

[Shri Sadath Ali Khan]

Shrimati Lakshmi Menon, I beg to lay on the Table a copy of the Statement correcting the reply given on the 15th February, 1961, to Starred Question No. 19 regarding Dam on the Sutlaj River by the Chinese. [See Answer to S.Q. No. 19 in Debates, dated 15-2-61].

12.11½ hrs.

ESTIMATES COMMITTEE  
HUNDRED-AND SIXTH REPORT

Shri Dasappa (Bangalore): I beg to present the Hundred-and-Sixth Report of the Estimates Committee on action taken by Government on the recommendations contained in the Sixtieth Report of the Estimates Committee (First Lok Sabha) on the Ministry of Transport Communications—Motor Transport and Miscellaneous.

12.12 hrs.

CALLING ATTENTION TO MATTER  
OF URGENT PUBLIC IMPORTANCE  
SHORTAGE OF COAL AND COKE IN UTTAR  
PRADESH

Shri S. M. Banerjee (Kanpur): Under Rule 197, I beg to call the attention of the Minister of Steel, Mines and Fuel to the following matter of urgent public importance, and I request that he may make a statement thereon:—

“Acute shortage of coal and coke in U.P. specially Kanpur.”

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): The question of supplies of coal to various categories of consumers has two main aspects. On the one hand adequate production has to be ensured and on the other, movement has to be effected from the producing units to the consumers. In regard to the first aspect,

there is adequate production of coal today to meet all the consumer needs in their entirety. Our objective in the Second Plan was to attain a rate of production of 60 million tons per year during the last quarter, of the Plan period. We are only in the middle of this last quarter, and I am glad to inform the House that production has already exceeded the rate of 60 million tons a year. Therefore, when any consumer is faced with shortages, the problem really boils down to one of movement. What makes this movement of coal difficult is that consumers are spread out in distant areas of our vast country, whereas production of coal is concentrated in particular regions where nature has provided coal reserves. About 75 to 80 per cent of the entire production of the country comes from the Bengal-Bihar fields and the haul from these fields to the northern, western and southern parts of the country is quite long, sometimes exceeding 1,100 miles.

12.14 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Except for 1 million tons of coal carried for the Southern Railway by the sea route and about 2.4 million tons by road, coal is carried to different parts of the country by rail. During the last year of the First Plan, i.e. 1955-56 total tonnage of coal moved by rail was 35.3 million tons. The annual quantities of coal moved each year during the following four years of the Second Plan were as under:

Year	Tons lifted (millions)	Percentage increase over pre- vious year.
1956-57	38.2	8.2
1957-58	40.5	6.0
1958-59	43.0	6.2
1959-60	44.6	3.7

During the current year 1960-61 the tonnage lifted would be 49.5 million tons representing an increase of 11 per cent over that of last year.

2. Within the total capacity for coal movement indicated above, the maximum that the Railways can provide in the Bengal/Bihar fields is 5,000 wagons per day. This would include 1900 wagons per day in the "above Moghalsarai" direction. But the demand for coal movement both in the overall and in the "above Moghalsarai" direction is very much more. Uttar Pradesh, Punjab, Delhi, Rajasthan and some centres in Gujarat are served in the above Moghalsarai direction. It is relevant to mention that in 1959, the average daily wagon availability in Bengal-Bihar fields was 4,004. In 1960, it rose to 4,336. In January 1961, the average was still higher, being 4,730. In the first week of February, again the figure ranged between 4,947 and 5,365. So far as the "above Moghalsarai" direction is concerned, the average daily figure in 1959 was 1,662 and in 1960 1,734. Recently special efforts were made to step it up and in January 1961 the average rose to 1,939. During the first four days of February, it was again near about 1,900. Unfortunately, as the House is aware, disturbances occurred in Jabalpur on February 3, 1961 and soon thereafter the trouble spread to a few other places in Madhya Pradesh. This affected Railways' operations in important centres. Since the turn-round of wagons both in the Bengal/Bihar fields and elsewhere depends on the return of empties in a smooth and regular manner from all destinations, interruption in the normal working of the railways in the disturbed areas affected the overall availability of wagons for the movement of coal and the total figure in Bengal-Bihar fields has since the 7th instant fallen to some extent, the average being only 4,858. The effect was also felt in the "above Moghalsarai" direction, where the average has fallen to 1,644. As soon as normal conditions are restored, it is expected that the overall figures will reach 5,000 and in the above Moghalsarai direction 1,900.

3. In spite of this general increase in wagon availability in 1961 (except the short set back laterly due to local

troubles in Madhya Pradesh) consumers find that their needs of coal are not fully met, it is obvious that the demand has very much outstripped the available transport. In a situation in which the consumer demands are much in excess of the supplies, recourse has to be taken to a system of priorities in order to ensure that such important consumers as the Steel Plants, Railways, Power Houses, Cement Factories, Engineering Workshops and Foundries continue to get their minimum requirements. Regular watch is kept on their stock position and whenever any unit is reported to be in difficulty, *ad hoc* arrangements are made to supply them coal. Sometimes, the Railways themselves allow coal from their loco stocks being transferred to important industries, if an immediate closure is threatened. In this way, an effort is made to see that no industry actually closes down for want of coal. It is also inevitable in such a situation that low priority consumers like those of brick-burning and domestic soft coke are the worst affected.

4. Specific mention has been made about the shortage of industrial coal and coke at Kanpur. It is learnt that the Kanpur Power House has about 30 days' stock. Only one group of textile and rayon mills is stated to be living from hand to mouth in regard to coal, though that too has not actually closed down. Special arrangements have been made to rush 10 wagons of coal for the cotton textile mills and 14 wagons for the rayon mills. Some of the mills at Kanpur are stated to have more stocks than they immediately need and arrangements are being made to divert coal from their stocks as a temporary measure, to any mills in distress which may be threatened with closure for want of coal.

5. A further easing of the transport situation is expected from July 1961 onwards when the overall wagon supply in the Bengal-Bihar region for movement of coal is proposed to be stepped to 5,200 per day, which would

[Sardar Swaran Singh]

result in an increase of 200 wagons in the above Moghalsarai direction. In other words, regions served in this direction, namely, Uttar Pradesh, Delhi, Punjab and Rajasthan, etc. will have the benefit of a movement of 2,100 wagons per day against the present 1,900 per day.

6. Since we cannot expect immediately to expand the transport capacity by rail to meet in full the vastly increased demand, we are considering alternative modes of transporting coal, such as increased use of road transport in specified zones, as also other measures to meet the situation. The question of moving coal by sea to coastal States is being considered. The Railways are already moving by sea some quantities of coal for the Southern Railway. There is a further proposal that consumers in the western part of India, as in Ahmedabad, need not transport their coal all the way from Bengal-Bihar fields, which means a long haul of 1,100 miles, but they should switch over completely to coal from the Central India coal-fields. The Railways and some other users in areas distant from coal-fields are also considering increased use of furnace oil, thereby releasing not only the coal but also the transport that is at present being utilised for their own purpose. To accelerate movement by rail, arrangements are in hand to load block rakes of coal through bunkers in main collieries and the scheme of unloading in coal dumps at suitable centres has been accepted by some States. Block rake movement in bulk is also being arranged to the extent possible within the present wagon availability. It is hoped by these measures, consumers in distant parts will get relief.

**Shri S. M. Banerjee:** I just want a clarification. I am very thankful to the hon. Minister for tracing the history of coal in India. But since 17th January 1961, no wagon has been received in Kanpur. Yesterday along

with my hon. friend, Shri Jagdish Awasthi, I contacted the people concerned. There has been no movement of soft coke.

**Mr. Deputy-Speaker:** I am afraid I will not be able to allow speeches at this stage.

**Shri S. M. Banerjee:** He has not mentioned anything about soft coke. I want to know what is happening to that.

**Mr. Deputy-Speaker:** If he wants a clarification by a question, I shall allow it.

**Shri S. M. Banerjee:** What about soft coke? I am told no wagon has been received by the district authorities in Kanpur.

**Sardar Swaran Singh:** I learn that movement has been arranged of this category of coal also.

**Shri T. B. Vittal Rao (Khammam):** He has made a very important policy statement.

**Mr. Deputy-Speaker:** Therefore, if hon Members want to discuss it in some manner that might be considered suitable and advisable, they might proceed accordingly.

**An Hon. Member:** It might be circulated.

**Shri S. M. Banerjee:** How many wagons have been given to Kanpur?

**Mr. Deputy-Speaker:** How many questions shall I allow. He should also appreciate that we cannot have all questions answered now.

**Shri S. M. Banerjee:** He should appreciate my difficulty.

**Mr. Deputy-Speaker:** He has made a detailed statement and also answered the hon. Member's question. If a discussion is required, that will be seen later.

Some Hon. Members rose—

Mr. Deputy-Speaker: Order, order.

श्री जगदीश प्रवर्धनी (बिहार) : अभी माननीय मंत्री जी ने कहा है कि रेल बैगनों की बहुत कठिनाई है, इस वजह से मोटर ट्रक्स वगैरह का प्रबन्ध किया जा रहा है। मैं जानना चाहता हूँ कि कानपुर के लिए चूकि सोपट कोक की तुरन्त आवश्यकता है इसलिए क्या आप बैगनों के अतिरिक्त मोटर ट्रक्स का भी प्रबन्ध करने जा रहे हैं या किया गया है, अगर नहीं किया गया है तो क्या आप सम्बद्ध अधिकारियों को सलाह देंगे कि एमरजेंसी को मीट करने के लिए वे ऐसा करें और वहाँ पर सोपट कोक पहुँचायें ताकि लोगों के घरों में चूल्हे तो जल सकें ? जहाँ तक मिलों को इस्तेमाल के लिए कोयला पहुँचाने का सम्बन्ध है, वह चीज थोड़ी देर बेट कर सकती है।

सरदार स्वर्ण सिंह : उसूलन मुझे इस बात पर कोई ऐतराज नहीं है कि वहाँ पर मोटर-गाड़ियों से कोयला पहुँचाया जाए मगर मैं समझता हूँ कि कानपुर कोयला इस तरह से पहुँचाना मुश्किल होगा क्योंकि कोल-फील्डस से कानपुर काफी फासले पर है।

Shri S. M. Banerjee rose.—

Mr. Deputy-Speaker: I will not allow more than one question to an hon. Member.

Shri Braj Raj Singh (Firozabad): From the statement which has been made by the hon. Minister, it seems that more than 5 million tons of coal are not moved by either mode of transport. May we know specifically what arrangements are immediately being made to move the coal from the pit-heads, which might be piling up there—more than 5 million tons of coal—so that coal production might not be affected and the industry and the domestic consumers in the coun-

try might not be starved of their requirements of coal?

Sardar Swaran Singh: I share the anxiety of the hon. Member that steps should be taken to move the coal so that the consumers might get it and production also may not suffer. The entire statement relates to steps that are being taken to size up the situation with regard to our present capacity as well as what other steps can be taken to deal with the situation.

Shri Braj Raj Singh: He has referred to July. What about March?

Shri Ranga (Tenali): From what the hon. Minister has said, evidently some priorities are going to be fixed and some control is going to be imposed in order to see that according priorities wagons are made available. May I know who fixes these priorities? Does the hon. Minister's Ministry do it or the Railway Ministry does it, or do they consult the Ministries concerned with the consumers? For instance, they have given brick burning a very low priority. Again, for the movement of fertilisers, they have given a very low priority. Who will set right such discrepancies?

Sardar Swaran Singh: Priorities are fixed after consulting the user Ministries and also taking into account the transport capacity. I can place at some suitable time a list of these priorities on the Table. If hon. Members could suggest that any of the items which is at the moment enjoying a higher priority could be stepped down in favour of something which is below, I would be prepared to consider that. The detailed list of priorities has been fixed after taking into consideration the industrial requirements and after fully consulting the user Ministries like the Railways, Irrigation and Power, Works, Housing and Supply and other Ministries.

Shri Ranga: House-building is a most important industry.

Mr. Deputy-Speaker: Order, order.

**Shri T. B. Vittal Rao:** While in Singareni we have got 70,000 tons which could not be transported, because wagons are not available in the same region, near about 60 miles from there, tobacco barons are closing down their factories for want of supplies of coal.

On the one hand, the hon. Minister said that we have not reached the Plan target with regard to coal; on the other, he says there are no transport facilities. Now he says that the industry should switch over to furnace oil involving expenditure of foreign exchange. I do not know how we can reconcile all these statements.

**Sardar Swaran Singh:** One is the question of argument. We can discuss in greater detail the reconciliation I have attempted to make. On the specific point of information which he gave, that there are some pit-head accumulations in the Singareni colliery, I would request the hon. Member to use his influence with the Unions and with others to take to Sunday loading....

**Shri T. B. Vittal Rao:** That is absolutely wrong.

**Sardar Swaran Singh:** Sunday loading has been introduced in the Bengal-Bihar area and other areas. If the overall wagon availability is small, there should not be any strong objection to Sunday loading. If Sunday loading is there in addition to the normal loading, the position will ease to a very large extent.

**Some Hon. Members rose.—**

**Mr. Deputy-Speaker:** Order, order. I cannot continue it for indefinite period. After a Call Attention notice, no questions are normally allowed on the statement made in reply. But because many hon. Members showed concern, I have allowed so much. Now nothing more is allowed.

**Shri Braj Raj Singh:** When shall we have a discussion?

**Mr. Deputy-Speaker:** That is a different thing. If he gives notice for a discussion, that would be considered.

**Shri T. B. Vittal Rao:** We are not allowed to move adjournment motions and we are not allowed to ask questions. This goes on like this.

**Mr. Deputy-Speaker:** Order order. The Call Attention notice was allowed. A detailed statement has been made. I have allowed about ten questions. Now I do not know what further I can do. Is it the desire of Members that we should continue with this for about an hour from now? Unless they make a motion and some time is allotted to it, how can we continue like this?

**Shri T. B. Vittal Rao:** Our adjournment motion is disallowed.

**Mr. Deputy-Speaker:** How can that be allowed?

**Shri T. B. Vittal Rao:** The question is of public importance.

**Mr. Deputy-Speaker:** Order, order. This is not the proper subject for an adjournment motion (*Interruptions*). I have not ruled it out because that was not specific. Hon. Members may have many specific questions to ask. But now I must proceed to the next business. I am very sorry I cannot go beyond this.

**Shri Braj Raj Singh:** I only wanted to know....

**Mr. Deputy-Speaker:** I have requested the hon. Member not to ask further questions. But he is doing the same thing again.

**Shri T. B. Vittal Rao:** The country is suffering.

**Shri Braj Raj Singh:** You had agreed in the Committee that a no-day-yet-named-mentioned motion shall be discussed. You wanted the

convenience of the Minister. He is here. The subject is very serious. He is not able to move coal.

**Mr. Deputy-Speaker:** If the hon. Member has to settle with the Minister directly, he can do that.

**Shri Braj Raj Singh:** Through you.

**Mr. Deputy-Speaker:** If any motion has to be moved, notice has to be sent to the Speaker. He might proceed in the proper manner.

**Shri Braj Raj Singh:** It is already admitted.

**Mr. Deputy-Speaker:** Then what has he to ask me or of the Minister directly at this moment? If it is already admitted, it will come up in the normal course.

**Shri Braj Raj Singh:** I wanted only his convenience. You had agreed that if the Government agreed, the motion could be discussed as early as possible.

**Mr. Deputy-Speaker:** But is this the manner in which the hon. Member should put questions as to whether the Government agrees to it or not? We have selected these motions and they would go to the Government and Government would select them. The hon. Member would be better advised to contact the Minister of Parliamentary Affairs and ask him to put it as the first one.

Shri Reddy.

12.31 hrs.

#### ELECTION TO COMMITTEE

##### RAJGHAT SAMADHI COMMITTEE

**The Minister of Works, Housing and Supply (Shri K. C. Reddy):** Sir, I beg to move:

"That in pursuance of sub-sections (1)(d) and (4) of Section 4 of the Rajghat Samadhi Act, 1951, the members of Lok Sabha

do proceed to elect, in such manner as the Speaker may direct, one member from amongst themselves to serve as a member of the Rajghat Samadhi Committee *vice* Shrimati Sucheta Kripalani resigned from Lok Sabha."

**Mr. Deputy-Speaker:** The question is:

"That in pursuance of sub-sections (1)(d) and (4) of Section 4 of the Rajghat Samadhi Act, 1951, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, one member from amongst themselves to serve as a member of the Rajghat Samadhi Committee *vice* Shrimati Sucheta Kripalani resigned from Lok Sabha."

*The motion was adopted.*

12.32 hrs.

#### TWO-MEMBER CONSTITUENCIES (ABOLITION) BILL—contd.

**Mr. Deputy-Speaker:** The House will now take up further clause-by-clause consideration of the Bill to provide for the abolition of two-member parliamentary and assembly constituencies and for the creation of single member constituencies in their place.

**Shri A. P. Jain (Saharanpur):** Mr. Deputy-Speaker, Sir, you will recollect that the consideration of clauses 3 and 6 was held over the other day. In regard to those clauses I had moved a number of amendments which are printed as Nos. 45, 46, 47, 48 and 49 in List 13. Although the principle of those amendments was good, but because some of the Members of Parliament belonging to the Scheduled Castes have entertained certain doubts regarding them and are opposed to them, in deference to their wishes I propose to seek the