

MR. SPEAKER : We will stand in silence for a while to express our sorrow.

The Members then stood in silence for a short while.

MR. SPEAKER : Before we take up Questions, I would like to inform the House that there will be no lunch hour on Wednesday and Thursday. Of course there will be lunch hour today. Next week, on Tuesday and Wednesday there will be no lunch hour.

Now, we will take up Questions.

ORAL ANSWERS TO QUESTIONS

Percentage of Missing Coal Wagons

*646. SHRI ANNASAHAB GOTKHINDE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the percentage of missing coal wagons to the total number of wagons booked continues to be high on the Railways, even after the introduction of the new procedure of machine linking since August, 1966 ; and

(b) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) Yes Sir.

- (b) (1) Inaccurate and incomplete preparation of initial documents.
- (2) diversions and interceptions of coal wagons, and
- (3) errors in coding and punching of documents.

SHRI ANNASAHAB GOTKHINDE : The position is quite different from what the hon. Minister has stated. Some six years ago it was stated that there was heavy incidence of missing and unconnected coal wagons and it was stated before the Public Accounts Committee that the position was expected to improve with the introduction of the new procedure of machine linking. Even though that procedure was introduced in 1966, still

there is no improvement. The position continues to remain the same. May I know what was the amount of expenditure incurred for the introduction of the mechanised procedure and what was the number of missing and unconnected coal wagons ?

MR. SPEAKER : Substitute for the missing link.

SHRI K. HANUMANTHAIYA : The hon Member has said that the position remains the same. With my knowledge I may say that it has worsened during the last seven years. The deterioration on this side is starting. I am very happy that the hon. Member has taken interest in this subject and put a question. The percentage of missing wagons has gone upto 31 per cent on some Railways. There is alarming deterioration in this aspect of railway administration. We are taking various steps for the last two or three months. I have appointed two work-study teams to trace the missing wagons and to rectify the procedure to see that such missings do not take place. I had also appointed through the Financial Commissioner another study Team for coal accounting system and that report is ready. Only today we discussed this subject in the Board and have decided to appoint a sub-committee with the Deputy Minister as the Chairman and the concerned members of the Railway Board as members to go into the whole matter expeditiously and make recommendations so that they can be implemented and the deficiencies remedied.

SHRI ANNASAHAB GOTKHINDE : My particular question has not been answered. What is the expenditure that was incurred for the introduction of the mechanised procedure, which was intended to obviate these difficulties ? Secondly, what was the cost of the coal that was transported through these missing and unconnected coal wagons ?

SHRI K. HANUMANTHAIYA : I have not with me the information about the exact amount of money involved for the hire of the computers. It is not really question of missing wagons as such. It is a question of misdirections or mis-delivery and not being able to verify the despatch and receipts.

श्री हुकम चन्द कछवाय : मैं जानना चाहता हूँ कि ये जो मिसिंग डिब्बे हुए हैं ये किसी भी गलती के कारण हुए हैं, और जिन व्यक्तियों के

द्वारा गलती हुई है, जो कि आप ने प्रश्न के उत्तर में कबूल भी किया है, उनके खिलाफ आपने कोई कार्रवाई की है ? और इस गलती के कारण जो पैसे की हानि हुई है, चाहे रेलवे बोर्ड की हुई हो, चाहे उद्योगपतियों की हुई हो, वह कितनी हानि हुई है, इसका भी कोई अनुमान लगाया है ? और उनके द्वारा कितना बलेम किया गया है ?

SHRI K. HANUMANTHAIYA : This question relates to coal purchase by the railways for their own purposes. Merchants and others do not come into this picture. So far as losses are concerned, the receiving points are more than 500. It is a stupendous task even to assess the irregularities and losses. We are at it now.

SHRI M. RAM GOPAL REDDY : We have heard of only missing children. How is it that fully-loaded adult wagons are missing ? The explanation which he has given is not clear.

MR SPIAKER : It is a question of missing link

SHRI S. B. GIRI : The hon. Minister has said that a committee has been appointed with the Deputy Railway Minister as the Chairman. Will he kindly consider the question of taking the co-operation of leaders of recognised trade unions in the railways ?

SHRI K. HANUMANTHAIYA : The question of associating labour union leaders arises only in the matter of taking evidence and getting proposals from them. It is not a question of membership of the committee. Labour leaders are welcome to give suggestions. They will be formally invited to give suggestions and we make use of their knowledge and experience.

बिहार को ऊँची दरों पर बिजली की सप्लाई

*650. श्री कमल मिश्र सधुकर : क्या सिंचाई और विद्युत् मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार में उद्योगों की सप्लाई की जाने वाली बिजली की दर उत्तर प्रदेश और पश्चिम बंगाल के उद्योगों को सप्लाई की जाने वाली बिजली की दर से अधिक है ;

(ख) क्या सरकार ने सभी राज्यों में बिजली की समान दर निर्धारित करने के लिए कोई कार्यवाही की है ; और

(ग) यदि हाँ, तो उमकी रूपरेखा क्या है ?

सिंचाई और विद्युत् मन्त्रालय में उपमंत्री (श्री वैजनाथ कुरील) : (क) से (ग). एक विवरण सभा पटल पर रखा जाता है।

विवरण

(क) जी, हाँ। उत्तर प्रदेश और पश्चिम बंगाल राज्य में मौजूदा दरों की तुलना में बिहार में उद्योगों के लिए चार्ज की जाने वाली दरें अधिक हैं।

(ग) और (ग). राज्य बिजली बोर्डों को अधिकार है कि वे अपने-अपने क्षेत्रों में विविध उपभोक्ताओं को माल्टा की जाने वाली विद्युत् के लिए अपने टैरिफ बनाएँ। एक राज्य से दूसरे राज्य में विद्युत् दरों की भिन्नता का कारण विद्युत्-जनन, पारेपण और वितरण की लागत में भिन्नता है। सरकार का उद्देश्य यह मुनिष्ठित करने का है कि पहले तो प्रत्येक राज्य के अन्दर उपभोक्ताओं की प्रत्येक श्रेणी के लिए समान टैरिफ दरें हों और अन्ततः अखिल भारतीय ग्रिड बनाकर दरों को इस असमानता को जितना व्यवहार्य हो सारे देश में कम किया जाए। आंध्र प्रदेश, असम, बिहार, गुजरात, हरियाणा, केरल, मैसूर, पंजाब, पश्चिम बंगाल और मध्यप्रदेश में प्रत्येक श्रेणी के उपभोक्ताओं के लिए समान टैरिफ दरें बनाई गई हैं। महाराष्ट्र, उड़ीसा और राजस्थान में शेव बोर्ड भी इस दिशा में कदम उठा रहे हैं। उत्तर प्रदेश में बोर्ड ने केवल तीन मुख्य शहरों क्रमशः इलाहाबाद, कानपुर और लखनऊ को छोड़कर, जहाँ श्रेणी के उपभोक्ताओं के लिए ऐतिहासिक कारणों से निम्न बोल्डता दरें कम हैं, सारे राज्य में जुलाई 1968 से समान दरें लागू कीं। यद्यपि तमिलनाडु बोर्ड ने समान दरें लागू कीं, तथापि जल-विद्युत् और ताप-विद्युत् क्षेत्रों में बृहत् और भारी उद्योगों के लिए अलग से उच्च बोल्डता दरें रखी गई हैं।