rs. 4.8 per ton. According to this, the Assam Government are losing to the tune of Rs. 60 lakhs.

Now, here is the Assam Oil Company that comes forward with a very queer argument. The Assam Oil Company says that these well-head prices obtainable at Naharkatiya ought to apply to the Digboi oil-fields because the Digboi oil-fields are only 20 miles away from the Naharkatiya oil-fields. Why is it that the Union Government cannot tell the Assam Oil Company that this would not apply in that case because of the reason of proximity of the fields? They have failed to do that.

Now, I come to the contracts with the ENI of Italy and with the Burmah Shells of Britain, for instance. We were taken aback when the Min-

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ister refused to divulge the terms and conditions of these contracts with these foreign firms. We are interested in knowing them only because of the fact that Government have accepted the recommendations of the Damle Committee, and we want to examine the terms and conditions entered into with these foreign companies with a view to find out whether the recommendations of the Damle Committee, accepted by Government, are implemented or not. We are interested in the implementation of our national policy. But what happens? I brought forward a privilege motion on this.

Shri N. N. Patel (Balasar): May I point out that the hon. Member is not standing near his seat but in the aisle?

Shri Hem Barua: I am sorry. In a moment of exuberance, I have slipped out of my den. I hope you will excuse me.

Shri Warior (Trichur): But he will not lose his moorings.

Shri Hem Barua: I shall not lose my moorings. In a moment of exuberance, I have slipped out of the well.

Shri Hari Vishnu Kamath (Hoshangabad): The hon. Member is audible from there also.

Shri Hem Barua: My objection is this. Why should Government not disclose the terms and conditions of the contracts entered into with the ENI of Italy—because it is a Rs. 50 crores contract—or with the Burmah-Shells of Britain? As I have said, we want to examine these terms and conditions vis-a-vis our national policy on oil. This is all that I would like to say about oil.

Now, I shall say a few words about coal. I have said often that the Government have not put their heart into the coal crisis that is facing the country today. The First, Year of the Third Five Year Plan has been was-

ted, and Government have done nothing possibly to pull the industry out of the morass that it has landed itself into. Now, these steel plants are not working in full capacity. If the steel plants worked in full capacity, the coal crisis would be different in dimension; there is no doubt about it. If the coal crisis is solved, this would not only accelerate the progress of the industrial sector of our economy, but it will also contain the expanding spiral of prices. I hope and trust that efforts will be made to solve this coal crisis, for, there are always paper targets offered to us, and production increases are in terms of statistics offered to us; after all, paper targets are only paper targets. But Government have not been able to solve the coal crisis that the country is faced with today.

I would request the hon. Minister incharge to do one thing, because there is a habit with this Ministry to shift the blame on to the railways.

Shri Hari Vishnu Kamath: Passing the buck!

Shri Hem Barua: They say that there is transport deficiency in this country, and, therefore, coal cannot be transported. But I would say that Shri Swaran Singh who was so long the producer of coal has now become the carrier of coal. And I would request Shri K. D. Malaviya to contact Shri Swaran Singh to see that greater co-ordination is effected between these two Ministries.

I know also of another thing. I have read the valuable article written by the Chairman of the Railway Board. According to me, he has lost no time to prove that the railways have complied with the transport allotments made to them so far as coal is concerned, and he says that inland water transport is not properly utilised. That is why he says in that article that was published in *The Statesman*. I would request the hon. Minister to see that the coastal ship-

pers and the road transport are offered better facilities for transport of coal, so that Government might not go on saying times without number that it is because of the transport deficiencies in this country that the coal crisis exists.

May I just read out a sentence from the Eastern Economist? The Eastern Economist has made a suggestion, and that suggestion has been made off and on in this House, and that suggestion is this:

"One sure method of breaking the coal transport bottle-neck, of course, is allowing for a year or two the export industry in western and southern India to import high-grade coal from the rupee payment countries."

This is a valuable suggestion. But this suggestion has been dismissed summarily by Government for so long, without any reason. I would request Government to see if this suggestion cannot be implemented in the interests of industry, because it would not only accelerate the progress of the economy of the country but at the same time contain the spiral of rising prices.

Shri Bhagwat Jha Azad (Bhagalpur): I join my hon. friend to my right, Shri Hem Barua, in congratulating the hon. Minister, through in absentia, on his fine achievement in having his previous department converted into a full-fledged Ministry.

From outside Parliament I and friends like myself who have seen the progress of this baby industry can say that this industry is a matter of pride for the country. Certain criticisms have just been levelled against the refineries in detail with facts and figures. I am not here to contradict or champion them. That is for the hon. Minister to deal with. But I cannot resist myself from saying that we see this oil industry with a sense of grati-

fication. The Nunmati Refinery, about which much has been said just now, has done creditable work in the sense that it has gone into production and will be producing 0.75 million tons. Though the loss that has been referred to just now may be there, the fact remains that this industry in such a short while, though sometimes erring here and there, has made a marvellous achievement and has given a good account of itself.

It is good that because the oil industry has got a very important role to play in the future industrialisation of India, Government have been in right earnest and have decided to follow an integrated policy regarding the oil industry in exploration, in refining and also in marketing, taking them all in the public sector. For long this has been a controversy, public versus private. I think by now this country has given its verdict that such industries must, by and large be kept in the public sector. Therefore, I appreciate the effort of Government in seeing that the exploration, refining and marketing—three important things—remain in the public sector, and that an integrated policy in this regard is being followed.

Coming to the success of oil exploration in Gujarat—there has just now been some criticism about it—is really a matter of credit that in Ankeleshwar, they are pumping out about 600 tons a day, and we hope that they will be able to reach the target of 1,500 tons a day in the near future. It is because of this that we are going to set up another refinery in Gujarat with a capacity of 2 million tons.

We all know about the refinery, at Barauni. I have the privilege to belong to that State, Bihar, and have seen the refinery at very close angle. We hope that the first million tons will be produced in the early part of 1963, and we are told that the second million will be produced by the end of 1963. The

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workers in the refinery are also prepared to co-operate to this end. There were quite a number of unions there. Now they have merged together and I have the privilege to head the merged union of workers of the refinery at Barauni. Apart from other friends who are having a parallel union and whose aim is non-co-operation rather than co-operation, I may assure the Ministry that my union will give full co-operation in achieving full production in this refinery.

It is a matter of credit that in such a short time of five years Government have established three refineries, and they too in the public sector. Thus they have firmly established this baby oil industry in this country.

We are importing at present many products in which we are deficit like K. oil, HSD and furnace oil. When we are able to work all the three refineries at full capacity, we will be in a position to save a good amount of foreign exchange. This will be an advantage to us when we compare this with the private sector. The private sector refineries are remitting their profits to foreign countries always and are also importing their crude oil. We will not be in that position of disadvantage. It is estimated that we will be able to save about Rs. 120 crores worth of foreign exchange during the Third Plan period on account of the production of products in which we are deficit. This is a thing which Shri Hem Barua forgets. He only says that Rs. 48 lakhs were lost in the refineries in the early days. Shri Hem Barua is not here. But I would just cite one instance and then he will be able to understand the initial difficulty of a new industry.

When a new lecturer—Shri Hem Barua is a lecturer—enters college and starts lecturing—this applies to new Members in Parliament as well—the 50-minute period hangs very heavily on the lecturer. This is also the case

with a speaker making his maiden speech in Parliament. He always looks at the clock seeing when the period is going to end. But that is not so always. In the same way, though I do not wish to be a prophet this industry is making headway and I hope it will continue to do so. Therefore, saying harsh things about the oil industry, as my hon. friend to my right did, is not justified. As I have said, in a short period, three refineries have been set up and they will be able to effect a saving of Rs. 120 crores and also produce the products which we are importing from abroad at present being ourselves in deficit now in regard to them.

We are also told and this has been very prominently mentioned by the President in his Address—that we are going to lay pipelines. That will relieve great pressure from the railways and thereby many a debacle to this nation will be saved. We are told that pipelines have already been laid from Assam to Nunmati. Land is also being acquired to have a pipeline from Calcutta to Delhi. The pipelines in Gujarat will also be soon laid to transmit the crude oil from the refinery in Gujarat. Those are really creditable achievements, and we hope very soon this industry will be able to give us a creditable record.

It has been said that as a result of negotiations between Government and the private oil companies, the reduction effected in the price has been mopped up by Government, instead of being passed on to the consumer. But I support the stand that this baby industry should have the money to function properly and, therefore, what has been done is justified. It is good that we are getting—according to the Damle Committee—about Rs. 30 crores under the new arrangement effective from 1st October, 1961.

With the coming in of the Indian Oil Company in the field, a healthy competition has been introduced in

this industry, and with bulk purchase by public undertakings and others, we will be able to get them at a reduced prices.

From all these points of view, I feel that this baby industry has done good work and has made good progress. I congratulate the hon. Minister on his bringing up the baby with affection and love and with hard labour. We also hope that public opinion in this country as well as all sections represented in the House will give due importance and due encouragement to this industry because it is very vital for the success of the Third Plan which we are executing.

I will refer to one more aspect, coal. This has become a very controversial issue in this country. We believe in a socialist pattern of society and in a welfare State. Previously, it was said that people should be given four things, salt, K. oil, a small house and so on. I must now add another item, and it is coal. Apart from the big industries that are suffering in this industry—their spokesman say they are suffering—I can say on behalf of the millions and millions of people in this country whose homes and hearths depend very much upon coal, that they are not getting their minimum requirement of coal, whatever may be the reason. So the new Minister of Mines and Fuel, if he believes in a welfare State, will have to provide the minimum quantity of coal to the millions of people in this country at least for their cooking, if he does not want people to go back to the jungle age and eat uncooked food.

What is the position about coal now? We are producing about a little less than 60 million tons; and the target is 97 million tons. We have still to produce about 37 million tons in 4 years. But, this is only an estimate. If you estimate the necessity of the country, I think, by the end of the Third Five Year Plan, it will not be only 97 million tons, but it will be between 104 to 106 million tons.

Therefore, according to the necessity, we will have to produce much more than 37 tons, that is about 44 million tons. What are we doing for that? As I said in my speech on the Railway Budget, if the transport system of this country collapses and fails to carry even 60 million tons of coal, what would happen if the entire 97 million tons are produced or if this Ministry tries to produce the maximum of about 104 million tons of coal?

I am told that there are 900 units working in the coal-fields in this country. Half of them are uneconomic and unremunerative. Their landlords are sleeping landlords, who are a burden on this country. Other landlords have been removed. We are asking for nationalisation of this kind of landlord in collieries too. I am also for nationalisation for argument's sake. But, what about producing this target? Even if requisite facilities are given to the collieries, half of whom are uneconomic and unremunerative, they cannot produce much. Therefore, it would be futile for Government to extend any help to these uneconomic and unremunerative collieries. They can only add a little to their pockets; they cannot add anything to the production and the fulfilment of the national target. Therefore, I feel that these collieries, 500 or rather more, should be asked to wind up their business. They should voluntarily amalgamate, for which, I am told, they are not prepared. Compulsory amalgamation is not feasible; and people like the Swatantras will shout against nationalisation. What will be the course open to Government? Are we to understand that Government is going to sink more and more money in these uneconomic fields? Are we to understand that these collieries—half of whom are not adding anything to the national coal production target—are going to consume more and more money? We, for one, are opposed to this. We do not like this most important item, which is a vital link in the progress of our

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Third Five Year Plan, should be treated this way.

To reach our target the transport facilities have to be developed. Grading should be done to satisfy the consumers. The consumers should know the proper grading because the grading that is done at present and the way it is enforced is very much elusive. Next will be equipment both in the private sector and the public sector, like power to be given in time. The last will be the financial aspect.

It has been said in this House that the N.C.D.C. which is producing about 7 to 7½ million tons is producing much under their capacity. They have a capacity to produce more—by about 3 million tons—even now. But, for the lack of transportation facilities they are not doing it now. Still there is much of coal lying at the pit-heads. We are told that the minimum that are being produced, e.g. 60 million tons, is not being carried. The Minister should, therefore, tackle this very seriously. What is he doing to achieve the target to carry coal? The hon. Minister said that we have to lean very heavily upon river transport. The hon. Minister should say in his reply here and now what policy he is going to pursue regarding the carrying of coal. What are the plans by which he feels that the development of river transport or the development of road transport combined with rail transport will be able to carry coal to the different parts of the country?

The Coal Controller said that they required about 6150 wagons in 1961, whereas the supply was only 4758 wagons. As far back as January 1962, only 4700 wagons were put on the track.

I gave a short notice question about wagon shortage. In my State there was a devastating flood in the recent past. The Prime Minister himself said that he saw a vast sheet of water

and nothing else. In that district of Monghyr we are trying to have model villages. The Ministry said that the district will be allotted 4,000 wagons apart from the monthly quota. In the Press Conference the District Magistrate said they promised 1000; then they promised 800; and up till now not a single wagon has been given by the Railway Ministry for this most important work. Hundreds and thousands of people are lying in this devastated area. This is the present situation of transport.

When we refer to this every now and then, either during the Budget or in questions, the hon. Minister or his Deputy will stand up and say, 'We are fulfilling all commitments'. The other day he said so, and when we put him under pressure, he said 2,000 wagons were refused by Bhilai Steel Plant because they were not of the requisite type. This is the condition of the transport facilities provided by the Railway Ministry.

An Hon. Member: The Minister is not there.

Shri Bhagwat Jha Azad: The Parliamentary Secretary will keep a note for the Minister. He will convey the feelings of the House. The Minister should say how he is going to provide the transport facilities for carrying the 97 million tons of coal which it is assured will be provided by the end of the Third Five Year Plan.

We see how miserably the Railways have in the last year of the Second Five Year Plan failed to achieve the targets. And, also in the first year of the Third Five Year Plan. Therefore, the Minister will have to tell this House how he will be able to achieve this target; by what methods. This is a very important aspect. It is not enough if the Minister says that his Ministry is going to produce 97 million tons of coal. But the people must be satisfied. He must tell the country how the coal will be taken to the different parts of the country. It should not lie at the pit-heads.

Then, about categorisation. I would say great emphasis on grading. It is in the interests of the common man and also in the interests of the industry. What is being done at present is this. You say, 'it is being classified as A, B and C'. It is said that engines cannot move because the ash content of a particular class is very much. The grading of coal should be very clear and distinct so that we can understand where we stand. The Ministry should tell us everything about this A, B, and C. They should not try to hoodwink us by saying that they are fulfilling the targets.

I will not elaborate the aspect of equipment.

The last point is the financial aspect we should not sink more money in these uneconomic collieries. I would stress and stress very strongly that the public sector must be given much more extended scope in the coal-fields. Instead of distributing this money to these friends who are sleeping partners and sleeping landlords in the coal industry who number more than 500 out of the total of 900, if the quota can be fulfilled by these 400 people we should not sink money. We are told that the private sector is getting a good amount of loan from outside, from the International Bank. I would stress that it is our basic policy to supply coal to every home. But the basic policy should also be to extend it more in the public sector rather than sink our money fruitlessly, without any profit in the private sector.

I have said that the NCDC has capacity to produce much more than what it is producing. There are good technical experts in NCDC. But the administrative set up of the NCDC is not desirable. Whatever gain is there in the technical side is lost on the general side. Therefore, the hon. Minister should look into this. It is now producing 7 to 7.5 million tons but it has capacity to produce 3 million tons more; it can, in fact produce much more if the administrative set-

up is geared up and adjusted properly. With these words, I congratulate the hon. Minister once again that he has shown much progress in the oil industry and I hope he will give us an assurance that he will show progress creditably in the field of coal also.

Mr. Chairman: Hon. Members may move their cut motions relating to the Demands under the Ministry of Mines and Fuel subject to their being otherwise admissible.

Coal transport policy

Shrimati Renu Chakravartty: I beg to move:

"That the Demand under the head Ministry of Mines and Fuel be reduced to Re. 1. (10).

Increase in coal prices

Shrimati Renu Chakravartty: I beg to move:

"That the demand under the head Ministry of Mines and Fuel be reduced to Re. 1. (11).

Failure to fulfil coal targets and the decrease in coal production in 1961-62.

Shrimati Renu Chakravartty: I beg to move:

That the Demand under the head Ministry of Mines and Fuel be reduced to Re. 1. (12)

Need for taking steps to establish an oil refinery in the Cauvery basin in Madras State

Shri Umanath: I beg to move:

That the Demand under the head Ministry of Mines and Fuel be reduced by Rs. 100. (1)

Failure to undertake drilling operation to sink wells in Cauvery basin in Madras State.

Shri Umanath: I beg to move:

That the Demand under the head Ministry of Mines and Fuel be reduced by Rs. 100. (2)

Failure to supply coal to the industries regularly in the country

Shri Sivamurthi Swamy: I beg to move:

That the Demand under the head Ministry of Mines and Fuel be reduced by Rs. 100. (3)

Failure to meet demand of coal by consumers in the southern parts of the Country

Shri M. K. Kumaran: I beg to move:

That the Demand under the head Ministry of Mines and Fuel be reduced by Rs. 100. (13)

Bottlenecks of transport and its effect on decrease in coal production

Shrimati Renu Chakravartty: I beg to move:

That the Demand under the head Ministry of Mines and Fuel be reduced by Rs. 100. (14)

Need to check coal prices

Shrimati Renu Chakravartty: I beg to move:

That the Demand under the head Ministry of Mines and Fuel be reduced by Rs. 100. (15)

Lack of power for working of the coal-mines

Shrimati Renu Chakravartty: I beg to move:

That the Demand under the head Ministry of Mines and Fuel be reduced by Rs. 100. (16)

Bad conditions of labour in the coal-mines

Shrimati Renu Chakravartty: I beg to move:

That the Demand under the head Ministry of Mines and Fuel be reduced by Rs. 100. (17)

Bad labour relations existing in coal-mines between labour and management

Shrimati Renu Chakravartty: I beg to move:

That the Demand under the head Ministry of Mines and Fuel be reduced by Rs. 100. (18)

Activities of National Development Corporation

Shrimati Renu Chakravartty: I beg to move:

That the Demand under the head Ministry of Mines and Fuel be reduced by Rs. 100. (19)

Need for survey of all natural resources of mines and waters in the country

Shri Sivamurthi Swamy: I beg to move:

That the Demand under the head Ministry of Mines and Fuel be reduced by Rs. 100. (20)

Failure to carry out intensive geological survey particularly in southern regions including Kerala

Shri Koya: I beg to move:

That the Demand under the head Geological Survey be reduced by Rs. 100. (5)

Need for extensive survey for gold and copper ores in Kappath mountains in Gadag and Mundargi, Mysore State

Shri Sivamurthi Swamy: I beg to move:

That the Demand under the head Geological Survey be reduced by Rs. 100. (6)

Need for geological survey for ground water resources in the State of Mysore

Shrimati Renu Chakravartty: I beg to move:

That the Demand under the head Geological Survey be reduced by Rs. 100. (7)

Need to conduct an intensive survey of mineral resources in Kerala

Shri M. K. Kumaran: I beg to move:

That the Demand under the head Geological Survey be reduced by Rs. 100. (21)

Need to conduct oil exploration on the Kerala Coast

Shri M. K. Kumaran: I beg to move:

That the Demand under the head Geological Survey be reduced by Rs. 100. (22)

Need for exploring Cannanore, Kozhikode, Palghat and Trichur districts for lignite and coal, mica and other minerals

Shri Koya: I beg to move:

That the Demand under the head Other Revenue Expenditure of the Ministry of Mines and Fuel be reduced by Rs. 100. (9)

Failure in setting up coal washeries in time to make the right type of coal for steel mines

Shrimati Renu Chakravartty: I beg to move:

That the Demand under the head Other Revenue Expenditure of the Ministry of Mines and Fuel be reduced by Rs. 100. (23)

Coal crisis and its effect on economic industrial expansion

Shrimati Renu Chakravartty: I beg to move:

That the Demand under the head Other Revenue Expenditure of the

Ministry of Mines and Fuel be reduced by Rs. 100. (2)

Price concessions offered by foreign oil companies

Shrimati Renu Chakravartty: I beg to move:

That the Demand under the head Capital Outlay of the Ministry of Mines and Fuel be reduced by Rs. 100. (26)

Progress of Noonmati Refinery

Shrimati Renu Chakravartty: I beg to move:

That the Demand under the head Capital Outlay of the Ministry of Mines and Fuel be reduced by Rs. 100. (27)

Working and Construction of public sector

Shrimati Renu Chakravartty: I beg to move:

That the demand under the head Capital Outlay of the Ministry of Mines and Fuel be reduced by Rs. 100. (28)

Mr. Chairman: These cut motions are now before the House.

Shri A. C. Guha (Barasat): Mr. Chairman, this Ministry has attained a new status. Considering the importance of coal and oil these two subjects deserve to be separately treated in the Government administration and also in the Parliament. I shall first concentrate my remarks first on coal and if time permits I shall come to oil.

Our performance in coal during the Second Plan was not satisfactory. The hon. Minister claims that by the end of the Second Plan the public sector had attained its target of 13.7 million tons. It was only notional attainment. In reality, the target was not achieved because immediately after the end of the Second Plan, from April 1961 production fell down sharply to almost a fourth of the production in January, February and March 1961. They made frantic efforts during the last few months of the Second Plan somehow

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to reach the target. But their productive capacity was not really geared to that pitch and so production came down immediately. In fact during the Second Plan, total production reached only 54.6 million tons, whereas our target was 60 million tons, a shortage of about 5.5 million tons.

We did not make practically any progress in the first year of the Third Plan. So, the Third Plan target of 97 million tons which I am afraid will be quite inadequate for the purpose of meeting our needs will be reached only if we can increase our production by about 42 million tons and not by 37 million tons as put in the Plan report. Considering the requirements of the steel factories and the power units and the railways, I think 97 million tons will not meet our requirements. I am glad that Shri Malaviya mentioned somewhere that the target should be fixed at 105 million tons. That may be somewhat realistic considering our requirements; perhaps we may require even more than that. That 105 million tons will be raised both by the private and the public sectors. The original quota of private sector was 17 million tons and the additional 8 million tons needed to reach the new target to 105 million tons will also be from the private sector. The public sector will raise about 20 million tons only. During the first year of the Third Plan public sector has made no progress whatsoever. The entire production in the public sector during the months of January and February 1962 is only 9.83 million tons whereas the production in January, February and March 1961 was 10.36 million tons. During the first two months of this year our production has gone down by half a million ton.

The main difficulty about the production of coal is not the potentiality to produce coal; the real difficulty is transport. It is alarming to know that every month about five lakh tons of coal are added to the pit-heads stock.

If this process goes on month after month we can understand the position of accumulated coal near the collieries at the end of the year or at the end of the Third Plan. I do not know of the arrangement Government have been thinking to facilitate transport of coal so that there may not be any pit-head stock accumulated every month to the tune of five lakh tons. It has been suggested that road transport should be encouraged but that also has its own limitations. The roads near about the collieries are not fit to carry heavy loads; the other roads also will not be able to bear the entire load if the pit head stock is to be cleared. I think the inland water transport is a possible source of transport: it has not been tried with any seriousness. My hon. friend Shri Hem Barua has referred to the article written by the Chairman of the Railway Board. I have not read that article. But even then, as a lay man I can say that this is an important method of transport which can be developed and I think it may not require so much foreign exchange or so much time to develop. It may be rather easy to be developed. It should be tried if the transport difficulty is to be solved.

There is also a scheme for transport of coal by coastal shipping. Coal is required to be carried from the collieries to Calcutta port. It will not altogether do away with the requirement of transport of coal by rail. Moreover, it will entail a higher cost for all the consumers for the benefit of the western side of India. Altogether their performance in carrying coal is not very creditable. They have carried only a small quantity, a small fraction of the quantity expected to be carried by them and yet, the subsidy given to them in 11 months amounted to near about Rs. 2 crores—Rs. 1,85,00,000.

14 hrs.

On another occasion, the Minister for Transport was asked whether the Government was thinking to acquire

their own own coastal shipping. He bypassed it and did not give a direct reply. He only said that the policy has been so long to keep the coastal shipping to private venture and the Government might think of having their own coastal shipping in case there was any urgent necessity. I think the necessity is already there. The private shipping companies have not been able to lift the coal offered to them and they have carried just a fraction of the coal offered to them. Moreover, it is subsidised not exactly by the Government, but by the consumers, because the entire consumers of coal throughout India have to pay a higher cess to subsidise the shipping companies. So, instead of subsidising private companies, I would suggest that Government may think of having their own coastal shipping to carry coal from the Calcutta port to the different coastal regions of India.

For the last two years, they have been trying the method of creating some dumps of coal in certain places. While I do not like to say that it is altogether a useless system—it has its utility—at the same time, this system has its serious drawbacks also like wastage of coal, different qualities of coal getting mixed up, etc. Moreover, there is difficulty in transporting the dumped coal to the consuming centres. That again would require road transport. Mostly it will be done by road transport and that would mean additional cost to the consumer. Any extra charge paid for the coal either on account of freight or some other thing will add to the cost of production of practically all the commodities in the country. Practically every commodity would require some coal for its production. So, any cost added to coal would help to add to the cost of production of the commodities. This dump system has this great disadvantage that it is likely to add to the cost of coal by way of freight charges by road transport. Also the coal is likely to be wasted and that

also would come to be an additional charge on the consumer.

When the Government has adopted the policy of subsidising the consumers of coal in southern and western region, who will take their coal through ships, I think logically it should follow that the Government should also subsidise the transport of coal by road transport. Road transport will cost the consumers in Bengal, Bihar, Orissa and near about States about double what rail transport would cost them. So, they also should be subsidised, just as the coastal shipping consumers are going to be subsidised by the imposition of an additional cess on coal.

Shri Azad referred to the question of small collieries. In 1956, a committee was set up and it made certain recommendations. The definition of small collieries, according to this report and according to the Government, is any colliery producing less than 10,000 tons of coal per month and occupying an area of less than 100 acres would be considered a small colliery. From the stand point, out of 734 collieries in the Bengal and Bihar area, 666 have been considered to be small collieries. They are small in size, uneconomic in working and have all the disadvantages. In spite of the recommendations of that committee and many other committees previously, there has been almost no progress in the amalgamation of these collieries. I would like to read out one small para:

“They have no technical staff. They have no possibility of expansion. They cannot follow scientific and planned methods of exploitation of coal. They cannot tackle fires. They do not provide housing and other amenities to labour. Labour is not paid wages according to the standards laid down and provident fund facilities are denied. There is wastage in production.”

If this is the condition prevailing in the small collieries, from the point of

view of national economy, public safety and amenities and welfare of the labour working there, these collieries should either be forced to be amalgamated or they should be closed down. They are uneconomic units and the Government have been waiting that they will voluntarily agree to amalgamation. But they have not done so. During these five years, only 45 collieries have agreed to amalgamate in 23 schemes. That means two such small collieries on an average have combined together. Even that would not give the man economic unit and would not enable them to provide the labour amenities which are expected to be provided in any colliery. So, I would submit that Government should not wait for voluntary amalgamation, but should take definite steps to amalgamate these collieries compulsorily; or, they should be closed down.

There is another important thing about coal, viz., washeries. The second Plan envisaged the establishment of three washeries. But only one at Kargali has been started. I think it was expected to start production in January, 1958 and its expected capacity was 2.2 million tons. But even now it has been producing only 1 million tons, i.e., less than 50 per cent. of the expected capacity. Government should make a clear statement as to why this washery has not been working properly. In the initial stage, there were some difficulties and a Japanese firm tried to remedy all those things. But even now the washery has not been producing even 50 per cent. of the washed coal that it was expected to produce.

Then, what about the other two washeries that were envisaged and expected to be established during the second Plan? Now we have been told that in the third Plan there will be two more washeries at Kathara and Gidi and they are expected to be

completed in 1965, i.e. practically by the end of the third Plan. I do not know what will be the position of the three steel factories as regards the supply of washed coal. It was expected in the second Plan, that generally all metallurgical coal down to Grade II would be washed. From that goal, how far away are the Government standing now? Can they say that even 50 per cent. of the metallurgical coal now being used in the public sector steel factories is being washed? Of course, the two private factories have their own washeries.

There was a proposal to have a separate washery at Durgapur for the Durgapur factory. I do not think it has yet materialised. So, what is the definite programme of the Government as regards the establishment of these washeries? Apart from the question of economy in coal, the washeries will also help in reducing the load on the railways. Generally, about 20 per cent ash content is found in coal. So if the coal is washed, the weight of the washed coal would be 20 per cent. less than what it was before the coal was washed. That means the railways will have to carry about 20 per cent. less load than what it would have been if the coal was carried without being washed. That will result in some relief to the transport problem. From every point of view, the Government should give greater attention to the washeries.

Then I should like to come to the question of price. The hon. Minister as also the Managing Director of the National Coal Development Corporation have practically conceded the demand of the private colliery owners. I do not know what is the exact justification for giving this additional price. I would like the hon. Minister to tell us how this extra grant to the private owners is going to be given particularly when the Coal price Revision Committee did

not agree to any offhand increase in the wages. I find that in 1959 the colliery companies earned a profit of Rs. 247 lakhs before payment of tax as against Rs 142 lakhs in 1956. That means in three years they have increased their profits by Rs. 105 lakhs. In view of that, what is the necessity of giving them higher prices as an incentive for greater production?

The Minister has while addressing them, advised—I find in some Press reports—that they should also look for profit from greater production. I think the Minister might also have look for profit through greater efficiency and economy in their own administration. There is enough scope for improving their efficiency and effecting economy in the administration of the collieries. Before examining all these things, I think the Government should not agree to give any higher price to the collieries. As I have stated earlier, any additional cost on account of coal would mean an additional cost in the production of every other commodity in the country.

One point was mentioned by two hon. Members from Assam, that there is a very unseemly quarrel between the States of Assam and the Centre. It is not only in Assam, I think there is some tussle going on with West Bengal also. When the West Bengal Government wanted to start the Durgapur Coke Oven there was opposition from the Central Government. Anyhow, the Chief Minister there could persuade the Central Government and the Planning Commission to agree to that proposal. I think the Durgapure Coke Oven has now been found to be a boon for the country, not only for West Bengal but to the entire industrial development of the country.

I think this question of the States having their share in the development and exploitation of their mineral resources should be settled and there should not be any unseemly dispute between the Centre and the States on this account. I find the Assam Government cancelled the 562(A)LS—6.

prospecting licence and the exploration work was stopped for some time. These things should not occur. If there is any point of difference that should be settled through private discussions.

In the Coal Board there should be some representation of the States concerned. The functions of the Coal Board are not quite clear at present. Sometimes they conflict with the functions of the Chief Inspector of Mines. I think the Coal Board and the Chief Inspector of Mines should not have conflicting and overlapping functions as it obtains at present.

As for the finance of the private collieries, for the additional production they would require about Rs. 60 crores. They have assessed that through ploughing back and through fresh equity capital they can raise only about Rs. 27.5 crores. Rs. 32.5 crores will, therefore, have to be lent to them mostly through governmental agencies. When the Government will be giving them so much loans and financial assistance, that also should be considered while taking up the question of increasing the price of coal in the private sector.

The World Bank has given a loan of Rs. 17 crores particularly for the private collieries. The loan was sanctioned in August, 1961. But I am told that as yet no money has been disbursed to the private collieries. They have been disbursed to the private collieries. They have been suffering much for their spare parts, for their renewals and replacements etc. I think the Government should not take so long a time for sanctioning the requisite money to the private collieries when the money has been made available to us through the bounty of the World Bank.

Sir, there is no time for me to mention about other things. I only want to make one point about other minerals. I hope the hon. Minister will give some special attention to the

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development of sulphur. Sulphur is of strategic value. We are lacking in sulphur. He should consider how we can provide some source of sulphur.

The annual report that has been given to us is only administration-wise, according to the units of administration I think the report should also say something mineral-wise, what achievement we have been able to show in respect of the different minerals, and not only about coal and iron. There are also other minor minerals like tin, copper, zinc, etc. which are important. There should have been some specific mentions in the annual report of the department about the achievement of the department in the exploration of other minerals in the country.

श्री भू० ना० मंडल (सहरसा) : माइज़ एंड फ्यूल मंत्रालय जो अलग बनाया गया है, इसका मैं स्वागत करता हूँ और इसको मैं अच्छा समझता हूँ। मैं आशा करता हूँ कि जो कुछ भी इस मंत्रालय के जरिये अब काम होगा वह सही तरीके पर होगा। अभी तक जो काम हो रहा था उसमें जो त्रुटियाँ रही हैं, उनका भी मैं जिक्र करना चाहूँगा।

जहाँ तक कोयले का प्रश्न है, यह देश का एक बुनियादी उद्योग है। इसके उत्पादन का जो लक्ष्य द्वितीय पंचवर्षीय योजना में ६० मिलियन टन का रखा गया था उसको पूरा नहीं किया जा सका। सिर्फ ५४.९३ मिलियन टन ही उत्पादन हो सका। देश में जो दूसरे उद्योग चल रहे हैं, जैसे रेलें हैं, ताप बिजली घर हैं, लोहा तथा इस्पात उद्योग है, सिमेंट उद्योग है, कपड़ा, कागज़, चीनी, रसायन आदि उद्योग हैं या ईंटें जो भट्टों में बनती हैं तथा दूसरे जो इस तरह के उद्योग हैं उन सभी के लिये कोयले की आवश्यकता पड़ती है। कोयला निर्यात भी होता है। इस वास्ते भी कोयला काफी मात्रा में निकालना बहुत

आवश्यक है। योजना में निर्धारित अगर कोयले के लक्ष्य को प्राप्त नहीं किया जाता है और उस लक्ष्य से कम कोयला उत्पादन होता है तो इन सभी बातों में गड़बड़ी पैदा हो जाती है। मैं चाहता हूँ कि सर्व प्रथम नया मंत्रालय इस ओर ध्यान दे और देखे कि इस प्रकार की गड़बड़ी जो अब तक रही है, वह आगे न होने पाये।

जब आप योजना बनाते हैं तब आपको यह भी देखना चाहिए कि कोयले का जो उत्पादन हो वह अपनी जगह से दूसरे स्थानों पर पहुँच सके, इसके लिए रेल गाड़ी के डिब्बों की ठीक प्रकार से व्यवस्था हो। कोयले का उत्पादन और डिब्बों की सप्लाई का समायोजन ठीक तरीके से आज नहीं हो पा रहा है। इसका नतीजा यह होता है कि जब उत्पादन आगे बढ़ रहा होता है, उसको वहीं बीच में रोक देना पड़ता है जिससे देश को हानि उठानी पड़ती है। मैं आपको बतलाना चाहता हूँ कि मार्च, १९६१ में पिट हैड्रज पर करीब १.३ मिलियन टन कोयला जमा हो गया था और इस कारण से उत्पादन को रोक देना पड़ा था। इस कारण से अप्रैल, १९६१ में सिर्फ ०.४९ मिलियन टन ही उत्पादन करना पड़ा और इस प्रकार से जून १९६१ में वह उत्पादन कम होते होते ०.३६ पर चला आया। इसलिए मैं चाहता हूँ कि कोयले का उत्पादन लक्ष्य निश्चित करते समय इस बात को भी देखा जाये कि इस कोयले को ढोने की भी आप में क्षमता है या नहीं है और जो कोयले का विभाग है तथा जो रेल विभाग है वे दोनों आपस में बात करके इस ढंग से योजना बनायें जिससे कोयले के उत्पादन में कोई गड़बड़ी पैदा न हो।

कोयला घरेलू कामों के लिए भी इस्तमाल होता है और ईंटों के भट्टों में भी इस की बहुत ज्यादा जरूरत पड़ती है। हमने देखा है कि जब कोयले का उत्पादन कम हो गया तो सारे

देश में घरेलू काम के लिए कोयला मिलने में भी बड़ी कठिनाई पैदा हो गई थी। जहां तक मेरे निर्वाचन क्षेत्र का सम्बन्ध है, जहां से मैं चुन कर आया हूँ, उस क्षेत्र में तो मैं बराबर देखता हूँ कि कोयले की कमी कितने ही समय से चली आ रही है। चूँकि वहाँ पर कोयले की कमी रहती है इस वजह से लोगों को हमेशा ही घरेलू काम के लिए या ईंटों का भट्टा पकाने के लिए कोयला मिलने में बड़ी कठिनाई का सामना करना पड़ता है। इस ओर आपका विशेष तौर से ध्यान जाना चाहिये।

जो रिपोर्ट हमें दी गई है उसको देखने से मालूम पड़ता है कि पावर सप्लाई जो कोयला उद्योग में दी जाती है, उस में भी गड़बड़ी रहा करती है। बिहार इलैक्ट्रिसिटी बोर्ड से जो बिजली मिलने को थी, उस में भी कुछ समय के लिये कमी हो गई थी। इस कारण भी बीच-बीच में गड़बड़ी पैदा हो जाती है।

जहां तक कोयले के दाम का सवाल है, १-१-६१ से १ आ० प्रति टन के हिसाब से ज्यादा दाम नये टैक्स के रूप में देने पड़ेंगे और २६-१२-६१ से २५ न० पै० प्रति टन पर रायल्टी देनी पड़ेगी। यही नहीं, इस के साथ-साथ ही मैं समझता हूँ कि नई स्कीम जो समुद्र और रेल द्वारा कोयला ढो कर दक्षिण पश्चिम हिन्दुस्तान पहुंचाने की है उस में करीब २१० लाख रु० के सब्सिडी देनी पड़ेगी। इन सभी वजहों से कोयले की कीमत बढ़ जायेगी। लेकिन मैं इस बात को नहीं समझ पाता हूँ कि जब सन् १९६०-६१ में कोयले पर जो मुनाफा हुआ उससे ४६ लाख, ८६ हजार, ७५८ रु० इंटरैस्ट और १ करोड़, १५ लाख, ८८ हजार, ७६६ रु० डेप्रिशिएशन फंड में दिया जाने पर भी १ करोड़, ३ लाख, ६५ हजार, ६४५ रु० का मुनाफा रहा है, तो क्यों इस मुनाफे का रिस्किफ आम लोगों को नहीं मिलता है। कोयले की

कीमत आज कम नहीं हो पाई है, बल्कि वह दिन प्रति दिन बढ़ती जाती है।

रिपोर्ट में यह भी लिखा है कि दो कोलिअरीज में आग लगी। २४ मई, १९६१ को गिडी कोलिअरी में आग लगी जो कि २५ जुलाई, १९६१ को कंट्रोल में आई। कुरसिया माइन में २६ मई, १९६१ को आग लगी और वह अप्रैल, १९६२ में बुझाई जा सकी। लेकिन एक जगह के बारे में इस रिपोर्ट में कोई जिक्र नहीं है। बिहार में झरिया कोल फील्ड में एक वर्ष पहले से आग लगी हुई है लेकिन उस को कंट्रोल करने के लिये कुछ नहीं हो पाया है और उस का कोई जिक्र भी इस रिपोर्ट में नहीं है।

आज के अखबार में मैं ने देखा, और इस बात की मुझे खुशी है, कि श्री भगवान सिंह का, जो कि जम्मू और काश्मीर के खनिज निदेशक हैं, एक बयान निकला है। उन का कहना है कि जम्मू तथा काश्मीर में १०० मिलियन टन कोयला प्रति वर्ष निकाला जा सकता है।

आज ही के अखबार में यह भीखबर निकली है, अगर यह बात सही है तो मुझे इस के लिये बहुत खुशी है, कि बिहार में भी हजारीबाग जिले के रामगढ़ इलाके में नई कोयले की खान मिली है।

मैं चाहता हूँ कि कोयले का जो निजी क्षेत्र है, जो अब तक प्राइवेट हैंड्स में है उस को उन से ले कर उस का राष्ट्रीयकरण किया जाय। बिहार विधान सभा में भी लोगों ने इस की मांग की थी। मैं समझता हूँ कि यहां पर निजी उद्योग के कोयला उद्योग का छोटे से छोटा खान इस क्षेत्र में अमलगमेशन न हो सके तो इस का पूरा नेशनलाइजेशन करना अच्छा रहेगा। अगर इस के लिये निजी उद्योग को कुछ देने की जरूरत भी पड़े तो भी इस को करना चाहिये।

जहां तक पेट्रोल का सवाल है, उस के दाम के बारे में मुझे कहना है कि वह बहुत ही ज्यादा है। अब तक पेट्रोल का कारोबार

[श्री भू० ना० मंडल]

बर्मा शैल या ऐसी ही कम्पनी के हाथ में रहा है और उस ने बहुत एम्बाबिटेंट दाम लोगों से बसल कि मैं ने मुना है कि अमरीका में डेढ़ रुपया प्रति बैलन के हिसाब से पेट्रोल मिलता है, लेकिन हिन्दुस्तान में पेट्रोल का दाम ५ लिटर का ३ रु० ६० न० पै० होता है, जो कि एक गैलन के बराबर होता है। सरकार ने आयल प्राइस एन्वयरी कमेटी कायम की थी। उस की रिपोर्ट को आधार मान कर पेट्रोलियम प्रोडक्ट्स के दाम रखे जा सकते थे। लेकिन सरकार ने जो निश्चय किया है उस से अभी भी जो उपभोक्ता हैं उन को कोई राहत नहीं मिलेगी। जो दाम कम भी हो सकते हैं उस को सरकार टैक्स के जरिये से ले लेगी।

जहां तक किरोसिन आयल का सवाल है, जैसा मुझे मालूम हुआ है, एक सेर किरोसिन आयल के उत्पादन का लागत खर्च तीन पैसा पड़ता है, लेकिन फिर भी बाजार में वह ५ या ६ आ० सेर बिकता है। अगर यह बात सही है तो यह बहुत बुरी बात है। चूंकि किरोसिन आयल के दाम बढ़ने का असर देहात के गरीब से गरीब लोगों पर पड़ता है, इसलिये सरकार को इस सम्बन्ध में भी लोगों को राहत देने की कोशिश करनी चाहिये।

बरीनी रिफाइनरी के लोकेशन में बहुत देरी हुई। लोकेशन के बाद भी वहां काम बहुत ढिलाई से चल रहा है। वहां पर तेजी से तेल रिफाइनरी कारखाने का काम नहीं हो रहा है। कहा जाता है कि सन् १९६३ के फर्स्ट हाफ में कमिशन होगा १ मिलियन टन और फिर दूसरे में भी एक मिलियन टन।

Shrimati Renu Chakravartty: Mr. Chairman, this Ministry is one of the most important Ministries which we have to take into consideration because in the words of the Prime Minister, this Ministry and the Steel Ministry are the Ministries which will control the strategic heights of our economic

development and if anything goes wrong well in this Ministry it will bring about either diaster or improvement in the total over all planning and advance of our country. Secondly this is a very important Ministry because it deals with sectors in which there is a very strong and entrenched private sector, in which sector an important part is played by oil, which is controlled by foreign monopoly interests.

I will first deal with petroleum. The oil monopolists and their strangle hold with enormous political and economic power is one of the biggest obstacles in the path of independent development of petroleum for any country and, more so, for undeveloped countries like ours. Therefore, I think it is something to be proud of that, to a certain extent, of all Asian countries our country is the first to challenge these big oil monopolists and we have been able to make some advance. That is what I want to say today, but I want to preface it with the warning that these oil monopolists have not given up. As a matter of fact we find that they are powerful enough to make dents in our declared policy and for some time past we have been noticing some avcillation on the part of the Government of India in pursuing a firm policy in the matter of oil.

One thing has become very clear in the last ten or fifteen days and it is that foreign capital is very powerful, and they are trying to pull us away from our independent path. Even the slightest attempt on our part to buy Soviet jet planes has brought Mr. Galbraith, the American Ambassador, rushing to our Government to say that we should not do it because it will put the Kennedy Administration in a politically embarrassing situation in the United States. The funniest thing is that the gentleman who is pleading for restoration of cut in foreign aid, Senator Humphrey, said that it is annoying and frustrating

when leaders of neutral nations tend to forget that they can hardly be independent without United States aid. Their idea of our independence and neutrality is that we should depend on the United States aid. This fact has been brought out very clearly in the last few days. It has also been brought out during the long course of our negotiations for the last so many years with these big foreign monopolists, mainly from the United States and Great Britain and these cartels are a strangle hold on the entire economy of under-developed countries. Before I say anything more, it is necessary for this House to remember how powerful these cartels are, because, certain things have happened during the last few months. These things have to be judged in this background

Sir, the declared annual profit of the Standard Oil Company of New Jersey is nearly three times the budget of the State of Madras. To an ordinary man in the street in our country it is something very surprising and shocking. The annual turn-over of these companies is almost equal to the Second Plan Outlay of the Government of India for five years. In addition to this, we must also remember that all these companies are inter-linked. Unless we understand this, we will not be able to understand some of the implications of the offers of concessions which has been made by Burmah Shell in the course of the last few weeks. I would request the hon. Minister, Mr. Malaviya, to clarify some of the items which have recently appeared in the papers. Even the United States Senate Committee Report, 1952 said that seven international oil companies, two British, Anglo-Iranian and Royal Dutch, hold the monopoly of oil outside the USSR, divided the markets among them and fixed their own prices. They control 92 per cent of the world's crude oil outside USA, USSR and Mexico, and 88 per cent of world's production except USA, and USSR. "These seven international companies operate through layers of jointly owned sub-

sidiaries and affiliated companies through which they control not only most of the oil, but most of world's foreign petrol, refining, cracking, transport and marketing activities. It revealed that the companies had agreements which contemplated price-fixing, sharing of markets, restricting of production to maintain prices, limited the number of distributive outlets and cutting out competitive expenditure for market facilities."

14.35 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Our own experience has also been that they have over-charged us for petroleum products. The Estimates Committee has brought this out in their reports during 1958. Even when the world oil prices fell we could not do anything about it. It was after a great deal of effort and persuasion—and I must in this connection pay my tribute to the Ministry of Oil—that they were finally able to set up the Damsle Committee. The Committee's findings were not very satisfactory as in the words of the Minister "discounts on crude oil are available in the Middle-East and elsewhere; and are known to be allowed by the very same companies on exports to Western Europe to meet competition at rates much higher than 8½%. Moreover, even on posted prices of products, discounts are known to be available at considerably higher rates. On our own imports from rupee sources, discounts are available to us at much higher rates." In the light of all this, I wish to ask the hon. Minister the meaning of the new offer of the BOC, which has appeared in the papers, of Indian participation in the proposed company.

It is now for us to go a little backwards. From the time when the industrial policy resolution was formulated, it is very clearly stated that we are going to keep any new developments in oil in the public sector, and that we are not going to permit any more new refining capacity to the

[Shrimati Renu Chakravartty]

private sector. After that we find that whenever there is a foreign exchange crisis and we have to go on begging for foreign aid, pressure begins to be exercised by these oil monopolists to change our oil policy in favour of private foreign capital. We remember—we have not forgotten yet,—that in 1959 when Mr. Rockefeller was here he lunched with our Prime Minister. He said that oil companies could be expected to contribute liberally to India's ambitious oil programmes if our rigid policy is relaxed. We found to our travail a few months later when the Petroleum Concessions Rules were announced, we had to give some substantial concessions to private oil interests. The power of these oil interests have struck dents in our policy and even now we have not heard the last of it. It is in this background that I ask the Minister about this new offer of the BOC. We have to really see whether these concessions which are being offered by the BOC is worthwhile and whether we are not giving back much more by way of concessions to them.

The IOC is now going ahead. At one stage when we brought Soviet oil at concessional rates, they refused to even distribute it and we were in great difficulty. We overcome that crisis and we are able now to decide for ourselves that we are going to have our own marketing arrangements. We have ordered equipment. We have incurred expenditure. When they have known that we are serious about it, they come forward and say: we are going to have a rupee company. What does it mean? Does it mean that our own distributing company will have to share the business with these gentlemen and we shall become participants in that? What are its implications? Secondly they say: as far as Burmah Shell refineries are concerned, we are going to scrap the agreement, provided we come to an understanding on some basic points. I find my hon. friend Mr. Malaviya smiles very sweetly, but he does not want to tell us anything further.

Shri K. D. Malaviya: My turn has not come.

Shrimati Renu Chakravartty: I hope when his turn comes he will give us some good and happy news. We understand that they are anxious to retain the right to import crude oil from their own sources.

If we try to analyse that, we will find that we are going to import oil for some time to come. We cannot meet all the requirements of the refineries with our indigenous sources of oil. They know it. They know that with a spurt or increase in consumption it may be that we will have to import more. Therefore being within an international cartel in which they really make tremendous profits, they want to keep that source of profit open for themselves. That is why they want to keep to themselves this source and that is why they want to bargain that they shall be permitted to bring oil from their own source. That is one of the most important things which they probably want to be assured to them.

We would like to know what the other basic points are which they are making as a condition for scraping the refinery agreements and it is only after weighing all this up that we shall be prepared to consider the matter. Without that there has been too much of corrosion of the Industrial Policy. Resolution hanging itself by that one sub-clause which provides that in the interest of the country we may do anything we like in allocating even strategic industries to private sector. Therefore the schedules of the Industrial Policy Resolution and given the go-by. It has happened in the case of aviation and it is now happening in the case of oil. Therefore we have to be wary about it.

There is also this question which they have raised of expanding the capacity of the refineries. We have already debated in this House how cleverly they have actually put up in these refineries additional capacity

which was not known to us. It is now known that without any more additional plant they can have more capacity. The *Statesman* report say that our Ministry is quite agreeable to allow them to expand without any additional plant.

Then they say over here that the refinery companies would also like to add some plants in order to grow naturally in the market. What is this 'grow naturally in the market'? We thought that we were going to contain them. Let it be clearly stated as to what the policy of the Government is. Are we going to contain the foreign monopolists or are we going to allow them freely in the market under the guise of free enterprise? If the latter, it is better that the Treasury Benches give up their places to the Swatantra Party. If we are not going to maintain the strategic height specially on the question of coal and petroleum, the entire industrial output and its prices cannot be contained. This is the main and basic concept of a planned economy.

Having said this I would like to say a little bit about our new refineries. Of these new refineries the main one which has come into existence and is functioning is the Nunmati Refinery. I do not know what the latest position is with regard to this Nunmati Refinery. I would like the hon. Minister to let us know that. But the first teething difficulty, or shall I say the unplanned activity of this Ministry was that the refinery came into being ahead of schedule, but the pipelines came three or four months afterwards. That itself was a big loss. Then when the pipes started flowing, we find that after two days there was a glut. The storage capacity of the refinery could not cope with the amount of oil arriving as it was filled up with low diesel oil which is unmarketable we are now told. We are told that this production of diesel oil was done against the advice of the Rumanian experts. After that the Indian Oil Company also fell into difficulties. They were naturally faced with the criticism of the con-

sumer and had to face the discharge of not being able to supply the refined oil.

The most important point is that it is said that the officials rush to foreign companies' refineries to discuss production problems and ignore the Rumanian experts who have built the plant and are available for advice and help. Why is it so when certain experts who have built something in a particular way are still functioning? Durgapur people cannot run to Bhilai to understand how to run Durgapur, or I will even say that Rourkela people cannot run to Durgapur for that because the methods, the planning and the machinery are quite different.

It is said that Indian technicians trained abroad and working at Nunmati are suddenly being sent to private sector refineries in India for further training which it is pointed out cannot prove useful for running a different kind of refinery built with Rumanian help. I say that we have to be watchful, because we know that foreign monopoly oil interests are very powerful. At one stage they used to say that there is no oil in India other than ours and so "We will get tight and see how India is going to get out of our grip". When fortunately we got some oil, they loosened their grip a bit. Then when they find that we were going ahead with our aim of reduction in prices and importing Soviet crude oil, they said, "We will not market it." When we went ahead with that and our refinery started, there may be pressures and efforts on the part of the private refineries to go ahead with sabotaging the refineries in the public sector. So, we must see if there is something wrong with the refinery itself or with the Rumanian advice or is it staff wilful or otherwise. We should be very clear about these things. We should go ahead with these engineers. I say this not because of what the private companies are saying. Private companies are very happy. They say, Cambay is not producing oil and this is all exaggera-

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tion on the part of Shri Malaviya. When we say that Ankleshwar is giving oil, they say, "Yes, it is giving oil, but we will see that your refinery fail." This attitude of being jubilant over our failures is not what I want to say. I want the public sector to function well and flourish. But it must flourish in such a manner that we will be able to show that our public sector functions in a much more efficient manner than the private sector. Being the first country in Asia to hit out against these foreign oil monopolists and cartels, we have to do it well and see that we do not take any chances.

Of course, there are other points which I may not mention, but I would say that many of our technicians feel that in comparison with the huge amounts of money which are paid to the Stanvac, Burmah-Sheel and AOC people, the pays and emoluments of the technicians there are very, very insignificant. It is not right. I do not say that they should get Rs. 11,000 as some Stanvac officials used to get in 1956-57, but at least they should get some better pay, otherwise you will find that some of these people after their bonds are over may go. I know many of them are patriotic enough to stay and work with us.

I do not know enough about petrochemicals. But I would like the hon. Minister to tell us what is it that we are doing with this vast gamut of petrochemicals and other petroleum products which can now be made available from our oil resources. What are the priorities; what are the economics of all these things? Also, I find that Stanvac is being given the manufacturing of some of these. We also find that the ENI, although it is from Italy, under the contract is going to produce certain of these things. That will be on a Government-to-Government level. I do not think that will go into the private sector. I am not clear on that point. These things should be made clear.

Having said all these things I should say a few things about coal because that is one of the most important things. Furnace oil etc. will be our future source of energy but at the moment coal is the most important thing. The most disturbing thing is that our production of coal is going down. I need not repeat that in 1961 we had produced 56 million tons, 2 million tons less than in 1960 and the private sector within this figure had produced 46 million tons. Now our Third Plan target is 97 million tons, I think, and it is being talked that it may be raised to 110 million tons.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shrimati Renu Chakravartty: Just a few minutes more.

Here is a sector which is in the main run by numerous collieries. They are small collieries and are often most uneconomic. They are chaotic. They have made their machineries run to ruin. They have not cared to look after them. They have squeezed out the last drop of life out of them getting their profits, squeezing the life blood out of the most backward and the most poverty-stricken working class that you can imagine. This is the sector from which we expect that it would produce the additional quantity needed for our coal target. The phased target is 63 million tons for 1963-64. If that is so, there will be little chance of fulfilment as things are now.

I was reading Shri Prasad's report. He says that this additional 13 million tons is impossible of attainment. That every year there should be an increment of one or a little less than 1½ million tons is absolutely impossible. Therefore this question of what to do with these uneconomic units which has been mentioned earlier by my hon. Friend, Shri A. C. Guha, and the question of policy of amalgamation of collieries has now to be taken up side by side, with the question of nationalisation.

Why do I say 'Nationalisation' It is not a doctrinaire approach. We are always told, "You are bringing in a doctrinaire approach". The point is that to my mind the most essential things which are needed for increasing the production of coal has to be done by Government. Without a proper transport system no production of coal come about. We cannot attain the target. That has been debated on the floor of this House and I do not want to raise it now. This whole question of bunker loading, wagon turnover and how many wagons you have to give for coal transport has been raised. But the main and basic question is that transport bottleneck cannot lead to increase in production or to the attainment of targets.

Secondly, there is the question of power shortage. In the States of West Bengal and Bihar, that is palces where you get the bulk of coal, Raniganj and Jharia area, this area is short of power. Our D. V. C. gives the bulk of it to the Calcutta Electric Supply at the cheapest rate. We have made a mess of giving contracts for these turbines, etc. to foreign companies, and we have seen how they have failed, how they have collapsed and broken down, and we have seen now that we are in a complete crisis with regard to power shortage. And in our collieries, on the other hand, we are short of power and we are now wanting power from the Rihand Dam. So, in any case, it is the Government that has to supply it.

Then again, I was going through the speech of Mr. Prasad and I found that the main thing which he makes out in his entire speech—it is a very good speech, it has brought out many points—is this: Unless you give price increase and incentive we cannot have stowing, we cannot have safety measures; of course, we cannot give wage increase; we cannot have more grade I and grade II coal. As a matter of fact, he makes everything dependent on price increase. Then, on the other hand, when it comes to grading, they say, "No, no, we are not prepared for the fixation of grades of coking

coal of calorific value". The Coal Board proposes a bonus and penalty scheme. They say, "Yes, we will do it, but only for the steel plants". They know that there has been so much of hullabaloo in the country that they cannot but accept this bonus and penalty scheme for the steel plants, but as soon as it comes for other consumers—we also want that there should be proper check on the types of coal which is supplied to them they say, "No, no, how can we do it?" that is, they demand price increase, but no check on quality. So it has to be one-way traffic. It cannot be a one-way traffic. Then again, they are not prepared to undergo an analysis for the other consumers. Not only that. They say with regard to low-grade coking coal that the price has already been substantially lowered. They never say: we will certainly want a price increase on the basis of the grading of coal which will undergo some sort of examination.

Take this question of stowing. I want to know from the hon. Minister one thing. It is said that we were to have supplied, that is the Government were to have supplied ropeways, the Central ropeways for carrying sand to the collieries. The Coal Board was to have constructed these. But I believe up to now hardly anything has been done. The Jharia and Raniganj ropeways will be commissioned only by the middle of 1964. The sand rights of the collieries have been abrogated and when the Board asked them to pay extra royalty, the coal companies say that they will not pay it and that the Coal Board must pay it. Hundreds of millions of tons of coal is in the pillars. Why should depilling not go ahead with profit stowing?

So, from every point of view I want to say that unless we are able to really have a control over the entire coal industry, it is of no use. And we cannot do it, because as yet the public sector is producing only a very small part of that coal: it is 45 million tons by the private sector and only 10 million tons by the public sector. Of course I must congratulate the NCDC

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that they have fulfilled their target. It is not a national thing as my hon. friend Shri A. C. Guha was trying to make out. We have come to the rate of production which has averaged 13.5 million tons. But we have to put it back because of wagon shortage, and the pit-head stocks had accumulated. Now, again production is geared up but even today we have not achieved what we achieved last year. We feel that we can go ahead. 33 million tons they have given us in the report is the target and they mention the schedule by which they can achieve this. But I do feel it is very necessary that we should not give a price increase. Shri K. D. Malaviya has said that we should give a price increase—he almost admitted it; he has had to knuckle under. He has said that we have to give increased price. But on what basis? We are against any price increase, Sir, and we think that this is a vicious circle—increased prices of coal, increased prices of all commodities, increased prices of all manufactures, and of the cost of living, and, again, the workers will ask for an additional dearness allowance, and this whole vicious circle will go round.

So I say this is a point which we would like the hon. Minister to explain to us. He has already given in the papers that he is agreeable to and is going to concede higher prices for coal. He also says he is going to take very extraordinary measures, I believe, for solving the transport problem. I hope he will be able to tell us more about it. But it is certainly true that these are the two things, namely coal and petroleum, which are the most needed for controlling of our economy's strategic height and without which our entire planned economy will be brought to a standstill.

Shri P. R. Patel (Patan): I congratulate the Ministry on their achievements. The Ministry rightly deserves congratulations, because oil we had to import, and we see today that the

Ministry is successful in finding out oil, not only in Gujarat and Assam, but elsewhere too.

When I see the report, I find that in the Cambay region some 19 wells were drilled. Out of these 19 wells that were drilled, 6 are found oil producing, ten wells are found gas-producing, and the remaining three wells are dry. I would like to know as to what is the expected output of these oil-producing wells. Naturally, there may be oil; but we would be very happy to know what is their capacity what is the expected output of these six wells.

A rosy picture was given of the Cambay wells....

Shri K. D. Malaviya: When was it given?

Shri P. R. Patel: At so many times..

Shri K. D. Malaviya: I would like to know.

Shri P. R. Patel:...that Cambay is expected to give us a large quantity of oil. However, whatever oil is found, there is gas too. And I would like to suggest that this gas may be used at the earliest possible moment. I put a question some days back, and a written answer was given to it. The reply was this:

"The Oil and Natural Gas Commission has decided that for the time being no commitment can be made to any private party for supply of gas, as the Commission itself is studying the possibilities of utilising the gas in petro-chemical industries and a certain short-term commitment for the supply of gas to Gujarat Electricity Board for power generation has already been made."

15 hrs.

When we find that there is gas in ten wells, I would like to know what

is the difficulty in supplying gas to the Gujarat industries. Naturally, we must supply gas to the Electricity Board. Am I to think that all the gas that we have in these wells will be required for the Electricity Board? I think that is not so. Gas is there. You know the coal fields are far away from Gujarat. Transport difficulties are there. The requirements of Gujarat, whatever they are, are not met. We hear often that the factories will be closed for want of coal. Further more, coal fuel is rather costly as it has to be brought from a distance. So, it would be in the interests of the Gujarat industries to supply gas. There is another difficulty in Gujarat. Gujarat is short of electricity. We have no hydro-electric schemes up till now. I do not know when the Tapti, Narmada and Sabarmati will give us electricity. After all, we have to depend on thermal stations. The power that we shall have even after the new thermal stations are put up will not be sufficient. Under the circumstances, I would request the hon. Minister to consider whether it would be proper or not to supply gas to the Gujarat industries. I think that would help the Gujarat industries. Gujarat industries are national industries. Because it is situated in Gujarat, it does not mean that it ceases to be a national industry.

We have also found oil and gas in the Ankleswar region. There. 36 wells were drilled and 23 wells are found to be oil-bearing. Two are dry. There is also one giving gas. When we shall have a refinery in Gujarat, we shall also have gas. I think, apart from refining oil, it will give us gas. We may use that gas also. So that, there is no difficulty in giving gas to the Gujarat industries. Near Ahmedabad, in the Kaloj region, we have dug three wells. Two wells are found to be oil-producing. A third well is under test. I think that also will give us crude oil and we may have gas even. My submission is that the matter may be considered and the Ministry

may be pleased to supply gas to the Gujarat industries at a reasonable rate.

I would like to bring to the notice of the Ministry one more thing. I read in the Gujarati newspaper that there was drilling at Wavol, that is, in the capital site of Gujarat. I would like to know whether oil is found there. If oil is not found there, I would request the hon. Minister just to write to the Gujarat Ministry that oil could not be found there. Because, the Gujarat Ministry thought of having its capital there, round about Wavol. I understand this Ministry wrote to Gujarat that oil is expected there and no capital should be constructed till the test is done. If the test is complete, I think the information should be given to Gujarat as early as possible.

I would like to refer to one thing more. I have got a letter from Shri Khandubhai Desai, Chairman of Oil India Ltd. There, it is written like this:

"Oil India Limited is an important concern in many ways. Firstly, the Third Plan gives priority to the proper utilisation of the proved and indicated reserves of the fields with OIL. According to the latest estimates available, they are about 47 million metric tons of oil and 740,428 million cubic feet of gas. These reserves are expected to go up to 50 million tons of oil in the existing concession areas with further developmental drilling.

This is an important part coming.

"Up to date, OIL has completed 117 wells (101 in Nahorkatiya and 16 in Moran) of which 79 wells were commercial oil producers, 8 were gas producers....

Shri S. M. Banerjee: To whom is this document addressed?

Shri P. R. Patel: It is circulated. It is not a private document. I think you must have received it.

Shri S. M. Banerjee: I have not received it; that is why I am asking.

Shri P. R. Patel: You must have received it.

Oil India Limited could drill 117 wells during a short time. I fail to understand why so much progress is not done by the Commission. And, Shri Khandubhai Desai says that Oil India Ltd. is in the co-operative sector. It is a co-operative sector, according to him because the partnership is between the Government of India and the Burma Oil Co. If having a partnership with a foreign firm becomes a co-operative concern...

An Hon. Member: It becomes a joint concern

Shri P. R. Patel: The word used is co-operative. I would like to know whether such co-operative enterprises will be allowed in Gujarat for the by products of petroleum and oil. I think there is nothing wrong to have a co-operative enterprise with the private sector of our country if we could have a co-operative enterprise with a foreign concern. I would suggest one thing more. In this way, we should help our capitalists—not the capitalists in the way we understand; but our industries here and having a joint enterprise with them. If that could not be done, I would suggest that the Government be pleased to start such industries with their capital, throwing out shares to the public. In that way, we can have a co-operative sector. Let the management be with the Government. I do understand that the oil industry should be in the hands of the Government. It should not go to the private sector. But, certain by product industry may go to the private sector. There is nothing wrong.

Lastly, I would like to say this with regard to the site of the refinery in Gujarat. I do not object to the pre-

sent site. But, I would request very humbly to consider whether any waste land could be used for this or not. I am told that very near this site, there are waste lands. We have not got to pay anything for that as compensation. In this case, if we acquire this site, we have to pay a large amount as compensation. I am told that there are about 1 lakh or more of mango trees there and it is a tobacco-producing area, which pays us a good excise duty. All these things may be considered. If the compensation is more and if the cost of taking water to that site is less, I think the matter may be considered. I am putting forward this as a suggestion only. I have nothing to say against the present site I wish that the refinery be put up at the earliest possible time. If this site is the only site, it may be taken and the refinery put up as early as possible.

श्री दि० सि० चौधरी (मथुरा) :
उपाध्यक्ष महोदय, इस मिनिस्ट्री के सम्बन्ध में ज्यादा न कह कर मैं कुछ थोड़ी सी बात कोयले के सम्बन्ध में कहना चाहता हूँ। मैं यह जानता हूँ कि यह मंत्रालय कुछ चीजों को जमीन से निकालता है, जो कि जमीन में पड़ी हुई हैं, और उन से देश का निर्माण होता है। मैं यह कहना चाहता हूँ कि उत्तर प्रदेश जहाँ कई दृष्टियों से दुर्भाग्यशाली है, वह कोयले की दृष्टि से भी दुर्भाग्यशाली होता जा रहा है। कुछ दिन हुए हमारे यहाँ के मुख्य मंत्री जी ने कहा था कि उत्तर प्रदेश का कोयले का कोटा पहले से कम कर दिया गया है। सोना निकालते हैं, जवाहरात निकालते हैं और भी बहुत सी चीजें जमीन से निकालते हैं। लेकिन मैं उनके बारे में नहीं कहना चाहता। उस को हमें दीजिये या न दीजिये लेकिन कोयला जैसी चीज का जितना हिस्सा उत्तर प्रदेश को मिलना चाहिये वह जरूर दिया जाना चाहिये। अगर हम को बड़ी बड़ी इन्डस्ट्रिज नहीं मिल सकती हैं, अगर पंच वर्षीय योजना में आबादी के लिहाज से जितना धन हमको

चाहिये वह नहीं मिल सकता है बड़े बड़े कारखाने नहीं मिल सकते, तो कम से कम जो छोटे छोटे कार्य उत्तर प्रदेश में कोयले के द्वारा हो रहे हैं, वह तो जारी रखे जायें ।

मैं निवेदन करूँ कि उत्तर प्रदेश में बाढ़ों की वजह से बड़ा नुकसान हुआ, बहुत से नष्ट हुए, और उसके साथ साथ बारिश होने की वजह से गाँवों को बहुत नुकसान पहुंचा । मैं जिस मथुरा क्षेत्र से आता हूँ, उसके सम्बन्ध में निवेदन करूँ कि सैकड़ों नहीं हजारों घर नष्ट हो गये केवल पानी की वजह से । लेकिन जो उनके सामने सवाल आता है कि उन मकानों को बनाया जाये, तो उसके लिये ईंटें नहीं मिलती हैं । इसलिये ईंटें नहीं मिलती कि कोयले की कमी की वजह से जो भट्टे चलते थे वे बन्द पड़े हैं । आश्चर्य तो इस बात का है कि हमारे यहाँ कोयले का उत्पादन बढ़ रहा है, और मेरा तो यह कहना है कि कुछ लाख नहीं, मिलियनों टन कोयला हर वर्ष बढ़ रहा है और हम उस को ३३ मिलियन टन तक बढ़ा ले जायेंगे, तृतीय पंच वर्षी योजना के अंत तक, लेकिन उत्तर प्रदेश का दुर्भाग्य है कि जितना कोयला पहले मिलता था वह भी नहीं मिलता । और इस कारण जो ईंटों के भट्टे चलते थे वे बन्द हो गये ।

हम को मकान ही नहीं चाहिये, हमारे देश का सबसे महत्वपूर्ण काम है अन्न का उत्पादन । हमें जितना चाहिये उतना हम पैदा नहीं कर पाते । इस के लिये हम को चाहिये कि हम कुएं बनायें । मथुरा ऐसे स्थान पर है जहाँ पर नहरों का पानी बहुत कम मिलता है, है, जहाँ ट्यूबवेल भी मफल नहीं हो जा पाये हैं । जो सरकारी रिपोर्ट तजुब के आचार पर यह निश्चय हो चुका है । सौभाग्य से अगर कुछ हो सकता है तो हम वहाँ यही कर सकते हैं कि कुएं बनायें और उनसे सिंचाई करें । कुओं के लिये कोआपरेटिव से

रूपया दिया जाता है, तकाबी दी जाती है, लेकिन किसान बेचारा इसलिये अपने कुएं नहीं बना सकता कि उसके पास ईंटें नहीं हैं, और ईंटें इसलिये नहीं हैं कि उन को 'या करने के लिये कोयला नहीं है । मैं निवेदन करना चाहता हूँ कि अगर आप देश का उत्पादन बढ़ाना चाहते हैं तो किसानों के लिये जो आवश्यक चीज है, जिसके बिना वह उत्पादन नहीं कर सकते, उस को देने का विचार करें । बड़ा कोयला भले ही और काम के लिये बन्द हो जाय लेकिन कम से कम इस काम के लिये कम नहीं होना चाहिये ।

हमारे यहाँ एक नाला निकल रहा है । जो मथुरा का जिला है, उसमें सरकार की कृपा से एक बहुत बड़ा नाला गोवर्द्धन डैम के नाम से निकला है । उस नाले लिये ठेका दिया गया पुल बनने के लिये, और यह कोशिश की जा रही थी कि बरसात से पहले यह नाला बन कर 'यार हो जाय । लेकिन आपको सुन कर आश्चर्य होगा कि उसका काम इसलिये बन्द है कि जिस भट्टे को ठेका दिया गया था वह बन्द है । वह इसलिये बन्द है कि उसके लिये वहाँ से कोयला नहीं आता ।

मैं इस मन्त्रालय के ध्यान में विशेष रूप से लाना चाहता हूँ कि कोयले की कमी का प्रभाव और तरह से भी पड़ता है । आप देखिये कि हमारी सरकार का उद्देश्य सहकारिता का है, हम जो समाजवाद देश में लाना चाहते हैं वह भी सहकारिता के द्वारा इस मन्त्रालय को मालूम होना चाहिये कि जो काम सहकारिता के द्वारा किये जा रहे हैं उन के करने वालों को कोयला पाने में अधिक कठिनाई होती है, अपेक्षाकृत उन लोगों के जो निजी रूप से अपने काम करते हैं । यही नहीं बल्कि जो कोयला सहकारिता से काम करने वालों को मिलता है उसकी क्वालिटी की अगर आप देखिये

[श्री दि० सि० चौधरी]

तो वह अपेक्षाकृत अधिक खराब होता है निजी काम करने वालों की तुलना में। मैं निवेदन करना चाहता हूँ कि हमारे यहां जो उच्च स्तर की संस्था कोआपरेटिव की उत्तर प्रदेश में है उसके सामने एक और सवाल आता है कि कोयला मंगाने में उनका अतिरिक्त खर्च होता है। दुर्भाग्य से वह कोआपरेटिव संस्थायें उस अतिरिक्त खर्च को नहीं कर पातीं, इसलिये उन्हें कोयला पाने में कठिनाई होती है। इस लिये इस अतिरिक्त खर्च को, चाहे इसे आप रिश्तत कहिये या भ्रष्टाचार कहिये, उसको ठेकने की कोशिश की जाय अन्यथा यह सहकारिता का क्षेत्र, जो कि हमारी सरकार की नीति है, हमारी पार्टी कांग्रेस की नीति है, जिसको हमारे नेता बंदिता जवाहरलाल नेहरू ने विशेष महत्व दिया है, वह समाप्त हो जायेगा। इस मन्त्रालय को मालूम होना चाहिये कि उत्तर प्रदेश में जो सहकारिता के आधार पर चल रही संस्थायें हैं, उन को लाखों रुपयों का नुकसान इसलिये हो गया कि उनके द्वारा चलाये जा रहे, सैकड़ों बल्कि शायद हजारों कहना गलत नहीं होगा, भट्टे इस लिये बन्द हो अथे कि उन्हें कोयल नहीं मिला।

मैंने आप के सामने रक्खा कि उत्तर प्रदेश के कोटे की दृष्टि से वहां कोयला नहीं रहा है। इसी तरह से और बड़े बड़े काम हैं जो मैंने आपके सामने रक्खे। मैंने आपके सामने रक्खा कि उत्पादन को बढ़ाने के लिये, जो कुछ हम बनाते हैं उसके लिये, कोयला नहीं मिल रहा है। मैंने आपके सामने यह भी रक्खा कि हमारे यहां जो मकान ढह गये हैं, नष्ट हो गये हैं, उन को बनाने के लिये हमें ईंटें नहीं मिल रही हैं, ईंटें इसलिये नहीं मिल रही हैं कि कोयला नहीं मिल रहा है। हमारे सामने एक बड़ी समस्या पैदा हो गई थी कि जिला मथुरा कई वर्ष से डूबता रहा है। उससे को

बचाने के लिये जो नाले की योजना सरकार ने बनाई थी, वह योजना इस लिये सफल नहीं हो रही है कि कोयले की सप्लाई के आधार पर जिन भट्टों को ठेका दिया गया था वे बन्द पड़े हैं। मैं कहां तक इन बातों को आपके सामने रक्खूँ ? मैं तो यही निवेदन करूंगा, जैसा कि पहले भी कह चुका हूँ, जिस तरह से हम और बातों में ऊपर की तरफ देखते हैं, जिस तरह से मैं आपको बतलाया कि हमारे पूंजीपति या जो हमारे निजी उद्योग धंधों को चलाने वाले हैं और बातों में आगे बढ़ जाते हैं उसी तरह से वे कोयला जैसी चीज को भी सब मिल कर खा जाते हैं। ऐसा कहना गलत नहीं होगा। तो मैं इसके लिये कहां तक निवेदन करूँ जहां हम सोशलिस्ट पैटर्न चाहते हैं, समाजवाद लाना चाहते हैं, ऊपर से उन्नती नीचे तक लाना चाहते हैं वहां यह लोग जो व्यक्तिगत कामों को कर रहे हैं वे समाज के हत्कों को ऊपर को धकेलना चाहते हैं।

इस से आगे बढ़ कर मैं निवेदन करना चाहता हूँ कि जो लोग निजी भट्टे चलाते हैं, वे न जानें कहां से अपने भट्टों के लिये कोयला ले आते हैं। अगर आप परमिट से चाहें तो कोयला नहीं मिलता लेकिन अगर ब्लैक के द्वारा या भ्रष्टाचार कर के लेना चाहें तो जितना चाहें ले सकें हैं। बहुत से भट्टे ऐसे हैं जो इस तरह से चल रहे हैं। जो कोयला कायते के मृताबिक आना चाहिये वह नहीं आता है लेकिन इस तरह से आ जाता है। मैं समझता हूँ कि इस मन्त्रालय का काम है कि वह गम्भीरता से इस बात पर विचार करे और उस बुनियाद को मजबूत करे जो नीचे से किसानों को उठाने की बुनियाद है। उस बुनियाद को मजबूत कीजिये जो कि देश के लिये अन्न उत्पादन करने वाली है। उन लोगों को बड़े बड़े कारखाने नहीं चाहिये, जवाहरात हीरे

नहीं चाहिये, उनको कोयला चाहिये। कोयला इसलिये नहीं चाहिये कि उन को बड़े बड़े महल बनवाये हैं, इसलिये नहीं चाहिये कि बड़े बड़े कारखाने बनाते हैं। जो निम्न स्तर के साधारण आदमी बाहर पड़े रहते हैं, उनके छोटे छोटे घरों को बनवाने के लिये, अन्नोत्पादन के लिये और कुओं के लिये ईंटें नहीं हैं, वह चाहिये ताकि उन से पानी निकल सके। और अन्न उत्पादन बढ़ा सके।

Shri Rameshwar Tántia (Sikar): Before the 10th April, 1962 the Department of Mines and Fuel had been amalgamated in the Ministry of Steel, Mines and Fuel, but from that date, it has become a separate Ministry, and as has been already pointed out by other hon. Members, it is a good sign. Rather, it has been long overdue.

As regards coal, the present position in the coal industry can be said to be a crisis. I am afraid that if the full implications of this position are not properly realised, it will become more serious.

On coal depends many of our industries, the electrification of the towns and so on and so forth. Recently, we learnt that the Ahmedabad Mills were on the point of closing down on account of lack of coal. In the same way, the supply of electricity in Calcutta was also a little less on account of coal shortage. So, the main thing that we have to see is that the coal target should not in any way be slackened in the Third Plan. In the Second Plan, the target was 60 million tons, but in spite of the best effort, we could not raise more than 54 million tons, and thus, there was a shortfall of 6 million tons. In the Third Five Year, our coal production target is 110 million tons, an increase of 55 million tons from the Second Plan target, which seems to be a big thing. In the last ten years we increased our target by 20 million tons; so I do not know how we will be able to increase it by 55 million tons.

There are two sectors in coal—the public and private sectors. In the Second Plan, the private sector has not only fulfilled its target but done better. Unfortunately, the public sector could not do it. I do not know the reason. Some hon. Members of the Opposition have accused the private sector or have not been happy at the private sector fulfilling its target. I cannot understand this attitude. If anybody has successfully achieved what has been expected of him he should be congratulated. Instead of that, they say that the private sector did that and the public sector could not do it.

As regards the public sector, the NCDC have achieved a production of 10 million tons. They have sent a note saying that they could have done more but for shortage of wagon supply. So one of the main reasons for the crisis in coal is the lack of wagons. According to the plan target, the railway should have supplied 7,100 wagons per day but they supplied only 5,900, that is, 1,200 less. According to the new target we have fixed, the wagon requirement will be 12,000 per day. I do not know how we will be able to step up the supply from 5,900 to 12,000. Now the former Minister of Steel Mines and Fuel has taken charge of Railways and we hope that the position will improve. Last year we witnessed the Railway Ministry accusing the Steel Mines and Fuel Ministry and the latter Ministry accusing the Railway Ministry of inadequate supply of wagons. I hope there will be more co-ordination now. If there is no co-ordination, both Ministries will suffer, the Railway Ministry on account of lack of coal and the Fuel Ministry on account of accumulation of coal at the pitheads increasing the rise of fire and incurring heavy expenses as well. Also people in towns and cities will not get coal and the price of coal would go higher than the usual price.

Another trouble with the coal industry is that it has got old machinery

[Shri Rameshwar Tantia]

New machinery is needed. A loan of Rs. 17 crores has been taken from the IBRD, but I do not know why Government have not utilised it yet. I do not know if by non-use this loan will lapse. So some steps should be taken for utilising the loan.

As regards expansion, both the public and private sectors have made their programmes. It is said that the private sector programme will involve a capital outlay of Rs. 60 crores, the foreign exchange component of which will be Rs. 28 crores. The public sector has said that its requirement will be Rs. 103 crores. I do not know why this difference of Rs. 43 crores is there. I do not want to go into details and say that the private sector is doing good and the public sector doing bad. The main thing that the target of coal output should be achieved; otherwise, it will be very difficult for industrial establishments, key industries specially, to run smoothly.

Until the coal supply position is improved, other ways must be found to meet the requirements of industry. I am told that some of the mills have agreed to use furnace oil instead of coal. But I do know how the cost factor will work out. Government should see that furnace oil is supplied to those mills which have agreed to put their boilers on furnace oil at a price which is not higher than that of coal. Until more coal is available, furnace oil should be used.

As regards transport capacity, is the railways cannot meet the increased requirement, use should be made of roads and steamer traffic. Just now the cost of transport by road and steamer is more. But a special rate system might be worked out for coal traffic. Even if a higher rate has to be paid, there might be some sort of a pool created to work it out, because the alternative of coal at a bigger price is better than no coal at all. The price

factor is immaterial; what is more important is the smooth running of the industry. If supplies can be ensured in whatever way possible—by rail, road or steamer—and if in the process a higher freight has to be paid, on the whole the price can be increased and the industries will be glad to pay it.

As I said, it should be the effort of all of us to see that the coal target in the Third Plan is achieved and every effort should be made to see that our industries do not suffer on account of lack of coal.

श्री शिवभूति स्वामी (कोप्पल) :

उपाध्यक्ष महोदय, मैं उस प्रोन्ट से आता हूँ जहाँ कि आयरन और काफी मात्रा में मिलता है। मेरी इस हाउस से दरखास्त है कि इस काम को जल्दी से जल्दी नेशनलाइज किया जाए। वहाँ जो पहले संडूर स्टेट था उसमें बहुत अच्छा आयरन और निकलता था और उसका परसेंटेज ७० तक रहता था। अब यह स्टेट मर्ज हो चुका है और उसके मर्ज होने के बाद बड़े बड़े प्राइवेट लोग इस आयरन को ले रहे हैं। इस कारण वहाँ इण्डस्ट्री को बढ़ावा देने में और आयरन हासिल करने में कठिनाइयाँ पैदा हो रही हैं। लिहाजा मैं चाहता हूँ कि खंडूर का जो तमाम आयरन और पूंजीपतियों ने हासिल किया है और जिसको और लोग हासिल कर रहे हैं, उसको जल्दी से जल्दी नेशनलाइज कर लिया जाए।

इसके अलावा मुझे यह कहना है कि हमारे यहाँ की कोलार गोल्ड माइन्स और हट्टी गोल्ड माइन्स को सेंटर अपने हाथ में ले रहा है हालांकि इसकी कोई वजह समझ में नहीं आती। इन माइन्स को स्टेट ने नेशनलाइज कर दिया था और उनको स्टेट चला रहा था। फिर भी सेंटर नेशनल डियारटमेंट की वजह से जब उनको अपने हाथ में ले रहा है तो वहाँ कम्पेंसेशन और रायलिटी का सवाल आएगा। मेरा निवेदन है कि इस पर सरकार सहानुभूति से विचार करे और यह वाजिबी तौर पर दिया जाए।

उपाध्यक्ष महोदय, मैसूर राज्य के लिये यह बड़े फल की बात है कि यह दोनों कोलार और हट्टी की गोलड माइन्स उसमें मौजूद हैं। मेरा कहना यह है कि अब गोलड माइन्स को जो नेशनलाइज किया जा रहा है तो उसके लिए हमें यह पता चला है कि कम्पेंसेशन बहुत कम दिया जा रहा है। इसके अलावा पहले जो यहां पर प्राइवेट ओनर्स काम करते थे तो डेढ़ दो करोड़ रुपया इन दोनों माइन्स को नेशनलाइज करने में मैसूर इस्टेट को भार उठाना पड़ा था और मुआविजा देते समय समय केन्द्रीय सरकार उसको भी ध्यान में रखे और जोड़ दे।

दूसरी बात मैं यह कहना चाहता हूँ कि यह जो आयरन और बनाया जाता है इसको कच्चे रूप में ही एक्सपोर्ट किया जाता है। है। मुल्क की सम्पत्ति को खसूसन आयरन और की देश में ही खपाने के लिए बड़े बड़े स्टील के कारखाने स्थापित करने की आवश्यकता है और इसलिये बैलारी और हास्पेट में स्टील के बड़े बड़े कारखाने कायम करने निहायत जरूरी हैं क्योंकि वहां पर तुंगभद्रा प्रोजेक्ट की वजह से काफी एलेक्ट्रिसिटी हम हासिल कर सकते हैं। यहां पर बड़े पैमाने पर नेशनल इण्डस्ट्रीज कायम की जाये या छोटे पैमाने पर प्राइवेट इण्डस्ट्रीज चलाने के लिये भी इनकरेजमेंट दिया जाये ताकि हमें यह कच्चा माल जो कि आयरन और के रूप में हम एक्सपोर्ट करते हैं वह न करना पड़े और उसको हम खुद अपने देश के निर्माण में काम ला सकें। यहां पर स्टील इण्डस्ट्रीज के छोटे और बड़े धंधों को कायम करना निहायत जरूरी है।

सुंदूर महाराजा की स्टेट मर्ज होते वक्त उन्होंने जो अपनी ओन प्रापरटी बताई है वह बिलकुल गलत है। उतनी प्रापरटी नहीं है और उसको जल्द से जल्द नेशनलाइज करना चाहिए। सुंदूर महाराजा और डालमिया की जो मैंगनीज की हजारों एकड़ की फील्ड्स

हैं, इतना बड़ा एरिया नहीं रहने देना चाहिए और उनका कम्प्लीट नेशनलाइजेशन करके छोटे छोटे टुकड़े बना कर दे देना चाहिए। सुंदूर महाराजा को मैंगनीज इंडस्ट्री शुरू करने के लिए जो लाइसेंस दिया है उसको रद्द करके नेशनलाइज करके नेशनल इंडस्ट्रीज शुरू करनी चाहिए। इसके लिए प्राइवेट इंडस्ट्रीज को भी मैंगनीज जो काफी पाया जाता है उसको डेवलप करने के लिए इस को उनको आर्थिक सहायता देनी चाहिए। इस साल मैंगनीज के जो आंकड़े दिये गये हैं उन मैंगनीज मंगाने में काफी फारेन का उत्पादन बहुत कम बढ़ा है ऐक्सचेंज खर्च ही जाता है और उसका नुकसान उठाना पड़ता है। इसलिए जरूरत इस बात की है कि जहां तुंगभद्रा की इलेक्ट्रिसिटी पैदा नहीं होती है वहां पर आयरन और मैंगनीज की इंडस्ट्रीज स्टार्ट करनी चाहिए।

सुंदूर महाराज को लाइसेंस दिये तकरीबन ४,५ साल हो गये अब तक वह इंडस्ट्री कायम नहीं कर पाये। अब उनको इस इंडस्ट्री को कायम करने के लिए जो एक, एक साल का एक्सटेंशन दिया जाता है और जो मदद दी जाती है मैं उसके बिलकुल खिलाफ हूँ। मैं चाहता हूँ कि आपकी ओर से इंडस्ट्रीज कायम करने के लिए जो भी सहूलियतें दी हैं उनको विदग्धा कर लिया जाये और नेशनल तौर पर यह इंडस्ट्री कायम की जाये या किसी ऐक्सचेंजर के हाथ में यह काम दे दिया जाय।

इलेक्ट्रिसिटी के बारे में मैं ने जब एक सवाल पूछा था तो यह जवाब दिया गया था कि चूंकि यहां पर कोयला नहीं है इसलिए हम आयरन और स्टील की इंडस्ट्री कायम करने से मजबूर हैं। लेकिन मैं समझता हूँ कि जब तुंगभद्रा प्रोजेक्ट से काफी इलेक्ट्रिसिटी हम हासिल करते हैं तो कोई वजह नहीं है कि कोयले के लिए ही हम इस का एक ठहराव करे। लेकिन अगर कोयला जरूरी भी हो तो दूसरी तरफ से हम यहां पर कोयला हासिल कर

सकते हैं। लिहाजा आप यहां पर आयरन और स्टील की इंडस्ट्री नेशनल तौर पर कायम कीजिये।

अन्त में मैं फिर आपसे कहूंगा कि इन दो गोल्ड माईंस को नेशनलाइज करने के लिए जो आप कम्पेंसेशन दें वह मुनासिब हो और लिबरल तरीके से उनको मुआविजा दे कर नेशनलाइज करे।

श्री द्वा० ना० तिवारी (गोपालगंज) : उपाध्यक्ष महोदय, सब से पहले तो मैं इस मंत्रालय को और विशेष कर मिनिस्टर साहब को बधाई देना चाहता हूँ कि उन्होंने अपनी मेहनत से हिन्दुस्तान में तेल उत्पादन करने का काम प्रारम्भ किया। चंद वर्ष पहले हम लोग सोच भी नहीं सकते थे कि यहां हम तेल निकाल सकते हैं। लेकिन इस मंत्रालय ने और खाम कर हमारे मिनिस्टर साहब ने अथक परिश्रम कर के यहां तेल मिलने को एक आशा हम लोगों में पैदा कर दी है। अभी तेल का उत्पादन देश में कम हो रहा है लेकिन आशा है कि कुछ दिनों के बाद हम तेल के मामले में आत्मनिर्भर हो जायेंगे और हमारा काम देश में पैदा होने वाले तेल से चल जायेगा।

हमारे कई दोस्तों ने आयल एंड नेचुरल गैस कमिशन को फ्रिटिसाइज किया है और बढे तरीके से फ्रिटिसाइज किया है।

उस कमिशन के ऐचीवमेंट्स रिपोर्ट के सफे ३६ पर पैराग्राफ १२ में दिये गये हैं :-

“After the initial experimental production of crude oil at Ankleshwar oil fields, which commenced on the 15th August, 1961, the trial production started at Ankleshwar from 15-2-1962. Whereas between 1-9-61 and 6-2-62, despatches of crude oil on an average of 100 tons (Approximately) per day were made to the Burmah Shell refinery

Bombay alone, the Commission has started production of crude at the rate of 600 tons per day from 15-2-62, being supplied to the refineries of Burmah Shell and Esso at Trombay. This rate of production is envisaged to be stepped up to 1500 tons per day by October 1962”

अब यह कोई मामूली ऐचीवमेंट नहीं है। जहां तक गलतियों का सम्बन्ध है तो बड़े बड़े इस्टैबलिशमेंट्स से गलतियां तो हो ही जाया करती हैं। मैं मानता हूँ कि उन गलतियों को दूर करना चाहिए लेकिन जो ऐचीवमेंट्स हुए हैं उनको नजरअंदाज करना मुनासिब बात नहीं होगी।

दूसरी बात इस तेल के सम्बन्ध में जिसके के लिए मैं बधाई देता हूँ वह यह है कि जब फौरन कम्पनीज कम्बाइंड होकर अपना तेल का रेट कम नहीं कर रही थीं तो मिनिस्टर साहब ने हिम्मत नहीं हारी और रूप से तेल मंगवाया। उस के बाद कई तरह से फौरन कम्पनीज ने हमारे इस ऐक्शन को डिफ्रीट करना चाहा और यह चाहा कि फ्यूचर में फिर यह इम्पोर्ट न हो, उसके लिए जो गैलियंट फाइंट मिनिस्टर साहब ने दी या मंत्रालय ने दी मैं उस के लिए उनको बधाई देता हूँ। हालांकि उसमें कोई २ दो या ढाई लाख रुपये का हमें घाटा हुआ लेकिन यह कुछ बात नहीं है क्योंकि जब कम्पटीशन होता है तो कभी घाटा और कभी नफा होता ही है। हमें उन की हिम्मत की तारीफ करनी चाहिए कि इस कम्पनीज के बावजूद उन्होंने इस काम को बखूबी किया और करने का इरादा रखते हैं, इसलिए भी मैं उनको बधाई देता हूँ।

मैं इस सम्बन्ध में और अधिक न कह कर कोयले के सम्बन्ध में कुछ बातें आपके सामने पेश करना चाहता हूँ। कोयले के बारे में मैं देखता हूँ कि बड़ी ही शोचनीय अवस्था है। हमारे यहां जमीन के अंदर काफी कोयला पड़ा हुआ है, निकालने की शक्ति भी हम लोगों

में है लेकिन चूँकि हम उसको ले नहीं जा सकते हैं, कर्कों नहीं कर सकते हैं इसलिए हमारा प्रोडक्शन गिर रहा है। अब करें भी क्या ! जब पिटहैड्स में ज्यादा कोयला जाता है तो जानबूझ कर अपना प्रोडक्शन कम करना पड़ता है। हम उस की पैदावार को बढ़ा सकते हैं और बढ़ाने की शक्ति भी हम में है लेकिन चूँकि कोयले को रखने की जगह हमारे पास नहीं है, उसको उठा कर ले जाने के साधन प्राप्त नहीं हैं इसलिए हमें उसके प्रोडक्शन को कम करना पड़ा। यह बहुत ही दर्दनाक बात है। जिस काम को हम कर सकते हैं उसको एक मामूली बाधा के कारण यदि हम न कर सकें तो उस में बड़ा अफ़सोस होता है। परिणामस्वरूप हमको अपना प्रोडक्शन कम करना पड़ा है और सन् १९६०-६१ में टारगेट के बहुत नीचे हम को जाना पड़ा।

मैं चाहता हूँ कि मिनिस्टर साहब इस बात को सोचें कि कोयला जो हम पैदा करेंगे उसको ले कैसे जायेंगे। रेलवेज से सारा कोयला ले जाना संभव नहीं है। ठोस हमारी इतनी मजबूत नहीं है कि वह बड़े बड़े ४०, ५० और ६० टन लादने वाले ट्रकों को अपने ऊपर में गुजार सकें। कम से कम मैं अपने अन्तर्गत की बात जानता हूँ कि वहाँ की सड़कें और पुल इतने मजबूत नहीं हैं कि उन के ऊपर से इतनी हैवी वैहिकल्स आ जा सकें। और अगर वे आये जायेंगे, तो पुल और सड़कें टूट जायेंगी। इस बारे में क्या करना है ? अगर माननीय मंत्री के पास इस सम्बन्ध में कोई प्लान हो, तो वह हाउस को बतलाने की कृपा करे।

थर्ड फ़ाईव थीअर प्लान के अन्त तक कोयले का प्राडक्शन ९७ मिलियन टन करना है। इस समय वह ६० मिलियन से कम है। इस के मानी ये हैं कि प्राडक्शन में ५२ परसेंट से ज्यादा वृद्धि करनी है। जहाँ तक वैगन्ड का सम्बन्ध है, आज ४,७०० बैगन्ड हम को

मिलते हैं। अगर ४० परसेंट भी बढ़ाए जायें, तो ७,००० बैगन्ड पर-डे हम को चाहिए। मुझे विश्वास नहीं कि रेलवे मंत्रालय उन का प्रबन्ध कर सकता है। तो फिर आल्टरनेटिव अरेंजमेंट क्या होगा ? आखिर कोयला कैसे ढोया जाये ? आज तो सिन्चुएशन कुछ ईज्ड है, लेकिन फिर कभी ऐसी हालत न आ जाये कि बीच में ही प्राडक्शन को रोक देना पड़े। मैं समझता हूँ कि इस के लिए उपाय सोचना और करना बहुत आवश्यक है।

अपने प्रान्त में हम देखते हैं कि वहाँ पर असंख्य टन कोयला पड़ा हुआ है, लेकिन वहाँ के कनज्यूमर्ज-खासकर रूरल एरियाज के कनज्यूमर्ज-कोयले के लिए तरस रहे हैं। यह तो वैसा ही मिसाल है कि सामने अन्न परोसा हुआ है, लेकिन आदमी उस को ले नहीं सकता, खा नहीं सकता और उसे भञ्जा रहना पड़ता है। बिहार में कोयले की कमी नहीं है। वहाँ पर बहुत कोयला निकलता है, लेकिन हमको मिल नहीं सकता है। जो लोग कोल पिटहैड्स से दूर के क्षेत्रों में रहते हैं, उन को डिफ़िक़ल्टी हो सकती है। एक क्षण के लिए उन को बात जाने दीजिए, लेकिन नज़दीक वालों को कोयला कैसे उपलब्ध किया जाये, इस का उपाय अवश्य किया जाना चाहिए।

वह क्षेत्र एक फ़्लड-एफ़ेक्टिड एरिया है। वहाँ पर कच्चे मकान नहीं बनाए जा सकते। अगर बनाए जायेंगे, तो एक साल के बाद गिर जायेंगे। इस लिए वहाँ कोयले की बहुत ज़रूरत है। लेकिन कोयला होते हुए भी हम इस्तेमाल नहीं कर सकते, क्योंकि उस को ले जाने के लिए साधन नहीं है। इस का क्या उपाय है ?

मैं एक उपाय सोचता हूँ और वह यह है कि लीन सीज़न में-भादों और उस के आस-पास के दो महीनों में-नदी के किनारे जहाँ से नाव या स्टीमर के ज़रिये या और किसी तरह से कनज्यूमर्ज ले जा सकें स्टॉक पूरा किया जाये।

[श्री द्वा० ना० तिवारी]

बाद में कनवूनर्ज वहां से ले जा सकते हैं और अपना काम चला सकते हैं ।

नार्थ बिहार में पहले से ट्रांसपोर्ट बाटलनक था । मुकामाह ब्रिज के बनाए जाने से वह समस्या बहुत हद तक हल नहीं हुई । उस पर इतनी भीड़ होती है कि कोयले के बैगन्ज नहीं ले जा सकते । उस के अलावा बैगन्ज हैं भी नहीं । इस का उपाय क्या है ? जो लोग अपना घर बनाना चाहते हैं, या छोटी छोटी इंडस्ट्रीज चलाना चाहते हैं, या जो ब्रैक-स्मिथ्स अपना काम करना चाहते हैं, उन को कोयला कैसे मिले ? उस का एक उपाय तो मैं ने रखा है । अगर गवर्नमेंट के पास इस बारे में कोई दूसरा प्रोपोजल हो, तो वह इस सदन के सामने प्रस्तुत करे ।

जहां तक अन-इकानोमिक कालियरीज का सम्बन्ध है, गवर्नमेंट की एफर्ट्स से उन में से कुछ को एमलगमेट किया गया । कमेटी ने अभी तक ४१ प्रोपोजल माने हैं, लेकिन उन में से २३ केसिज में इम्प्लीमेंटेशन हुआ और ४५ कालियरीज को एमलगमेट किया गया । लगभग छः सौ अन-इकानोमिक कालियरीज बाकी हैं । उन का क्या होगा ? हम चाहते थे कि यहां पर ऐसी फिगरज रखी जाती कि टोटल प्राइवशन का कितना हिस्सा इन अन-इकानोमिक कालियरीज में होता है और उन को इकानोमिक बनाने का क्या तरीका है । एक तरीका तो एमलगमेशन था, लेकिन वह फ़ैल हो गया ।

दूसरा तरीका है नेशनलाइजेशन का । प्रश्न यह है कि क्या हम इतनी कालियरीज को नेशनलाइज कर सकते हैं । क्या उन अन-इकानोमिक कालियरीज में पैसा सिक कर के हम कुछ इनकम हासिल कर सकते हैं ? क्या गवर्नमेंट बराबर उन उद्योगों और अंडरटेकिंग को स्तरी रहे, जिन में सदा घाटा होता रहे ? हमें इस बात का भी ध्यान रखना चाहिये कि जब

कोई उद्योग गवर्नमेंट के हाथ में आता है, तो उसको उस उद्योग में एक स्टैंडर्ड मेन्टेन करना पड़ता है । प्राइवेट ओनर्ज तो रून्ज की खिन्नाफ-वर्जी कर के और मजदूरों को ऐमेनिटीज न दे कर भी अपना काम चला सकते हैं । लेकिन गवर्नमेंट के हाथ में कोई कालियरी आने के बाद अगर उस में मजदूरों को पूरी फ़ैसिलिटीज और ऐमीनिटीज न दी जायें और सब सेफ्टी के मेजरज न अस्तियार किये जायें, तो उस की क्रिटिसिज्म हांगी, उस की आलोचना की जायेगी । ऐसी हालत में अन-इकानोमिक कालियरीज को नेशनलाइज किया जाये या नहीं, यह एक अहम प्रश्न है । मैं नहीं जानता कि गवर्नमेंट के पास उन कालियरीज के सम्बन्ध में क्या प्रोपोजल हैं । यह भी अच्छा नहीं होगा कि उन को हमेशा के लिये बन्द कर दिया जायेगा, क्योंकि उस अवस्था में जो प्रोडक्शन इस वक्त होता है, वह बन्द हो जायेगा ।

मैं मानता हूँ कि अगर इस सम्बन्ध में काम्पीटीशन रहता और बाजार में कोयला बिना कंट्रोल के विकता, तो ये कालियरीज बन्द हो जातीं—वे काम न कर सकतीं, चल न सकतीं । चूंकि इस वक्त स्केसिटी प्राइसेज प्रीवेल करती हैं, इसलिये कालियरीज मुंह-मांगे दाम ले लेती है । और उन का काम चल जाता है । हम यह जानना चाहते हैं कि मिनिस्टर साहब इस में क्या उपाय करना चाहते हैं जिस में उन कालियरीज का प्राइवशन बढ़े और नेशनका काम चले ।

इस बारे में एक महत्वपूर्ण प्रश्न यह भी है कि जिन प्रान्तों में फ़ैक्ट्रीज हैं—जैसे हमारे यहां बरोनी रिफाइनरी और आसाम में रिफाइनरी हैं—वहां के लोकल लोगों को क्या सुविधायें मिलती हैं । मैं ने देखा है कि वहां

पर छोटी छोटी जगहों के लिये बाहर से लोग लाये जाते हैं और चिल्ड्रन आफ दि सायल की तरफ, जिन को इन फॅक्ट्रीज के खुलने की बड़ी उम्मीद होती है, काफी ध्यान नहीं दिया जाता है। २००, ४०० और ६०० रुपये की पोस्ट्स बाहर के लोगों को दी जाती हैं। जिस से वहां के लोगों को बहुत असन्तोष होता है और कभी कभी झगड़ा और तकरार भी होती है। एक दो वर्ष पहले आसाम और बरौनी में झगड़ा और मारपीट हुई। इन्हीं बातों को ले कर इंजीनियरिंग आदि भी असंतुष्ट हुए कि उन को ठीक डील नहीं मिला है। इसलिये इस बात की तरफ काफी ध्यान देना चाहिये कि जहां ये फॅक्ट्रीज हैं, वहीं के लोगों को चिल्ड्रन आफ दि सायल को, उन में स्थान दिया जाये और बाहर के लोग इम्पोर्ट न किये जायें।

इस मिनिस्ट्री में कोयले और तेल के अतिरिक्त गोल्ड-माइन्ज और लिग्नाइट आदि भी आते हैं। उनकी तरफ ध्यान तो है, लेकिन मुझे ऐउसा लगता है कि उन की तरफ गवर्नमेंट का काफी ध्यान नहीं है। उन की प्रोडक्शन की तरफ जरा स्टैप-मदरली ट्रीटमेंट होता है। वे भी नेशन की वैल्यू को ऐंड करने में बहुत वड़ा स्थान रखते हैं। उन की तरफ भी हम लोगों का ध्यान जाना चाहिये। जैसे आयल और कोयले की तरफ मिनिस्टर साहब का ध्यान है, वैसे ही इन सामानों के प्रति भी उन का रूख होना चाहिये, जिस से देश की वैल्यू में वृद्धि हो सके।

श्री स० भो० बनर्जी : उपाध्यक्ष महोदय, सब से पहले मैं मंत्री महोदय को धन्यवाद देना चाहता हूँ कि उन्होंने तेल के मामले में बहुत अच्छा काम किया है और तेल के मामले में मैं समझता हूँ कि हमारे देश ने बहुत तरक्की की है। मैं आशा करता हूँ कि उनकी हार्दिक इच्छा और कोशिशों के फलस्वरूप वह समय जल्दी आ जाएगा कि देश में तेल की कमी नहीं रह जाएगी और कम से कम विदेशों से हमें

तेल मंगाना नहीं पड़ेगा और इस बारे में विदेशों का मुंह नहीं ताकना पड़ेगा।

कोयले का जहां तक सम्बन्ध है मैं मंत्री जी का खास कर उत्तर प्रदेश की ओर ध्यान आकर्षित करना चाहता हूँ। वहां पर कोयले की बहुत कमी है और वहां के रहने वालों के लिए यह एक समस्या बन गई है। कारखाने चलाने वालों के लिए, घर गृहस्थी चलाने के लिए यह समस्या बहुत गम्भीर रूप धारण कर चुकी है। वहां की परिस्थिति इतनी खराब है कि बयान नहीं की जा सकती। मैं कानपुर से आया हूँ और वहां की स्थिति ऐसी है कि कारखाने चलने मुश्किल हो गये हैं। यही स्थिति सापट कोक के बारे में है। जहां पर एक लाख मन की जरूरत है, वहां पर मुश्किल से बीस या पच्चीस हजार मन कोयला ही दिया जाता है। कहने को कहा जाता है कि कानपुर में एक कोल डम्प कायम कर दिया गया है लेकिन डम्प बनाने से क्या फायदा है अगर कोयला ही नहीं दिया जाता है। मैं समझता हूँ कि वहां परकोयले की जो स्थिति है उस की तरफ मंत्री जी का ध्यान जल्दी से जल्दी जाना चाहिये।

मैं निवेदन करना चाहता हूँ कि केवल कानपुर की ही स्थिति ऐसी नहीं है बल्कि बौयांड मुगलसराय, मुगलसराय के आगे जितनी भी जगहें हैं, उन सब की परिस्थिति ऐसी है। अभी बहुत दिन पहले एक सवाल मैं ने यहां सदन में किया था और मैं ने कहा था कि जो भट्टे चलाने वाले हैं, उन को कोयला नहीं मिल रहा है, इस वजह से लगभग तीस हजार मनुष्यों के सामने जो इस काम में हैं, बेकार होने की नीबत आ सकती है। मैं समझता हूँ कि अगर इस बारे में कुछ नहीं किया गया तो परिस्थिति इतनी गम्भीर हो जायेगी कि बाद में शायद वह सुलझायी न जा सके। इसलिए मैं निवेदन करना चाहता हूँ कि कम से कम कोयले के बारे में क्या परिस्थिति है, इस पर गकाश डाला जाये। सवाल जवाब

[श्री स० मो० बनर्जी]

तो यहां पर होते रहते हैं और हमें यह भी मालूम है कि कोयले का उत्पादन देश में बढ़ा है और आंकड़ों को जब हम देखते हैं तो ऐसा मालूम होता है कि देश में कोयला ही कोयला है लेकिन मुसीबत का तब पता चलता है जब हम लोग अपने शहरों में जाते हैं और वहां की हालत को देखते व सुनते हैं। कारखानों वालों तथा गृहस्थी वालों दोनों को कोयला नजर आता नहीं है। इसलिए मैं कहता हूं कि बोयांड मुगलसराय की क्या स्थिति है, इसको मंत्री महोदय हम लोगों को बता दें और जो सही पोजीशन है उससे हमको अवगत करा दें तो कम से कम लोगों को यह तो मालूम हो सकता है कि आखिर बात क्या है और परिस्थिति है क्या।

दूसरा सवाल कोयले के दामों का आता है। ऐसा लगता है कि शायद इसके दाम बढ़ा दिये जायेंगे। अगर कोयले के दाम बढ़ा दिये जाते हैं तो तमाम चीजों के दाम भी बढ़ सकते हैं। आपकी तरफ से कहा जा सकता है कि दाम इतने कम बढ़ाये जायेंगे कि बड़े आदमियों को मुमकिन है कि कुछ देना पड़े लेकिन जो कंज्यूमर्स हैं जो छोटे उपभोक्ता हैं उन पर शायद कोई असर न पड़े। लेकिन मैं आपका ध्यान इस ओर आकर्षित करना चाहता हूं कि आज हालत कुछ ऐसी हो गई है कि दाम बढ़ने से मुमकिन है कि खास असर न होता हो, लेकिन आम तरीके से जो हमारे इंडस्ट्रियलिस्ट भाई हैं, उनको अगर कोयला थोड़ा सा भी महंगा मिलता है, तो वे कोशिश करते हैं कि उनके यहां से कंज्यूमर्स को, उपभोक्ताओं को जो चीज मिले, वह ज्यादा दामों से मिले। इसलिए मैं समझता हूं कि कोयले के दाम बढ़ाने से पहले इसको अच्छी तरह से सोच लिया जाये कि उसका असर कहां तक जाएगा। अगर उसका कोई भी असर नहीं होगा

और आप ऐसा समझते तो मेरे विचार में यह गलत है। इसका असर जरूर होगा अब उसका कम असर होता है या ज्यादा यह गलत बात है। इस वास्ते यह चीज भी सफाई के साथ हमारे सामने रखी जानी चाहिए।

मैं यह भी कहता हूं कि उत्तर प्रदेश की सरकार ने या कानपुर के जिलाधीश ने या वहां के डिस्ट्रिक्ट सप्लाय ऑफिसर ने बार बार आपके सामने वहां की कोयले की समस्या को रखा है लेकिन अभी तक आपने इस समस्या का हल नहीं किया है। मैं चाहता हूं कि जो माननीय सदस्य उत्तर प्रदेश के इस सदन में हैं, वे इस बात में मेरा समर्थन करें कि वहां की समस्या को जल्दी मुलज्ञाया जाए। अभी मेरे एक म्यूजिजि दोस्त ने वहां की समस्या को आपके सामने रखा और मैं चाहता हूं कि आप उसको हल करें। मैं यह बात इसलिए नहीं कहता कि मैं उत्तर प्रदेश से आया हूं बल्कि इसलिए कहता हूं कि वहां की स्थिति काफी गम्भीर है और परिस्थिति अगर ऐसी गम्भीर बनी रही तो कारखाने वाले जो चाहते हैं कि उन कारखाने चलते रहें, वे उनको बन्द करने पर मजबूर हो जायेंगे और घरेलू इस्तेमाल के लिए लोगों को कोयले की मुश्किल या सामना जो करना पड़ रहा है, वह आगे करते रहना पड़ेगा।

दूसरी समस्या कोलमाइंज के एफिशेंट फंक्शनिंग की है। उपाध्यक्ष महोदय, जब हम कोलमाइंज के राष्ट्रीयकरण की बात कहते हैं तो कुछ लोग समझते हैं कि शायद हमें राष्ट्रीयकरण का कोई मीनिया है या फौबिया है, इसलिए हम इस बात को कहते हैं लेकिन यह बात नहीं है। मैं समझता हूं कि कोयला खदानों के जो मालिकान हैं, उन्होंने खदानों की ऐसी बुरी हालत कर रखी है, चाहे आप इसे वर्कर्स की हैसियत

देखें या सप्लाई पोजीशन की दृष्टिकोण देखें, कि बयान नहीं की जा सकती है हालत आज बंद से बदतर होती चली जा रही है। सरकार को चाहिए कि आज नहीं तो धीरे धीरे इसका राष्ट्रीयकरण करती चली जाए। कम से कम वह इस दिशा में बढ़ने की कोशिश तो कर ही सकती है। आज नहीं तो दस साल बाद, चौथी योजना में ही सही अगर उनका राष्ट्रीयकरण हो जाए तो भी उसका स्वागत किया जाएगा। एम० सी० डी० सी० के खिलाफ जो चार्जिज लोग लगाते हैं मैं नहीं चाहता कि वे सभी बेबुनियाद हैं। उनमें कुछ सचाई हो सकती है। लेकिन मैं कह सकता हूँ कि मोटे तौर पर वह सुचारू ढंग से काम कर रही है। हो सकता है कि उसमें कुछ नुक्स हों। लेकिन वे सभी में हैं। उसका फंक्शनिंग देख कर मालूम होता है कि वह साधारणतया दूसरी कोलमाइंज से अच्छे तरीके से काम कर रही है, उनसे बेहतर व कम से कम वह जरूर है। इसलिए मैं समझता हूँ कि कोलमाइंज का राष्ट्रीयकरण देश के हित में होगा। देश के औद्योगिक विकास की रफतार तेज करने में सहायक होगा। अगर हमने औद्योगिक विकास की रफतार को दुगुना करना है और हम चाहते हैं कि तीसरी पंचवर्षीय योजना में औद्योगिकरण अधिक हो तो इसके लिए जरूरी है कि कोयले की खानें सरकार के हाथ में आएँ, उन पर इसका पूरा कंट्रोल रहे। इसके बिना मैं समझता हूँ कि जो हमारी योजना है वह कामयाब नहीं हो सकती है।

अब मैं आयल एंड नैचुरल गैस कमिशन दफ्तर के बारे में कुछ कहना चाहता हूँ। मेरे गुभ्रजिज्ज दोस्त बरुआ साहब ने कहा कि यह दफ्तर देहरादून में न हो बल्कि असम में हो। उनकी यह बात मेरी समझ में नहीं आई। देहरादून में जिस तरह वह फंक्शन कर रहा है और जिस सुचारू ढंग से चल रहा है, उसका विकास हो रहा है, उसको बढ़ाने की कोशिश हो रही है, वह सराहनीय है। मैं समझता हूँ

कि इस प्रश्न पर प्रान्तीय दृष्टिकोण से विचार न किया जाये। अगर वह खुशकिस्मती से उत्तर प्रदेश में है और देहरादून उत्तर प्रदेश में है। तो यह कसूर उत्तर प्रदेश वालों का नहीं है मुम्किन है कि देहरादून में कुछ ऐसी परिस्थितियाँ हों, ऐसी सहूलियतें हों, जिन की वजह से वह वहाँ है। मैं समझता हूँ कि इस दफ्तर को वहीं रहने दिया जाना चाहिये, देहरादून में जहाँ वह अब है वहीं पर रहने दिया जाना चाहिये। उसके फंक्शनिंग में माननीय गंत्री जी ने जो इम्प्रूवमेंट्स किये हैं, उन के लिए मैं उनको बधाई देना चाहता हूँ।

जिस तरह से वह तेल की समस्या को हल कर रहे हैं, उसी तरह वे उनको कोल की समस्या को भी हल करना चाहिये। मैं समझता हूँ कि उनका इस मिनिस्ट्री में आना बहुत अच्छा रहा है। चाहे आप फार्चुनेट कहिये या लकी कहिये, लेकिन मुझे पूरा विश्वास है कि वह इस समस्या को हल करने में भी कामयाब होंगे और कोयले को छू कर हीरा बनाने की कोशिश करेंगे। मैं आशा करता हूँ कि उत्तर प्रदेश को तरफ वह खास तौर से ध्यान देंगे जहाँ कोयला न जलाने के लिए है और मिल मालिकों को मिलों को चलाने के लिए मिल रहा है और न ही साधारण आदमी को मिलता है। वहाँ पर कोयले के लिए हाहाकार मचा हुआ है और मैं आशा करता हूँ कि वह कुछ न कुछ इस बारे में अवश्य करेंगे।

Shri Ram Ratan Gupta (Gonda):
Sir, I am thankful to the Chair for giving me this first opportunity to speak in the House today. Regarding the question of coal, I beg to draw the attention of the hon. Minister to the fact that the position of coal in India requires much more serious consideration than what it appears to have been given by the Government so far.

15.59 hrs.

[MR. SPEAKER in the Chair]

During the first and second Plan periods all the targets fixed for the raising of coal have gone astray. During the second Plan period, the requirement of coal in the country was

[Shri Ram Ratan Gupta]

worked out at 60 million tons, but the actual raising was only 52 million tons. The shortage mostly has taken place in the public sector. Coal is one of the articles on which the entire industrial development plan of the country is dependent. It is a commodity without which even if the industries are developed they cannot function. Today the position is that not only the new industries are finding difficulty in getting their coal supply but even the existing industries are finding it difficult to keep themselves going.

16.00 hrs.

Just now my hon. friend from Kanpur has pointed out the problem of shortage of coal supply in Kanpur. Every week notices come from one factory or another for closing down the factory for want of supply of coal. Our State Government has been running from door to door to ease the situation of the coal supply, but still the problem remains beyond solution. We are given to understand that there is plenty of coal lying at the coal pits and it is due to transportation difficulty that the coal is not being moved. But, Sir, once we sent one of our engineers to the Coal Controller and he was pleased to point out that stocks of coal lying at the coal pits were mostly old and were so old that they could not be used. Therefore, it appears that the problem of coal lies in the raising of the coal.

According to the Third Plan the total requirement of coal has been worked out as 90 million tons and out of that 17 million is expected to be raised by the private coal mines. There again, the cost involvement is worked out as about Rs. 60 crores of which the import content is Rs. 38 crores. Therefore, whatever facilities the private coal miners have received, it appears that they are not being permitted to expand their raisings according to their plan.

Last year, the World Bank has allotted a loan of Rs. 17 crores for supplying implements and tools to the private coal raising industry. But so far not even one application has been finalised by the Government.

I submit that the scheme of diverting the mills from coal to oil is also not a very feasible and practical one, because the extra cost of oil involved—Rs. 45 per ton excise alone adds to the cost of oil—is much more than the cost of coal consumption especially in distant areas where coal freight is subsidised to the tune of Rs. 12 per ton. Therefore, I agree that it will be advisable that, side by side, the arrangement should be pushed through for increasing the consumption of oil and reducing the consumption of coal, but if that is to be done some way has to be found out by which the cost of industrial production does not unduly go up.

Coming to the question of increasing the production of oil itself in India, whatever figures are available they indicate that by the end of the Third Plan we will be in short supply to the tune of 1½ million tons out of what is planned by the planners. The industry is expected to increase the production by 1.5 million tons more. But there again, what I am told is that the recent increase in the excise on oil products does not leave any margin to the oil industry. This is a matter which requires consideration and study by the hon. Minister. As a matter of fact, unless and until a certain margin is left in the hands of the refineries, if we expect them to increase their production or their capacity it may not materialise.

I would, therefore, request the hon. Minister that in this matter, since the country is lucky that the coal department also has been transferred to his care, he should give special attention. Knowing the vigour with which he takes up his responsibility as is demonstrated in his handling of the oil portfolio, we hope the question of coal

raising and increasing the capacity of coal raising in that sector wherever the capacity can be achieved will be kept in mind and proper action will be taken to remove this difficulty as speedily as possible.

श्री ना० नि० पटेल : अध्यक्ष महोदय, गुजरात की तरफ से मैं अपने गंत्री महोदय, श्री मालवीय का जितना अभिनन्दन करूँ, उतना कम है। उन्होंने हमारे गुजरात में जितना हो सका और जहाँ हो सका, उतना तेल निकालने का बहुत अच्छा प्रयत्न अभी तक किया और वह बड़े कामयाब भी हुए। इस से मुझे यह लगना है कि हमारे गुजरात की सूरत बदलेगी। गुजरात की ही नहीं सारे देश की सूरत भी जल्दी से जल्दी बदल जायेगी। हमारे यहाँ कैम्बे में कुछ कुआँरों में तेल है कुछ में नहीं है। मगर थोड़े दिन पहले हमारा एक अखबार "करेन्ट" है उस में, वहाँ के थोड़े से प्रजा सोशलिस्ट दोस्त हैं जिन्होंने गंत्री महोदय का थोड़ा क्रिटिसिज्म किया और बतलाया कि मालवीयजी ने पंडित जी को गलत बात दिखना दी। कैम्बे में कुआँरों से तेल नहीं था, दूसरे कुआँरों से पम्पिंग करके जब पंडित जी वहाँ गये तो उन को तेल बतलाया। मैं भी गुजरात से आता हूँ, जब मैं ने इसको पढ़ा तो मैं ने इस की जांच की। मुझे मालूम हुआ कि वहाँ पर कुछ वर्कर्स काम करते थे, उन में से कुछ को निकाला गया क्योंकि वह लोग काम में दिक्कत पैदा करते थे। वे वर्कर्स पी० एस० पी० वालों से मिले। और उन्होंने "करेन्ट" में इस तरह की बात छाप दी। इस हाउस के अन्दर मैं श्री मालवीय से कहता हूँ कि गुजरात में ऐसे लोग हैं जो कि हवन में हड्डी डालने वाले हैं। उन लोगों की बिना परवाह किये हुए जो काम आप ने अपने हाथ में लिया है, उस को पूर्ण करें।

मैं सूरत डिस्ट्रिक्ट से आता हूँ। सूरत डिस्ट्रिक्ट में ओलपाड़ के अन्दर भी माननीय मंत्री जी ने काम शुरू किया है और मेरी समझ में यह भी आया है कि जहाँ हमारा उकाई बांध

बन रहा है उस तरफ भी वह कुछ कोशिश कर रहे हैं। एक बात मैं उन से प्रार्थना के साथ कहना चाहता हूँ कि कुछ थोड़े दिन पहले ऐमा मुनाई पड़ता था कि अग्राँ का जो इंडस्ट्रीज है, आम तौर पर टेक्स्टाइल इंडस्ट्रीज अहमदाबाद में हैं, उन को कोयला नहीं मिल रहा है। बिना कोयले के वहाँ की मिलें बराबर नहीं चलतीं। अभी थोड़े दिनों पहले बलसार में अतुल की एक फैक्टरी कोयला न मिलने के कारण वह दस पन्द्रह दिन बन्द रही और बहुत से लोग बेकार रहे। मुनने में आया था कि वहाँ अंकलेश्वर से और कैम्बे से इंडस्ट्री के अयूअल के लिए तेल भेजा जा सकता था। अगर ऐसा कुछ हो सकता हो तो उस और जल्दी से जल्दी ध्यान दें :जसचे हमारी टैक्स-टाइल इंडस्ट्री की उन्नति हो।

अभी हमारे गुजरात के एक माननीय सदस्य श्री पुष्पोत्तम दास जी ने कहा कि जो कोयली की रिफाइनरी कायम की जा रही है उस के बदले किसी दूसरी जगह लगायी जाये। मैं इस के खिलाफ हूँ क्योंकि इसके लिए जो जगह मुकर्रर हुई है उसका प्लान और एस्टीमेट वगैरा हो गया है। अगर अब इसको इसके बदले दूसरी जगह ले जाया जायेगा तो मेरा खयाल है कि एक दो साल ज्यादा निकल जायेगा। तो ऐसा विचार न करके, जो जगह मुकर्रर है उस पर ही इसको बनाया जाये। चाहे उस जमीन का कुछ ज्यादा दाम देना पड़े लेकिन जल्दा से जल्दा वहाँ रिफाइनरी शुरू हो जाये ऐसा प्रयत्न किया जाये यही मेरी प्रार्थना है।

दूसरे मैं मालवीय जी से यह भी बिनती करता हूँ कि उनके पास दादरा और नगर हवेली के एक डेपूटेशन आया था। उस वक्त उन्होंने बताया था कि उनकी ओर ध्यान दिया जायेगा। दादरा और नगर हवेली पुर्तगाल के अधीन थे पर वे अब भारत के अंग हैं। वहाँ कोई उद्योग धन्वा नहीं है। उन्होंने कहा था कि हम वहाँ के लिए कुछ करेंगे। तो आज उनसे मेरी

[श्री ना० नि० पटेल]

प्रश्नना है कि अगर हो सके तो दादरा और नगर हवेली के लिए भी कुछ करें ताकि वह एरिया जो अभी तक गुलागां में रहा है उसका उद्धार हो जाये ।

Shri Indrajit Gupta (Calcutta South West): I would just like to ask a few questions before the Minister replies. I am only seeking information on a few points. This morning's papers carried the report of a new agreement between the Government and the Central Province Manganese Ore Company. It appears from this report that the Government has agreed to take over 51 per cent of the holdings in this company and this is to be shared between the Central Government and the two State Governments and the remaining 49 per cent is to be left in the hands of the foreign companies. So, a new rupee company is, I think, going to be started. I want to know from the Minister one thing. In view of the fact that many of these leases have expired and some of the other leases are due to expire soon. What stood in the way of the Government taking over the whole of those undertakings and nationalising them in such a very strategic and vital field as the manganese mining? I do not understand why it was necessary to restrict the Government holding to 51 per cent. I would like to have some light shed on this.

My other point relates to some particular aspects of the coal crisis, as far as it affects West Bengal, because it is the most highly industrialised area in the country.

The paradox of the situation is that while the biggest concentration of industry is there, some of the biggest coalfields are also situated there and on the border of Bengal and Bihar. In other words the distance for the haulage of coal to feed the industrial concentration of West Bengal is much less than in many of these other cases of States we heard about which are

suffering from coal shortage. Of course, I realise that the question of transport is bound up with this. That is why I would like the hon. Minister to explain how far this crisis is due mainly to the continuing shortage of transport and how far it is due to the inadequate coal raising and allocation of coal supplies. For example, I would like to know what is the latest position with regard to the arrangement which was made for many of these industries to carry their coal instead by road from the coal dumps because of wagon shortage. I know from my own experience that many industrialists with whom we come in contact complain continually about the difficulty of transport by trucks, that is, by road and the additional cost that it is imposing on them. What is the position regarding this? Is there any possibility of relieving them in the near future from this rather emergent position?

Then there is the question, which we have also raised many times in this House, of the scheme that was devised for shipping coal from Calcutta Port to feed the southern parts of the country. I know that a tremendous bottleneck appeared in the form of shortage of ships. A scheme was prepared and later it was found that ships were not available to carry that target of coal. I know that scheme is lagging far behind this target. But is the position now due mainly to the fact that ships are not available or due to a combination of the two, namely, the shortage of vessels with the inability to supply coal in adequate quantities to carry it from Calcutta by the coastal trade to the southern States?

The last point that I would like to raise is this. Of course, there was a question answered here only. I think three or four days ago regarding the proposal of the West Bengal Government to run its own mines and to develop its own mines. It is a long standing dispute between the Centre

and West Bengal. The reply given a couple of days ago was that the proposal is still under consideration or is still being discussed—I forget exactly what the words were—between the two Governments. This answer we have been given several times over the last year or two. But I would like to know in view of this peculiar position of a big industrial concentration in West Bengal and yet suffering from shortage of coal supplies, what is the way the Central Government is looking at this proposal now for the State Government to run its own public sector mines? Naturally, they must have a scheme which will be fitted in and dovetailed with the overall scheme. Nobody is suggesting that the State should be permitted to formulate any scheme of its own unrelated to the overall scheme. But is there any objection in principle when the country's needs demand a stepping up of the raising of coal? I would like to know that. If it is not possible immediately for the N.C.D.C. to step in and work those mines, what is the objection in principle if a State Government is capable of doing it subject to the approval of the Centre, naturally? There is no question of the private sector. It must be in the public sector. That is taken for granted. But suppose that is done, what is the objection? Last time, we were told that it would put an undue strain on the general allocation of transport. There was no other objection. That was what we were told at that time by the hon. Minister's predecessor. But I do not know what the latest position is because at the same time we are told that the transport position is expected to improve very rapidly. If that is so, would favourable consideration be given to a scheme of this type now? Otherwise, this paradox will continue where we have industries and coal almost adjacent to each other and yet a continuing coal shortage and crisis affecting those particular industries.

Mr. Speaker: The hon. Minister.

Shri Heda (Nizamabad): May I also ask a question?

Shrimati Renu Chakravarty: May I make a submission? Today the debate has nearly collapsed in a way. Would it not have been better if some of us who had been speaking and would have liked to speak had not the bell been rung three or four times, were given some more time so that we could really help in the debate? Now actually we will be finishing the debate ahead of time.

Mr. Speaker: Probably that could not be anticipated, otherwise there would have been no difficulty. There was no desire to save some time.

Shrimati Renu Chakravarty: Sometimes I find that our debates collapse while some of us who really had some more points to make do not get the time.

Mr. Speaker: This is the first time that it has happened. We have not had it so far. There has been no other occasion.

Shri Hari Vishnu Kamath: Is it because that some hon. Members had sent their names, and later withdrew?

Mr. Speaker: Yes, I find from the list that one of them at least, Shri Koya of the Muslim League, sent in his name and was not prepared to speak afterwards.

Shri Koya (Kozhikode): I sent in my name only for moving one cut motion, not for speaking.

Mr. Speaker: I thought he could support it by a speech also! But then the business is not collapsing, because the hon. Minister wants one hour and fifteen minutes or one hour and twenty minutes. Therefore, even then it is not collapsing. But if the Deputy-Speaker had anticipated it then, probably it could have been spread over.

Shri Heda: I will just pose one or two questions. Andhra Pradesh is there is a shortage of supply of coal in Andhra Pradesh, whether it is for industry or thermal power or con-

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sumption as a fuel for domestic fuel. The reason is that the coal produced in Andhra Pradesh is not first allotted to Andhra Pradesh itself. It is allotted to other regions and coal from other regions is being allotted to Andhra Pradesh. And in many cases it so happens that the coal allotted to Andhra Pradesh from other regions does not take shape and we are perennially, continuously getting short of the supplies for Andhra Pradesh.

I will give you a very good example. We spent more than Rs. 2 crore in expanding the Praga Tools, a very good factory. The new machines have come, they have been erected, the labour has been employed, the technicians have been called in. But the factory could not start because there is no coal. And, on top of it, what supplies there were about two years before, 75 per cent. of those supplies were to be restored. That means, all this expansion is ignored and even to continue the old production has become very difficult. And this happens in a State where not only the coal produced is surplus but also there are great possibilities of further production of coal.

Now the question would arise about transport. As many of our friends have been stating—that is a very big problem, and it is a much bigger problem in Andhra Pradesh—supply of coal may be made by road transport from the coal-bearing areas in Bihar and Bengal to Calcutta and roundabout places. Similarly we can think of transporting coal by road both from the Singareni Collieries and from Bellampalle area. Both are 100 to 150 miles from the City of Hyderabad. There we can make suitable arrangements. Already there are good roads and, if need be, the roads can be still further extended. And by road transport we can get this coal to the City of Hyderabad. The City of Hyderabad is a junction where both the broad gauge and the metre gauge lines are there, and so

we could take it from the City of Hyderabad to the north up to even Delhi and to the west even up to Bombay. Therefore, it would be a good idea if Government thinks over it prepares a good scheme and goes ahead with it.

The difficulty about the City of Hyderabad, as is the case with so many other cities, is that the city is expanding in population, in industry and in many other ways. And yet, because of the short supply of coal it is finding that it is not able to run its industries which were there two years before, it is not able to have expanded investment on industries and, what is more, electricity is failing there because there is no adequate supply of coal. The thermal power system which is the main source of supply for Hyderabad, always feels it difficult. If we can think on some such lines as I have suggested, all these problems can be solved. I am told that the quality of Singareni coal is such that it cannot be diverted towards the east. But, I think, when we are short of coal supply, when it is posing a national problem, it is threatening unemployment, it is threatening dislocation in the minds of the people and their life, and it is creating a nauseating atmosphere everywhere, it is high time that we do not take into consideration smaller items as what is the grade of a particular coal. Whatever coal is available and can be made easily available to important industrial areas, that should be arranged. I think if the Minister takes it into his mind, it will be possible and it will be easy to find ways and means of taking to road transport from both the areas—kothagudium area that is Singareni colliery and Bellampalli area—and Hyderabad can be made the central place where coal can be brought by road transport in large quantities and from there, both by the metre-gauge and the broad-gauge, it can be taken up. Today, it is only the broad-gauge at the coal bearing areas. There is no metre-

gauge. Therefore, shortage arises. That shortage will not be found in the city of Hyderabad where we have the advantage of metre-gauge also. I hope the Minister will give his thought to this.

Shri K. D. Malaviya: Mr. Speaker, I am thankful to hon. Members for taking so much interest in the important aspects and problems that face the Ministry of Mines and Fuel and the Government. In spite of the fact that all the speakers....

Shri N. N. Patel: Mr. Speaker, when this important debate is going on and the Minister is replying, I think there is no quorum.

Mr. Speaker: Let the bell be rung.

How many of those who had spoken are there to hear?

Shri Hari Vishnu Kamath: That is more important.

Mr. Speaker: Most of them are absent. Those who have spoken have gone away.

Now, there is quorum. At least the Whips have come back. The hon. Minister may continue.

Shri K. D. Malaviya: I was expressing my gratitude to the hon. Members for the interest that they have taken in certain aspects of the problems that face our Ministry. The problems are so varied and their number so great that, even though I have a little more time at my disposal than that allotted to me, it will not be possible to cover them all. So, I would like briefly to refer to some of the most important problems and the criticisms that have been levelled against our activities, of omissions or commissions.

Before I take up the suggestions or criticisms one by one made by hon. Members opposite or on this side, I would like to select one or two questions which have created some in-

terest both inside and outside the House.

I shall deal with them in an *ad hoc* way, and I shall come to the general aspect of coal, its prices, its transport, its production, and the perspective approach in the production programme of coal, etc. in the later part of my speech.

I shall refer with your permission to the Cambay controversy, as I have recently started calling it, because some of the people are interested in creating a controversy out of Cambay prospecting that has been going on. I have nothing to say against any criticism that is made, even though it has not been based on much understanding, if it is made with some good intentions. But when I could read in between the lines in a certain section of the press that the intention was doubtful, I thought that it was much better for me to ignore it. Latterly, these doubts and criticisms were repeated, and so, I thought that I should refer to some of them.

So far as I remember, with regard to this Cambay oil-field, it was never mentioned by me either in the House or outside that it was an oil-field. Somehow or other, there was so much of excitement in the country, and the people rejoiced so much on the news of the discovery of oil on that side of the country that they forgot that there was difference between the discovery of oil in a well and the discovery of an oil-field and the quantitative estimate of an oil-field.

When oil was discovered in the first well at Cambay, naturally, I could not have said anything except that oil was discovered. It was, I assure you, neither water nor gas, when well No. 1 in Cambay gave a good quality of oil and it was perhaps 40 to 50 tons per day. And this drilling was resorted to as a result of a couple of years of hard work by the young technicians of the Oil and Natural Gas

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Commission. They delineated a structure, which is generally done by the oil explorers, geologically and later on geophysically. All that could be said at that time was that a particular area of structure was discovered geologically and by sound methods, and that if a hole is put in there, we might find oil-bearing rocks. So, the first well was drilled, and luckily we found oil.

Later on, some wells were drilled, and only gas was found; and some gave a poor quantity of oil. In the usual course of this art and science of searching for oil, it takes a pretty long time to establish the quantity of an oil-field, and also the quality, as I shall prove in some other connection, for example, in connection with the controversy that is raging round the Nunmati oil refinery. It takes some time, sometimes two years, sometimes three years; and sometimes, even after four or five years, the entire picture of the quantity and quality of an oil-field changes either for better, or if luck is bad, for worse. But we were quite careful, and we never declared Cambay to be an oil-field.

As has been pointed out by my hon. friend, Shri P. R. Patel, about 19 wells have been drilled there, and a larger number of them are gas-producing, perhaps nine or ten; some are still being tested; and it takes sometimes five or six months for a well to be completely tested. In the Naharkatiya oil-field, we used to take as much time or even longer. So, there are quite a large number of oil wells where it takes some time to test the oil well and the oil-field. If we get many sands, many strata of sand in oil wells, we go on testing it, and it takes more than twelve months, and sometimes even two years to test and finally establish the quantity or quality of an oil well.

So in Cambay also, some gas was discovered in a majority number of wells, and very poor quantity of oil

was discovered in other wells. So latterly an assessment was again made and it was found that perhaps it was likely to prove a gas field and not an oil field. Now, we are not sure of anything. We still hope against hope that the Cambay structure will give us some more oil wells and we exert our talent in the Oil and Natural Gas Commission, give various interpretations to the results we get and sometimes one in ten chances it is so found that a gas field starts producing oil also at the periphery, because we always know that oil is found below gas.

Anyhow, so far after two years of drilling of wells, the latest position seems to be that this Cambay field contains more gas than oil. How much gas it contains will depend upon some more wells that will be drilled there, in the east west, south-east and all round the present Lunej structure of Cambay. Therefore, there can be no reliance on the data that have so far been available. We have to have a little more patience and then to have some more wells, do the interpretation and find out whether this field is going to give us more gas. So far as our present assessment is concerned, it seems that this Cambay field will give us much more gas than oil. Even 'much more gas' should not be misconstrued to mean that there is going to be a great quantity of gas.

My hon. friend was asking, 'There are 8 or 9 wells; why should we not supply that gas to the private sector industries?' There is no gas which can be supplied to any industry so far as present assessments are concerned, and the gas we have discovered so far is likely—quantitatively—to enable us to enter into an agreement with the Gujarat Government's Power House for the supply of gas for a number of years. If we start contracting with private people to supply gas from the 8 or 10 wells and if after a couple of years, the gas dies out from those wells, what shall I do?

We shall only be open to more criticism that an agreement has been entered into for supply of gas but there is no gas after a couple of years. So that we have to be very cautious in assessing the quantity of gas from an oil field which is not very rich.

I might remind the House once more that never do I remember having said that the Cambay field was a good oil field or a good gas field. All that I remember to have said was that this field seems to have commercial feasibility and, therefore, we are going to produce gas or oil, whatever we get.

Shri Heda: He had interrupted the proceedings of the House to give us the news. Therefore, the country took it to be a big news.

Shri K. D. Malaviya: The news was great because an oil field was discovered. He should remember that.

Mr. Speaker: He wants Members to distinguish between oil and oil field. At that time, perhaps we could not distinguish, but now we have to.

Shri K. D. Malaviya: Yes. This is a very relevant reaction to what I am saying just now. I am thankful to you, Mr. Speaker, that you have drawn attention to that. At that time, there was more excitement everywhere, and all over the world, when the first oil field is discovered, it is like that.

Shri Heda: It was more than anywhere on the face of the Minister.

Mr. Speaker: We always thought that oil only came from the oil field.

Shri K. D. Malaviya: It is only in connection with a small gas field. The exploration in Cambay is still going on. We have established a gas field and we are going to supply gas to the power plant there, the Power House. We have got a little more gas which we are going to utilise as soon as the old schemes mature. With regard to oil we shall see what quantity of oil we get and what we shall do with it.

Subsequently, when the Ankleshwar oil was discovered, we were happy about it. Luckily, the Ankleshwar oilfield gives us no trouble and is happily prospering well. But, I would not like to go into that because I have to pass on to another important subject, the Nunmati refinery. The Ankleshwar oilfield which is giving us a fairly good quantity of oil, will have a refinery at Koyali, which is based substantially on the Ankleshwar oil.

Shrimati Renu Chakravartty: Is this supposed to be very high standard of oil?

Shri K. D. Malaviya: The quality of Ankleshwar oil is certainly very good; and we are getting a better price for Ankleshwar oil from the Burmah Shell refinery than for any oil so far supplied to the refinery.

Now, I would like to come to the Nunmati refinery controversy about which my hon. friend, Shri Hem Barua spoke. He is absent now; after having made his speech he has gone away. It is said that there have been mistakes committed by the Indian Refineries Ltd., and these mistakes have been continued so much so that the oil there cannot be refined and that the refinery was started when there was no oil there.

I would like very briefly to inform the House that when a refinery is started, it generally takes some time to go into normal production. In the Burmah Shell Refinery in Bombay, the first operation commenced on 30th January, 1955 and the normal full production was attained on 10th September, 1955, a period of nearly 7½ months. And, the kerosene refining unit is understood to have taken about 3 months to come up to full production. So, from the date of commencement of the refinery to its full production, a period of 7 to 8 months was spent.

Our refinery was started on the 1st December with a full knowledge that

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all the quantity of crude that we would require would not normally flow from the pipeline because the pipeline was not there. While it was so how could we expect the full quantity of oil to flow from the pipeline after 3½ months? It is only 4½ months spent on the field; and we do hope that in another couple of months' time, the normal production will start. And, this is only based on our present progress of work.

The Caltex refinery first started operation on 15th April, 1957 and full production was reached on 20th December, 1957, about 8 months later. The Standard Vacuum refinery also took about 5 months to go into normal production. The difficulties encountered by all these refineries are enumerated in great detail; and I would not take the time' of the House over all these things.

I would only like to mention one aspect of this Nunmati refinery trouble which is not known to hon. Members. When the agreement was arrived at between the Assam Oil Co., and the Burmah Oil Company and the Government, we had stipulated that no oil would be allowed to be exported and all the oil produced in Assam would be refined in the country. Therefore, the Burmah Oil Co., would be compelled to supply all the oil to the refinery that was proposed or contemplated in Nunmati or Gauhati. Therefore, Government was obliged under the contract to take all the oil from Naharkatiya whether it was of good quality or bad quality or heterogenous quality or homogenous quality. At the time when oil started flowing from some of the earlier wells, it was sent for analysis to America, USSR and Rumania. A particular quality was taken as the basis for designing the refinery. Now, hon. Members must bear in mind that a refinery is always linked with a particular quality of oil. If subsequently the quality of oil differs then you have to conform again to the specifi-

cation of that quality of crude oil on which a refinery is always based. Now, the Burmah Oil Company says: here is oil and under the agreement you have to take this oil. The Oil India Limited in which the Government of India are 50 per cent partners are obliged to take that oil. We will take that oil. Thus an imbalance has been created because the refinery was designed for a particular quality of oil, 35 or 34 APL; that type of oil cannot be supplied. What did they do? In September 1960 Oil India Limited had informed the Indian Refineries Limited that the quality of crude available at Naharkatiya was likely to vary and I would like to read an extract from that letter:

"As you will no doubt appreciate since in various areas which we hold oil occurs in a number of separate pools and since the composition of the crude oil present in these fields varies somewhat from pool to pool . . .".

It is a misfortune; that is part of the game of oil discovery. The quality of oil sometimes varies and it did happen here.

"... it will not be possible for Oil India Limited to make any commitment in our crude oil supply contract No.... other than to supply good average run of the pipeline quality of the crude oil produced."

Shrmati Renu Chakravartty: What is the average quality they are going to supply?

Shri K. D. Malaviya: They would mix all the oil that is got from all the wells, 120 to 127 in number. Now this is differing widely from the original average because it so happens that this Naharkatiya oil field is broken into pools of varied structure and sometimes each well differs in quality from the other. It has so happened that the same well has produced two or three qualities of oil in different strata. We cannot get out

of it. But it is not such a serious problem. The only problem is that the production pattern is such that we are not ready to receive the products that are coming out today. The refinery cannot be closed. The LSD or the speed oil or other types of oil for which the refinery was not designed is coming out and we have got to find a market and make definite and purposive planning. All this means a little more time and difference in the profits. When we say that as a result of poor oil the gross income on the sales of oil will come down, the Indian Refineries Limited asked for a reduction in the price. At present what is happening is negotiation between Indian Refineries Limited and Oil India Limited in which we are 50 per cent partners, to reduce the price of crude oil and adjust it in such a way that we are not put to a loss. All this talk of Rs. 40 or 60 lakhs and so on being the loss every month may or may not be there. But in principle, Oil India Limited have agreed to consider this proposal and to adjust the prices such that an amicable settlement is reached. Indian Refineries Limited are pressing hard for a reduction of the price. It is a question of long negotiations. It may be concluded in weeks or it may take months.

What I would like to impress on the House is that this trouble in the Nunmati refinery is due to two factors: the late finalisation of the pipeline and the difference in the quality of the crude supplied, which is inevitable, which cannot be avoided and which we will have to accept. All that will be done is to find out what is to be done in order to maintain the highest quality of the petroleum products from this refinery. We may have to import a marginal quantity of oil of a particular specification and mix it. It is not a serious problem and it will be done. Or, we are now drilling for oil in Rudrasagar and we may get superior quality oil there if luck favours us; we can blend this with the low quality oil and the prob-

lem can be solved. If it is not solved for some time we will make adjustments in the prices, so that the refinery will not be put to a loss.

The third cause for the little trouble in Nunmati refinery is sometimes the compressor is broken or something else goes out of order, which takes a few weeks or a few months to be set right. These three things have created a situation in which rumours were set afloat that Nunmati has started in a bad way and is inefficient in working. I want to assure the House that we are very much alive to all the facts that confront us today. It is hoped that soon these difficulties will vanish and the Nunmati refinery will start functioning normally, giving us as much return as we expected.

Shri Indrajit Gupta: The trouble with the pipes will continue?

Shri K. D. Malaviya: The pipe was not ready because there were heavy rains in 1960-61 and they could not deliver the pipes to us in time. Therefore, the extra expenditure was incurred by the Indian Refineries Limited for carrying crude oil by railway wagons. Pipelines are also not able to transport heavy wax oil, because it will be solidified. Therefore, a crude-conditioning plant is going to start functioning soon. So, the crude-conditioning plant will be there: the pipelines are there and the quality of oil that is available in Nahorkatiya will be supplied to us. So, all the small troubles in regard to the Nunmati refinery will be taken care of and within a few weeks, the refinery will start functioning normally.

Shrimati Renu Chakravartty: How much will this readjustment really cost us? Now that the low quality oil is to be blended with superior quality oil which will be imported, what will be the upward revision?

Shri K. D. Malaviya: It is difficult for me to give any indication of the

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differential or the fall in income as a result of the low quality oil. But as I said, all these matters are under consideration of the two companies—the suppliers and the users—and I presume they will take care of the interest of the Government, because both of them are interested in the Government.

There is only one question which remains in connection with oil. It is complained that the Government are not doing something to expedite oil exploration in the Cauvery basin. In that connection, my friend, Shri Umamath, also complained that we are not building a refinery in the south. Let us see what is the terrain in the Cauvery basin. Cauvery Basin is undoubtedly an area where we suspect that we might find oil. Immediately our geological survey was completed and evidence found that oil should be searched for here, we started searching. But the complaint that we have not put a hole there to justify all that has been done is not very much justifiable. We cannot drill for oil at a place where we are not convinced that there is a structure down below which is likely to give us oil. Various interpretations are given to the data that we have collected so far. The latest position is that this structure could be more in the side than in the land side. We are not ready for drilling in the sea side, and we are also not sure that we have got this structure and the thickness of oil sediments could be such that a commercial oil field could be indicated there. What I mean to say is, unless the Oil and Natural Gas Commission feel convinced that the exploratory well in Cauvery Basin is going to be purposeful and can lead to information or an oil field, the Oil and Natural Gas Commission or any oil explorer is not likely to put any hole, and it would be a sad day for us to speculate or just jump at the idea and take action to put a hole because people want it. As soon as we see that this is an area where we must

put a hole, we shall not take even one moment more than what will be justified by our interpretation of the data

In Uttar Pradesh, it was suggested that perhaps we were taking more risk than what we should have taken, and in Cauvery Basin also we should take an equal amount of risk. It is not like that. In Uttar Pradesh, right from the north-west tip of Uttar Pradesh up to northern tip of Bengal we have had a very rapid survey done in the last two years and it seems there are certain areas where we must drill in order to get stratigraphic information and therefore the Oil and Natural Gas Commission thinks that without putting some holes in the vast basin of the Gangetic Plain, no more data can be available and the exploration will have to come to a stop. In Punjab we have done something and we have eliminated certain areas that oil cannot be found and we must not resort to drilling. In Uttar Pradesh we must put half a dozen holes or more in order to justify the data that we have already got. So this confirmation has got to be done. In the Cauvery Basin there is no justification because the data is not yet available to us, and the moment that data is available to us we shall not hesitate to put one or two or more holes in that area. So far as the sea side is concerned, we are preparing ourselves for that and the moment we are ready for it we hope to consider actively the question of putting a hole in the off-shore side.

Now I will pass on to coal, and would confess that it is a tough problem for me and the Government to tackle. There are certain background facts which must be known and which must be indicated by me, and I think it will be good if the hon. Members appreciate the background on which this programme of coal production of 97 million or 100 million tons is made up. In 1920, the production of coal in India was 17.9 million tons and in 1921 it was 19 million tons. In 1947 it

was 26.9 million tons. So, when independence came to us, India was producing only 26.9 million tons of coal, and the number of collieries was 902. In 1952, that is, in five years' time, we started producing about 36 million tons of coal per year; that is to say, we produced about 13 million tons more of coal per year in five years' time. In 1961, the production went up from 36 million to 56 million tons. In 1962, in three months' time we produced 15.10 million tons. So, in a sweep you will see that coal production is going up rather fast.

17.00 hrs.

But there is another big factor which we are forgetting, and that is the tempo of industrial activity, the consumption pattern, has gone up so much beyond our control. We just forget it, though we should not forget it. The rapid progress that the country has made in all fields—agricultural, industrial and social—has created a situation where coal is needed, fuel is needed.

Shri Hem Barua: The steel plants are not working to full capacity up till now. When they work, there will be greater need for coal.

Shri K. D. Malaviya: So far as I know, on our account, on account of non-supply of coal there is no shortfall in the programme of steel production. But with regard to other factors I do not know.

Shrimati Renu Chakravartty: Since 1960 there is a downward trend...

Shri K. D. Malaviya: I need not go into the causes of the general fall because they are, comparatively speaking smaller points, as compared with the points I wish to make. It may be true that coal dumps were piling up in the fields. But we cannot go on piling up, because there is the danger of fire. So, we have to take precautions. Therefore in many of the coal fields production was deliberately brought down because it was not moving in the bulk, in the aggregate. But that is not the point that I would like to make here.

I would like to submit to the House

that it is frightfully difficult job to catch up with the consumption that is mounting up so rapidly in the country. I do not produce this as an apology for the inactivity of the Ministry; far from it. Not only that, I would like to assure the House that in the next months and years to come there will be no effort left undone to catch up with the consumption programme of the country, so far as coal production is concerned. We will see to it that all efforts are made and favourable conditions created to produce and touch the 97 million tons, perhaps to exceed it, but there are certain difficulties facing us and for that I would like to reason with any hon. friends, to a certain extent, so that they might appreciate my difficulties.

On the one hand, there is no doubt about it that nationalisation is the ultimate solution to the whole problem of nationalisation of all those uneconomic coal mines which are producing 18 million to 20 million tons of coal in an uneconomic way. What is their uneconomic pattern, I am afraid, I am not able to understand; I do not know. Still, they are uneconomic mines for they are producing less than 10,000 tons of coal, as has been defined by an expert body which says that such coal mine which produces less than 10,000 tons in so much area is an uneconomic mine. But these mines are uneconomic, no doubt, and they are owned by individuals who are, perhaps, not very careful of the way they should tackle this wastage of the asset of the nation. There are many complications and, perhaps, the ultimate solution is that they must be taken over, or the Government activities in the public sector increase the tempo in such a big way that they die a natural death. They were producing about 15 to 20 million tons of coal in an uneconomic way, with uneconomic methods. All that we should aim at is to produce by mechanised methods a much larger quantity of coal so that they might become so uneconomic that they do not produce. Whether we produce from them is not very relevant. We

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may not produce from those uneconomic mines which are small, isolated pockets. We might produce from other places where in a giant way we organise ourselves to have mechanised mines. In that way the National Coal Development Corporation is going fast. We are getting assistance from foreign friends, from Poland, United States of America and USSR. We hope that our scheme of collaboration and of getting technical assistance and other type of assistance to develop our mines in a very big way will mature. To that end I will put in all efforts that I am capable of. I am receiving encouraging responses from all these quarters and I am thankful to them that they are taking interest in the production of coal in the way that they have recently left the impression on me.

By and large a larger quantity of coal is being produced by the private sector. There are about 163 or 165 coal mines which are more or less properly organised. They are giving us substantial quantity of coal in the private sector. We have to produce 40 to 44 million tons of coal in the next four years' time to reach the target that is before us which is a big task. We must do it only under conditions of a co-operative atmosphere. We cannot produce 97 to 100 million tons of coal by leaving the entire coal industry in doubts and suspense. With regard to many cases, whether in the public sector or in the private sector, they must get finance; they must get power; they must get explosives; they must get technical assistance—all that has to be assured. But that can only be assured when I am quite sure that the target will be reached. A large number of coalminers or colliery owners have been seeing me during the last weeks and I have assured them that if they fulfil the desire of the nation by stepping up the target, we on our part are willing to help them as much as we can. Whatever facilities are needed by them we are prepared

to consider. The transport bottleneck we shall break.

Shri A. C. Guha: How?

Shri K. D. Malaviya: There are ways and ways of doing it.

Shri Bhagwat Jha Azad: That we want to know. That is a big question.

Shri K. D. Malaviya: For that we have to revise certain of our old notions.

Shrimati Renu Chakravartty: Are the colliery owners now prepared for bunker loading?

Shri K. D. Malaviya: I am not referring to any specific methods of solving this problem. I only give an assurance to everyone who is interested in the production of coal that Government is willing to come forward with every type of co-operation provided the coal production target that is agreed between us, that is, the Government and the coal interests is adhered to. Whether it is finding finances or any other facility, it can all be considered under the best of circumstances. But the first and the last condition is that the coal production target agreed upon between us must be adhered to.

Of late we have been giving attention to certain proposals, and in this connection this question of price increase also came up before us. I do not think increase in coal prices is an anti-socialist measure. I also do not think that it is going to be an inflationary measure in the way that we are thinking. After all, we know that the consumption of coal at the lowest level is of the category of grade 3 and grade 2. And if ever any question of raising of coal prices comes it will all be linked to the qualities of coal, to give an encouragement to coal producers to produce better quality of coal. But all these question are under the closest examination of the Government, and soon the question of amenities, facilities and help that the

Government are willing to extend will be made known to them, with the hope that the coal production programme will be adhered to.

With regard to transportation, we have decided to open the rivers of Bihar and U.P. in a big way for the transport of coal from one side and, if possible, taking down and from the other side for stowing purposes. This scheme of transportation of coal by river is going to be taken up in all seriousness, and we hope that within a month or so, or in the month of July possibly, we shall start transporting coal, even if nothing else is available, by country-made wooden boats. We have got to make a start, and we shall not hesitate to make a beginning, even though it is a small beginning, because it will then form the nucleus of a big, ambitious programme of transportation of coal by river. In Bihar Bhagalpur, Baktiarganj and Monghyr, all these are proposed to be made places for loading of coal by river boats, and Allahabad will be made the terminal of de-loading of coal for being transported to areas nearby. So we propose to have a river. In Bihar Bhagalpur, Baktiarganj to Allahabad, and also by the Ghogra from somewhere nearabout Patna to Barhaj in U.P. We shall utilise the Gagra river in the north and the Ganges in the central part from Bhagalpur to Barhaj and Allahabad for transportation of as large a quantity of coal as it is possible for us to do in the earliest period.

We are examining this, and perhaps we shall start manufacturing soon some special types of boats which will carry larger quantities of coal.

Shri A. C. Guha: Will they be country boats or motor launches?

Shri K. D. Malaviya: We shall begin with country-made boats and then perhaps a couple of months or three months later, in August-September, we shall take to power tugs.

Shrimati Renu Chakravartty: What will you do for the Bengal belt?

Shri K. D. Malaviya: And these tugs will be utilised for carrying as large quantities of coal as it is possible for us to organise and do. These boats we are trying to manufacture with the help of our sister Ministry, the Defence Ministry. The Defence Ministry are equipped with the manufacture of these freight tubes, as they are called, and we hope that we shall soon get a number of them, provided we get the steel plates in time. We shall get them, because I have got the assurance of my colleague the Minister of Steel that he will give the highest priority to supply these steel plates. We shall get these steel plates and manufacture these tubes and transport coal from Bihar to the consuming centres. With regard to the downward flow of coal from the coal fields to Calcutta, we have still to finalise a few points. We hope that the D.V.C. canal will be opened for the transport of coal by boats. There are still one or two minor points to be clarified. But, I have every hope that the D.V.C. canal will also be opened for the transport of coal.

Shrimati Renu Chakravartty: It is a hopeless hope.

Shri K. D. Malaviya: The hon. Member Shrimati Renu Chakravartty feels that there is no hope. I want to put in some hope and ask her to wait a little and see. We will put more water into the canal and transport coal.

With regard to road transport, many suggestions have been coming in during the course of the discussions and also previous to this: why should we not use roads in a big way for transport. These small trucks are not economic. These three or four ton trucks are not economic for the transport of coal beyond 30 or 40 miles. Therefore, we have to have much heavier wagons. For these heavier wagons, our roads are not responsive. They do not help us. The culverts are weak; the bridges are not quite

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strong. These questions, right now we will consider and in the next few weeks we shall carve out our roads on which the heavy wagons will be moved. In the meantime, we are preparing to collect the heavy wagons for the transport of coal from the coal fields to Bhagalpur and Monghyr. Then, we de-load from Allahabad and Banaras to areas of destination. In this way, we are trying to integrate the problem of road transport and river transport in such a way that we take a good load off the rail for the time being. Please remember that ultimately it is the Railways which will have to move the largest quantity or substantial quantity of coal for us. But, in between, till the Railways give us all the facilities everywhere, whether it is in Central India or Western India or Northern India, we propose to develop river transport in a fairly big way so that we can supplement our programme for transport by means of road movement.

Then, also, we are trying to examine very actively the question of assistance to private sector in development of coal and if need be to give them marginal increases of prices for selected grade of coal, and also along with this, to give additional amenities if it is necessary, subject to the fact that agreement is arrived at between the Government and the collieries to reach a target of production. At the same time, we are moving very fast to develop our transport system to supplement the efforts of the Railways by opening up riverways and roads in a big way. The sooner we do it, the better it will be for us. We hope that we will start all these things from the middle of July.

I will hurriedly now pass on to some other points if there are any left. My hon. friend Shri Heda—I do not know whether he is here or not—asked me, why did we take away coal from Andhra to outside and brought coal from outside to Andhra. That is because some special quality—selected A and

B grades—was needed in Andhra and it is not produced in Andhra. The Railways needed better quality of coal. We have got to take it from outside to Andhra because Andhra does not produce that quality. Andhra produces low grade coal which is needed elsewhere. So, this two-way traffic: coal is sent out from Andhra and imported into Andhra whenever a particular quality is needed.

As regards road transport to which my hon. friend has referred, I have already mentioned the difficulties, but we are trying to develop the road transport everywhere, whether it be the north or the south or the east, whether it be in the home-State of my hon. friend Shrimati Renu Chakravarty or the home-State of my hon. friend Shri Heda.

Shri Indrajit Gupta has raised the question of CPMO and he has asked why we have given 49 per cent shares to the CPMO. It is a fact that most of the leases held by the CPMO have expired some of them remain; and they have also proposed to surrender most of the remaining leases to us in this package arrangement. But my hon. friend must be aware of the fact that there is some difficulty in the marketing of manganese in the international world today, and we do not wish to disturb the flow of the export of manganese. The CPMO have a special experience; they have the technique, and the dominance in the export trade in manganese in the world. It was a pleasant news to me that they accepted the minority partnership with Government. They were cent per cent owners of some of these mines. And when it became a question for us to decide as to what we should do with manganese, we tried to persuade them to accept this proposal from us so that Government might have a majority control. After great efforts, we have now persuaded the CPMO to merge into the new Indian concern which will be dominated by Government, and in this I am glad to inform the House,

that the Government of India and the Madhya Pradesh Government and the Maharashtra Government will all share; and as soon as they are ready to take over, we would not have any objection to hand over these mines to the Madhya Pradesh and Maharashtra Governments.

In answer to a query raised by my hon. friend Shri Indrajit Gupta as to what we are doing with regard to resolving the dispute between the Government of India and the Government of West Bengal, I would say that there is unfortunately some dispute between the Government of India and the Government of West Bengal. I personally feel that it is due to misunderstanding of the stands that the two have taken on certain important questions. One of them has been referred to by my hon. friend Shri Indrajit Gupta, namely the nearness of the coal-fields to industries but then the industries not getting coal from there.

I have had a talk with my senior colleague, the Chief Minister of Bengal, and it so happens perhaps that I may be able to resolve this matter. Therefore, I would not like to make any other comment on it. This Budget discussion prevented me from going to Calcutta. But, immediately after finishing this, I propose to go to West Bengal and spend a few days with my hon. friend and colleague, Dr. B. C. Roy, and I hope that this matter will be settled.

Shri Indrajit Gupta: Can we take it then that the Centre has no objection in principle?

Shri K. D. Malaviya: I do not know that. The Centre will have objection if the fundamental right which has been carved out for them by hon. Members will be interfered with.

Shrimati Renu Chakravartty: The public sector is the fundamental right.

Shri K. D. Malaviya: As regards the Burmah Shell offer, that is an offer which we have just received. I

know nothing about it. Unless we know something more about it, it will be difficult for us to comment on it.

Shrimati Renu Chakravartty: Does the hon. Minister say that all that has appeared in the press, regarding the Burma Shell offer to terminate the refinery agreements in return for certain basic understandings and concessions is absolutely untrue?

Shri K. D. Malaviya: It is a fact that the chiefs of the Burmah Shells met me a few days back. It is also a fact that they have offered to scrap the agreement which was made a few years ago with regard to the refinery. This was jinked up with certain proposals which I did not discuss at that time. So, naturally, the entire picture of the proposal has to come before Government before any opinion could be formed.

Shrimati Renu Chakravartty: Some more concessions will be asked for.

Shri K. D. Malaviya: A very strange assertion was made by my hon. friend Shri Ram Ratan Gupta that the refineries should be allowed more profit, with a view to encourage them to have more oil, so that they could expand their capacity. Anyway, I have not so far heard that the refineries are not making any profit. It will be very difficult even for the proprietors of those refineries to understand that they are not making any profit. What perhaps my hon. friend meant was that the marketing companies' margin of profit had been reduced owing to reduction in price all round of petroleum products. It is a fact which is there. It is our considered view that there ought to be a little more reduction in the prices of petroleum products, and it is a genuine view held by us that if there is any expert opinion, we shall be prepared to discuss it under present circumstances of excess oil in the world markets, because it is not a suppliers' market now but a consumers' market. There is more oil in the world and, therefore, naturally the price initiative will be with those who will consume it.

Shri P. C. Borooah: What about the slow progress of oil exploration in Upper Assam?

Shri K. D. Malaviya: There is no slow progress in oil exploration. Every man who is engaged in oil exploration wants to expedite the work, discover oil more and more. Allow me to say that every man who is engaged in oil exploration is hundred times more anxious than every Member of the House because he has to do the job and show results and then get the reward of it. But in order to do it successfully, they must take a minimum time. They may be cautious.

In Assam, the work is going on. We have to face many problems, particularly of transport, and other matter. There is the factor of vagaries of the monsoon and all that. So it takes time. Also sometimes we prove inefficient; sometimes we make mistakes. Perhaps the private sector people make more mistakes than the public sector. Perhaps they bungle more than the public sector. That is what I have learnt from experience from close examination of this matter.

So it is not that the public sector oil exploration is not making any headway. I have on various occasions pointed out that we have done this in a phenomenally less time. Therefore, I would assure my hon. friend that we shall take steps to remove the delay element in our work. Yet we feel we are not taking more time than what is necessary.

Shri N. N. Patel: What about the Koyali refinery?

Shri K. D. Malaviya: The Gujarat oil refinery is going ahead.

Mr. Speaker: He wants an assurance that it would not be shifted to some other site.

Shri K. D. Malaviya: I am thankful to my hon. friend for reminding

me about the site. The site for the Koyali refinery was selected unani- mously by an expert committee con- sisting of the representatives of the Government of Gujarat, Government of India and all the technical depart- ments concerned. It was on their un- animous recommendation that we ac- cepted it. What else could we do? I am not an expert. Many of my hon. friends are not experts to give their opinions on selection of site. This was born out of certain technical con- siderations. The site having been selected, it is very difficult for us now to change it. Imagine that a site has been selected and the design work is going on, perhaps more than half com- pleted. Now a demand is being made on us to change the site. The impli- cation is that the entire design has got to be scrapped, lakhs and lakhs of rupees have got to be wasted. Surely Government cannot do it in the inter- est of the refinery and in the interest of the project that has been en- trusted to the public sector. Nor will it be in the interest of any group of people.

Of course, some orchards are going to be destroyed. We feel sorry for it. Whenever land is acquired for indus- trial purposes, some mango trees or some other trees are cut. We try to see that as few trees as possible are cut and as many as possible are pre- served.

Mr. Speaker: He has given satis- faction to one and disappointment to the other.

Shri K. D. Malaviya: That is my misfortune.

Shri D. C. Sharma (Gurdaspur): It is disappointment all along the line.

Shri K. D. Malaviya: I hope I have dealt with most of the questions that were raised here. And, in the end, I would only like to add....

Shri Bhagwat Jha Azad: Only one important point is left. Though some of us who spoke and complimented the hon. Minister in absentia did not

doubt his capacity to raise the target of coal, certainly, we still have a doubt about the transportation of coal. He has not answered this whether he would be able to have transport facilities. He said about river and road transport. But, I would like to know how far this road and river transport would be able to relieve the pressure and whether he has any arrangements in mind regarding the railways which will still be the main method of transport of coal. We would like to know that.

Shri K. D. Malaviya: I did not like to mention it. But we have got a target of transporting about 3.5 million tons of coal by river. It might mature in 2 years' time or earlier. I do not know. But these are marginal deficiencies, which, in my opinion, are going to suffer—the consumers in the mofussil areas. Most of the needs that are not being met with these days belong to the category of brick burners and small industries and all that. We feel that by this method of transportation of coal by road and river we shall be able to satisfy most of them.

This question of grading of coal and down-grading of priorities for brick burning etc., in the rural areas is also not very sound, in my opinion. So, we are also examining this question as to how to deal with this priority business, of reaching coal to rural areas where school buildings have to be constructed and many other activities are going on. We feel that we must observe a kind of restraint.

With regard to the improvement in the rail transport, I have no doubt in my mind that the rail capacities are going to improve. This bottleneck of Moghulsarai is going to break sooner than what most of us imagine. A programme of manufacture of wagons is now going ahead fast and soon the Railway Minister and the Ministry would be able to let us know what quantity of wagons are going to be manufactured. Perhaps, it may be sizeable in number. And, we feel that a time may come after a couple of

years when the transport problem will not be a serious problem. Perhaps, at that time the shortage of coal, production of coal from the coal mines might be a more important problem because the way in which we are going out shows this. The target production will come after 3 or 3½ years and the manufacturing programme of wagons would perhaps come after 2½ years. So, we do not feel that there would be any difficulty in the availability of wagons after some time.

With regard to the pressure of traffic on railway tracks, it is for the Railway Ministry to find out some solution. And, I am quite sure that they are going to solve this problem in a short time. Anyway, in between us, the Ministry of Mines and Fuel and the Ministry of Railways, we are going to solve this problem. It is not only the question of transport of coal by rail, road and river; but we are also taking opportunity to create a new system of transport of coal by pipe. Wherever there are big power-houses, coal is being proposed to be piped to the power-house from the nearest coalfields. Just now we are examining that scheme also. In this way, various schemes for the transport of coal are under active consideration and we hope that the situation is bound to improve very soon.

I have nothing more to add.

Shrimati Renu Chakravarty: What is the total number of wagons that would be available. According to the hon. Minister only about 6900 wagons would be available at the end of the Third Five Year Plan and unless the turnover of the wagons is quick you cannot have better utilisation of it. If you have better utilisation, then, it will carry about 55 million tons of coal. Therefore, what is going to happen to the rest? Even now the production is more than 55 million tons. Unless you can improve in some way, with the cooperation of the Railway Ministry, the turnover of wagons, how can that be done?

Shri K. D. Malaviya: The turnover of wagons is improving very fast. I cannot commit the Railway Minister to any figure. But, all that I can assure the hon. Members is that that question is very actively before us. The turnover is increasing very fast; and after a couple of years, as I said before, perhaps, there will be more wagons to move the coal than coal itself. It will be quite possible at that time. There will not be any imbalance in the availability of coal and facilities for coal movement in the Third Plan. If we produce 97 million tons of coal in four years we have got four years to procure wagons also. Then there are the pipes, rivers, roads and other things. We hope to get much heavier wagons to move. The difficulties will be shared by the Railway Ministry and the Ministry of Mines and Fuel as also the Irrigation and Power Ministry and so there is not likely to be that picture of difficulty that some hon. Members here envisage.

Some Hon. Members rose—

Mr. Speaker: One at a time.

Shri Kamalnayan Bajaj: Am I called, Sir?

An Hon. Member: No . . . (Interruptions).

Shri P. R. Patel: There was drilling in Wahul near Gandhinagar in Gujarat; that is a village. What is the result of that drilling? Have you found oil or not?

Shri K. D. Malaviya: My hon. friend mentioned this. I do not yet know whether oil will be found there or not. I am sorry I cannot satisfy my hon. friend by stating that oil will not be found there because I know he is anxious that oil should be eliminated there. Unfortunately, if I find oil, I have got to say that we have found out oil. Drilling of well has been completed; I do not know whether it has given positive results. Even if this well does not give oil, we will

drill Nos 2 and 3 because this is the suitable structure, unlike Cauvery; here we have found the proper structure and therefore we are going to drill so long as we are quite sure that this has got to be eliminated.

Shri Kamalnayan Bajaj: I want to know whether the Minister has also examined from the long distance road transport point of view that the rationalisation of the taxation in different States and other bottlenecks which are making long distance transport difficult should be smoothened and rationalised.

Shri K. D. Malaviya: Yes, Long distance hauling of coal is unfavourably competitive for the railways, no doubt. I am not able to say what the State Governments are likely to do in this connection or how much they are likely to concede so far as the relaxation of the conditions are concerned. We are examining this question with them and all that I can say is that they are helping promptly and we are hoping to start this work; later on when the traffic becomes heavier we may be able to find out something.

Mr. Speaker: Is there any cut motion to be separately put? No. I shall put all the cut motions to the vote of the House.

All the cut motions were put and negatived.

Mr. Speaker: The question is:

“That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper, including the sums already voted on Account for the relevant services, be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1963, in respect of Demand Nos. 76, 78 and 133, relating to the Ministry of Mines and Fuel.”

The motion was adopted.

Mr. Speaker: The question is:

"That a sum not exceeding Rs. 2,73,46,000 be granted to the President, to complete the sum necessary to defray the charges which come in course of payment during the year ending the 31st day of March, 1963, in respect of Demand No. 77—Geological Survey."

The motion was adopted.

Mr. Speaker: Is it the pleasure of the House that we should take up the next Demand now?

Some Hon. Members: No, Sir.

Mr. Speaker: Then the House stands adjourned till 11 A.M. tomorrow.

17.40 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, May 17, 1962/Vaisakha 27, 1884 (Saka).
