

SHRI A.B.A. GHANI KHAN CHAUDHURI : Please listen first and then you can put your second supplementary.

MR. SPEAKER : Even if you recommend, I would not give him second supplementary.

SHRI A. B. A. GHANI KHAN CHAUDHURI : I am sorry, I did not recommend. Against the above background, we decided to import limited number not exceeding 20, of high power prototype electric locomotives. The Most suitable type will be selected after extensive trials. The emphasis here is on extensive trials. After that, indigenous manufacture will be undertaken in Railways own production units with necessary collaboration agreements. We will reach an agreement. At the present moment, a limited tender was issued to seven foreign firms, who are known manufacturers of electric locomotives. In the world we do not have many more firms than these seven firms. The technological portion of the tender was opened on 9.6.83.

श्री सत्य नारायण जटिया : मैं मंत्री जी से जानना चाहता हूँ कि आपने ट्रैक्शन पावर बढ़ाने के लिए राजधानी में डबल इन्जन लगाकर उसकी कैपेसिटी बढ़ा ली है और वह सफल रही है तो क्या अन्य गाड़ियों में भी आप इसका प्रयोग करने जा रहे हैं ?

अध्यक्ष महोदय : यह सवाल आता नहीं है ।

भाड़े और बिलम्ब शुल्क की बकाया राशि

*351. प्रो. अजित कुमार मेहता :

श्री भीम सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भाड़े और बिलम्ब शुल्क आदि की बहुत बड़ी राशि विभिन्न व्यक्तियों और संस्थानों की ओर बकाया पड़ी है;

(ख) यदि हाँ, तो ऐसी राशि कुल कितनी है;

(ग) इतनी राशि इकट्ठा हो जाने के क्या कारण हैं; और

(घ) इसे वसूल करने के लिए क्या उपाय किए गए हैं ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI) : (a) to (d) A statement is laid on the Table of the Sabha.

Statement

The amount outstanding on account of freight and demurrage etc. against various individuals and institutions, as per the provisional accounts for March '83 is Rs. 112 crores. The outstanding is not considered huge, as compared to the total Goods earnings for the year '82-83', amounting to Rs. 2972 crores.

The main reasons for outstanding are non-payment of freight and demurrage by Power Houses (Rs. 72 crores), Steel Plants (Rs. 10.09 crores), Food Corporation (Rs. 4.55 crores) and other parties as well as debits under the process of recovery from Station Staff.

Constant efforts are made by the Zonal Railways to get the outstanding freight and demurrage dues cleared by the parties. The steps taken include maintaining liaison with parties at appropriate levels, issuing notices under sections 55 and 56 of the Indian Railways Act, 1890 exercising lien on goods received and imposing the condition of compulsory pre-payment of freight whenever necessary.

प्रो. अजित कुमार मेहता : अध्यक्ष महोदय मंत्री महोदय ने 112 करोड़ रु. में से 86-64 करोड़ रु. का हिसाब तो बता दिया है कि यह बिजली घरों और दूसरी अन्य संस्थाओं के पास बकाया है ! मैं समझता हूँ कि 25.36 करोड़ रु. का बकाया प्राइवेट पार्टीज के ऊपर होगा। एक बात माननीय मंत्री

महोदय को मालूम होगी कि प्राइवेट पार्टीज या उद्योगपति या व्यापारियों के पास गोदामों में स्पेस न होने के कारण वे कुछ ऐसे धन्धे करते हैं कि छोटे-छोटे कर्मचारियों को मिलाकर के अपने माल को रेलवे वैन में रखने की दृष्टि से इधर-उधर डाइवर्ट करते हैं।

श्री एम. रामगोपाल रेड्डी : छोटे लोगों को क्यों दोष देते हैं, बड़े लोगों को दोष दीजिए।

प्रो. अजित कुमार मेहता : मैंने कहा है व्यापारियों और उद्योगपतियों। व्यापारी गोदामों में स्पेस न होने के कारण अपना सारा माल डिब्बे में रखने की नीयत से छोटे-छोटे कर्मचारियों और बड़े-बड़े कर्मचारियों को अपने में मिलाकर के डिब्बों को गलत स्थानों पर डाइवर्ट कराकर कोई व्यवस्था कर लेते हैं, जिनमें कि काफी दिनों तक माल रेलवे के डिब्बों में ही पड़ा रहे। क्या इसकी जानकारी मंत्री महोदय को है? यदि है, तो इसको रोकने ले लिए आप क्या कोई उपाय करने जा रहे हैं?

SHRI A. B. A. GHANI KHAN CHAUDHURI : I feel in terms of percentage the outstanding amount is only 3.77, which, to my mind, is not a big amount. We earn about Rs. 2972 crores. With regard to power houses, steel plants and other public undertakings...(Interruptions)

There are two parts to the question. One relates to the delay in payment mainly of power houses, steel plants and other public undertakings. In their case the delay is due to administrative bottlenecks; objections and clarifications sought for cause delay. With regard to the connivance of the railway officials with corrupt business men which you are talking of, that may be the case but I am not aware of it. What is the solution? One solution is to ask for pre-payment of freight. This is not supposed to be a very healthy practice in the commercial world. Normally we

do not ask for pre-payment. But that does not mean that we rule it out totally. In the case of some black sheep we may ask for pre-payment of freight.

प्रो. अजित कुमार मेहता : अध्यक्ष महोदय, मेरे सवाल का जवाब नहीं आया है।

अध्यक्ष महोदय : कहिए आप क्या चाहते हैं, उसका जवाब दिलवा देते हैं।

प्रो. अजित कुमार मेहता : मैं जानना चाहता हूँ कि जो माल प्रोक्टिस होती है उस के रोकने के लिये आप कौन सी कार्यवाही करने जा रहे हैं? गोदाम की कमी के कारण व्यापारीवर्ग या उद्योगपति अपना माल रेलवे वैन में रख कर इधर से उधर डाइवर्ट करते रहते हैं-इसको रोकने के लिए इन के पास क्या उपाय हैं? प्री-पेमेंट से उसको रोका नहीं जा सकता, क्योंकि प्री-पेमेंट या उस का भाड़ा गोदाम के भाड़े से कहीं कम होता है।

MR. SPEAKER : He is asking about the delaying tactics by some people to receive things.

SHRI A. B. A. GHANI KHAN CHAUDHURI : Sir, I think the only solution lies with us is demanding pre-payment of freight.

MR. SPEAKER : He wants to know whether some people want to use these wagons as godowns. shifting them from this place to that place.

SHRI A. B. A. GHANI KHAN CHAUDHURI : I have no knowledge of this. If he kindly sends his suggestion. I will certainly look into the matter.

PROF. MADHU DANDAVATE : They should threaten auction of such commodities if they are artificially kept accumulated. That is the best thing.

श्री राम विलास पासवान : टाटा वगेरह खुले-आम कर रहे हैं और आपको मालूम नहीं है?

प्रो. प्रजित कुमार मेहता : बड़े उद्योग-पतियों के उत्पादन जैसे लोहा वगैरह के भाड़े कुछ कम होते हैं, जब कि फूड-ग्रेन्ज का भाड़ा जल्दी पहुंचाने की नीयत से अधिक चार्ज करते हैं। फूड-ग्रेन्ज गरीब तबकों के लोगों की खपत के लिये होता है, ऐसी स्थिति में क्या आपने रेट्स को राशनलाइज करने की दृष्टि से कोई अध्ययन किया है, यदि किया है तो वह क्या है ?

SHRI A.B.A. GHANI KHAN CHAUDHURI : Well I think we have rationalised the structure. If the hon. Member has any suggestions, I will look into those suggestions.

DR. SUBRAMANIAM SWAMY : But there is a Committee on that.

SHRI A.B.A. GHANI KHAN CHAUDHURI : He has offered the suggestions. Will look into the suggestions.

DR. SUBRAMANIAM SWAMY : Does that mean that there will be now at all on rationalisation ?

MR. SPEAKER : Didn't you get a certificate from MR Swamy ?

SHRI A. B. A. GHANI KHAN CHAUDHURI : will get it.

श्री भीम सिंह : मंत्री महोदय ने अपने बयान में कहा है कि 112 करोड़ रुपये का बकाया उनकी निगाह में बहुत छोटी रकम है, लेकिन यदि यह रुपया उपलब्ध हो तो रेलवे के उपयोग में आ सकता है। 112 करोड़ रुपये में से 72 करोड़ रुपया पावर-हाउसों की तरफ, 10,09 करोड़ रुपया स्टील प्लांट्स की तरफ और 4.55 करोड़ रुपया फूड कारपोरेशन की तरफ बकाया है जो कुल रकम का 79 परसेंट बनाता है। इन्होंने अपने स्टेटनेन्ट के आखिरी लाइन में लिखा है—

“imposing the condition of compulsory pre-payment of freight whenever necessary.”

एक दफा जब इतना बकाया है और फिर भी हैबी चुगली रिपोर्ट कर रहे हैं-क्या मंत्री महोदय यह आश्वासन देंगे कि इन कम्पनियों से प्री-फ्रेट लेने का आदेश देंगे, क्योंकि उन्होंने खुद कहा है कि इन के पास पैसे की कमी नहीं है ? आप के रेट फिक्सड हैं, इस लिये जिन की तरफ बकाया है उनसे प्री-पेमेंट का आदेश देने को तैयार हैं ?

SHRI A.B.A. GHANI KHAN CHAUDHURI : I have said, this is not a very healthy practice. Normally it is not done. Only from the blacksheep we extract this pre-payment. Otherwise normally we don't. (Interruptions).

With regard to power houses and Power plants and all that, they are all Government undertakings. What we do is, from time to time we write to Chief Ministers and other Ministers to look into the matter and pay us off, and normally it is done. Not that it is not done but sometimes delay occurred, that is true.

SHRI SONTOSH MOHAN DEV : I would like to know from the hon. Minister whether according to railway tariff regulations, there is a rule to auction the goods if the freight is not paid for a particular period. And if so, what is the percentage of recovery against this backlog ?

SHRI A.B.A. GHANI KHAN CHAUDHURI : This is not with me. I will not be able to give the answer.

SHRI KRISHNA CHANDRA HALDER : Minister stated that the amount outstanding is Rs. 112 crores. It amounts to 3% only. I think the figure is not correct. The amount will be more.

MR. SPEAKER : Do you base your argument on thinking or have you some solid facts ?

SHRI KRISHNA CHANDRA HALDER : My argument is based on solid facts. There is some arrangement with the top brasses of the Railways. So, the figure is not correct. He said the amount of Rs. 86.55 crores is outstanding against the public sector—power houses, steel plants and food corporation. The amount outstanding against the private sector is Rs. 26 crores. I would like to know how many big houses have not paid demurrage and what are the names of those Houses? How many cases have been instituted against them to recover the amount from the private and public sector?

SHRI. A.B.A. GHANI KHAN CHAUDHURI : I have given the list and I think my list is correct. If the hon. Member wants to challenge the list, well I have nothing to say.

MR. SPEAKER : It is only his thinking.

SHRI A.B.A. GHANI KHAN CHAUDHURI : I still say, as a Railway Minister that my list is correct.

SHRI KRISHNA CHANDRA HALDER : I want to know the names of the private parties.

MR. SPEAKER : You can give names of those parties. You may lay that on the table of the House.

श्री श्रीम सिंह : प्राइवेट पार्टियों के नाम नहीं दिये हैं ।

MR. SPEAKER : If he has not got the list, he will place it on the table of the House giving the names against whom charges are outstanding.

SHRI A.B.A. GHANI KHAN CHAUDHURI : The amount outstanding against private parties like cement factories, paper mills, etc. is Rs. 7.85 crores. That is already there.

MR. SPEAKER : Please place it on the Table of the House.

SHRI. A.B.A GHANI KHAN CHAUDHURI : All right, Sir.

SHRI KRISHNA CHANDRA HALDER : What about the number of cases that have been instituted ?

SHRI M. RAM GOPAL REDDY : Previously Madam Gandhi had issued a circular that if any person retained the goods in wagons and did not take delivery within a certain period, the goods must be auctioned. Is that still in force? Was it relaxed in Janata rule? If it was relaxed, I want to know from the Minister whether the rule has been imposed or not?

SHRI A.B.A. GHANI KHAN CHAUDHURI : These are the present figures with me which I have given. I do not have any other figures.

SHRI M. RAM GOPAL REDDY : I have not asked about the figures.

MR. SPEAKER : Shri Shamanna.

DR. SUBRAMANIAM SWAMY : I am afraid Q. 365 will not come. But under Rule 46 the Minister can answer after 12 O' Clock. You said that you will allow.

MR. SPEAKER : About what?

DR. SUBRAMANIAM SWAMY : About Q. 365.

MR. SPEAKER : Is that your point of order and that too during Question Hour? Q. 365 has not come yet.

DR. SUBRAMANIAM SWAMY : It will not come. And the Rule says that Minister can answer after 12 O'Clock. (*Interruptions*) Sir, are you trying to.....

MR. SPEAKER : I am trying to curb your Impetuosity.

DR. SUBRAMANIAM SWAMY : My father failed. How will you succeed?

MR. SPEAKER : With your co-operation.