

LOK SABHA DEBATES

LOK SABHA

Thursday April 5, 1984/
Chaitra 16, 1906 (SAKA)

The Lok Sabha met at
Eleven of the Clock

(MR. SPEAKER in the Chair)

MR. SPEAKER : Yes, Professor ? How are you ? Are you in a fighting mood or a cooperative mood ?

(Interruptions)

SHRI SATISH AGARWAL (Jaipur) : Today is Thursday. So today we are not going to raise any issue.

अध्यक्ष महोदय : आज व्रत रखा हुआ है ।

प्रो० मधु बंडवते (राजापुर) : आज बागड़ी जी, बहुत सारी किताबें लाए हैं ।

श्री मनोराम बागड़ी (हिसार) : मैं तो आज कानून की किताब लाया हूँ ।

अध्यक्ष महोदय : क्वेश्चन न० 574, श्रीमती किशोरी सिन्हा ।

ORAL ANSWERS TO QUESTIONS

कोयला कंपनियों को वैगनों का आबंटन

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*574. श्रीमती किशोरी सिन्हा :

श्रीमती प्रमिला बंडवते :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे विभाग कोयले की बुलाई के लिए कोयला कंपनियों को वैगन आबंटित करता है;

(ख) यदि हाँ, तो चालू वित्तीय वर्ष के दौरान प्रतिदिन औसतन कितने वैगन आबंटित किए गए;

(ग) क्या कोयला कंपनियों ने इन वैगनों का समय पर प्रयोग किया है;

(घ) यदि नहीं, तो चालू वर्ष के दौरान कोयला कंपनियों ने कितने विलम्ब शुल्क का भुगतान किया;

(ङ) क्या आबंटित वैगनों की यह संख्या कोयला कंपनियों की आवश्यकताओं को पूरा करती है; और

(च) यदि नहीं, तो किनने वैगनों की कमी रहती है ?

THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS (SHRI
C.K. JAFFER SHARIEF) : (a) Yes, Sir.

(b) The provisional daily average number of wagons allotted has been 13228 wagons in terms of 4-wheelers, during the current financial year, the average daily loading being 11639 wagons.

(c) Some of the wagons supplied are not utilised by the Coal Companies within the free time allowed for loading, resulting in wagons being detained with accrual of demurrage.

(d) The demurrage paid by the Coal Companies from 1.4.1983 to 29.2.1984 is about Rs. 1.73 crores.

(e) and (f) The number of wagons allotted and supplied are, by and large, sufficient to meet the requirement of Coal Companies, provided they avoid severe seasonal fluctuation in their demand for wagons.

SHRIMATI KISHORI SINHA : I want to know if the Railways allot wagons on time in proportion to the demand of the different coal companies. Secondly, would like to know if the Coal India have said that if they get a good number of wagons they can reduce the coal stocks. I want to know if the Government know this. If so, what is the reason behind this complaint ?

SHRI C.K. JAFFER SHARIEF : Wagons are allotted according to the requirement of coal companies. They place the indent according to their requirement and we make the allotment. The figures that I have show that the Railways have never failed in meeting the requirement of the coal companies in any of the areas. If the hon. Member has got any specific area in mind, I can find out about that. Except Singareni where coal workers are on strike and there the possibility of complaint may be there for which we are not responsible, but they are responsible, no where else there is any complaint.

SHRIMATI KISHORI SINHA : Coal India Limited has made this complaint.

SHRI C.K. JAFFER SHARIEF : We have received no such complaint. We have been meeting the requirement.

SHRIMATI PRAMILA DANDAVATE : The demurrage paid by coal companies according to the Minister's answer is Rs. 1.73 crores for not utilising the wagons for loading during the free period. The wagons are being used for transporting coal from coal companies to different companies which require coal. What are the norms for allotment of wagons and in how many cases out of turn allotment of wagons have been made since 1980 ?

SHRI C.K. JAFFER SHARIEF : I am sorry, I do not have the information which the hon. Member is asking. So far as the allotment is concerned, that is done according to the indents. But the primary responsibility is to meet the requirement of the priority sector like power houses, washeries, steel plants and so on. About out of turn allotment, we are not doing

that. But if an industry which is sick and where employment potential is high, suffers from want of coal, there nothing bars us to give out of turn allotment unless one is guilty of moral turpitude. So far as the other information that the hon. Member has asked, I require separate notice.

SHRI M. RAM GOPAL REDDY : My question is not directly connected with the main question.

MR. SPEAKER : Is it by any chance indirectly connected with it ?

PROF. MADHU DANDAVATE : He is likely to connect sugar with coal.

SHRI M. RAM GOPAL REDDY : How is it that the two ladies secured the first place today ?

MR. SPEAKER : That is the monopoly business.

प्रो० अजित कुमार मेहता : अध्यक्ष महोदय, हमें यह शिकायत रहती है कि कोल ट्रांसपोर्टेशन के लिए पर्याप्त बैगन उपलब्ध नहीं होते हैं। इसके लिए उर्जा मंत्रालय और रेलवे मंत्रालय दोनों एक दूसरे पर दोषारोपण करते हैं। लगता है इन दोनों में कोल्डवार चल रही है।

अध्यक्ष महोदय : आप हाट्स चाहते हैं या कोल्ड ?

प्रो० अजित कुमार मेहता : मैं तो दोनों का ही मुक्त भोगी हूँ। रेलवे बैगन से जब कोयले का ट्रांसपोर्टेशन होता है तो ओनर्स की जिम्मेदारी होती है। रेलवे की जिम्मेदारी नहीं होती कि कोयला ठीक से पहुंचा या रास्ते में ही चोरी हो गया। इसको रोकने के लिए क्या रेलवे की तरफ से कोई कदम उठाया जाएगा कि बिन साइजेबल लॉस के कोयला डिलीवर किया जा सके और सही परिणाम में कोयले की चोरी रोकने के लिए पिट-हीड के नजदीक या जहां पर डम्प है उसके नजदीक बे-ब्रिज लगाने पर बिचार

करेंगे ? जहाँ कोयला डिलीवर करते हैं क्या वहाँ भी बैगन तोलकर देने की व्यवस्था करेंगे ?

श्री एम० राम गोपाल रेड्डी : आप कैसी हिन्दी बोलते हैं ?

(व्यवधान)

SHRI C.K. JAFFER SHARIEF : Sir, we normally carry the coal from the railhead and not from the pithead. As you know, to avoid pilferage, the type of wagons that are being used is different and in the vulnerable areas where the pilferage is likely to occur, the GRP and the RPF also escort the goods trains. There are no complaints regarding loss quantity of receipt of the coal at the other end for which the coal is taken. If there are any specific cases the hon. Member can refer to these.

PROF. AJIT KUMAR MEHTA : Sir, there are complaints every day and in order to check this pilferage, I wanted to know whether he will agree to transport the coal at the responsibility of the Railways without any sizeable loss ? The hon. Minister has not answered this at all.

SHRI C.K. JAFFER SHARIEF : As a transporting agency, as long as we take it to the destination, the responsibility is ours. With regard to the earlier mention that the hon. Member made...

(Interruptions)

SHRI AJIT KUMAR MEHTA : Do the Railways take the responsibility of transporting the coal without any shortage ?

SHRI C.K. JAFFER SHARIEF : Certainly. If there is any shortage, they will prefer claims. If somebody does not receive the consignment, he will prefer a claim and then we pay for it.

So far as the charge that is attributed that we blame the Coal Department and the Coal Department blames the Railways, that does not arise because we believe in one government and we mutually cooperate and work together. There is no

question of throwing any blame on the Coal Department.

विदेशों में "भारत समारोह" का आयोजन

*576. श्री जयपाल सिंह कश्यप :

श्री एम० राम गोपाल रेड्डी : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) ब्रिटेन और अमरीका सहित उन देशों के नाम क्या हैं जहाँ भारत सरकार द्वारा पिछले तीन वर्षों के दौरान "भारत समारोह" तथा इसी प्रकार के अन्य सांस्कृतिक उत्सवों का आयोजन तिथिवार कब किया गया और तत्संबंधी ब्योरा क्या है;

(ख) प्रत्येक समारोह पर कितना व्यय किया गया और तत्संबंधी ब्योरा क्या है;

(ग) क्या भारत सरकार का विचार अमरीका में ऐसा कोई समारोह आयोजित करने का है; और

(घ) यदि हाँ, तो तत्संबंधी ब्योरा क्या है और उस पर कितना व्यय होने का अनुमान है ?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL) : (a) The Festival of India was Organised in U.K. jointly by the governments of India and Great Britain from 22nd March to 14th November, 1982. No such Festival was organised in any other country during the three preceding years.

(b) The total expenditure incurred on the "Festival of India" in U.K. during 1981-82 and 1982-83 was Rs. 1,76,85,456.23. The details of this expenditure are as follows :—

1. Exhibitions	Rs. 93,57,891.23
2. Performing Arts	Rs. 46,46,717.00