

SHRI B. N. KUREEL: Tribals are also included but there is one difference so far as tribal villages are concerned, or places inhabited by the tribals. There are not these mohallas as Harijans have got.

SHRI D. BASUMATARI: Will it be a policy that the places of concentration of tribals population should be deprived of power?

SHRI B. N. KUREEL: As I said, these places of tribals are covered by the scheme.

SHRI A. K. M. ISHAQUE: The Minister has said that they can sanction the money and cannot do anything more. In that context may I ask him one thing? What steps have the Central Government taken so far to impress upon State Governments the importance of electrification of the villages? And, number two, there is a heaven-and-hell difference between various States in the matter of electrification. What efforts are being made to diminish or minimise this difference?

SHRI B. N. KUREEL: Regarding the first part of the question, we have been watching this. West Bengal has been lagging behind and we have asked them to submit schemes and we told that whatever schemes they submit will be sanctioned and we have sent our officer there to assist in formulating the schemes. Regarding the second part, as I said, we are increasing the generating capacity in the fifth plan and we are going to double it. So, naturally, this difference will be minimised.

Kala Irrigation Project in Orissa

*387. **SHRI HARI KISHORE SINGH**: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Kala irrigation project in Orissa is proposed to be included in the Fourth Five Year Plan;

(b) the expenditure likely to be incurred thereon;

(c) when the project is likely to be completed; and

(d) the benefits to accrue therefrom?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL): (a) to (d). The Kala Irrigation

Project proposed by the Government of Orissa has been accepted by the Planning Commission on 25-7-1972 for inclusion in the developmental plans of Orissa. The project is estimated to cost Rs. 196.76 lakhs and provide annual irrigation of 5587 ha.

The State Government have indicated that it is proposed to complete the project by the end of the Fifth Plan.

Detained wagons being used as godowns by paying demurrage charges

*388. **SHRI D. P. JADEJA**: Will the Minister of RAILWAYS be pleased to state:

(a) whether certain Companies are detaining wagons for using them as godowns by paying demurrage to the Railways;

(b) whether Government are considering any proposal to take some action against such Companies; and

(c) if so, the nature of action proposed?

THE MINISTER OF RAILWAYS (SHRI T. A. PAI): (a) There is frequent and widespread incidence of wagons not being unloaded by consignees within the "free time" allowed and becoming subject to demurrage.

(b) and (c). The maximum demurrage rate is 30 paise per hour per tonne of the carrying capacity of a wagon. Railway Administrations have been empowered to levy demurrage at the maximum rate whenever necessary. At this stage, a 4-wheeled Broad Gauge wagon earns a demurrage of Rs. 158.40 per day, which constitutes a strong deterrent to the detention of wagons. Of course, since this can be passed on to the consumer it ceases to act as a deterrent. Furthermore, Railways have the option to unload wagons departmentally and debit unloading charges to the consignee. This option is also exercised wherever possible.

SHRI D. P. JADEJA: May I know what types of goods are normally not unloaded early and whether most of those goods are from the larger industries and big business houses?

SHRI T. A. PAI : I do not think it is possible to generalise. I know even by monopolising of wagons it is possible to manipulate prices also. It is indulged in at some sectors at different times.

SHRI D. P. JADEJA : What are the types of goods?

SHRI T. A. PAI : All types of goods including coal.

SHRI D. P. JADEJA : May I know whether these railway godowns on wheels percentage-wise are more in broad gauge or on metre gauge?

SHRI T. A. PAI : Necessarily in broad gauge, because we have a larger extent of broad gauge in this country.

SHRI MADHURYYA HALDAR : Every year, some unscrupulous businessmen of Calcutta, in order to get high profits do not clear their consignments, especially clothes and other essential articles during the puja festival in West Bengal which is a national festival in Bengal. Everybody knows it. They do this in order to get high profits at the cost of the poor people there. So, I want to know what severe steps Government are going to take against those unscrupulous businessmen. . .

MR. SPEAKER : Let him ask a straight question and not make a speech.

SHRI MADHURYYA HALDAR : They delay the clearing of the wagons, and also if there is no spare in the Shalimar godown, what will the Govt. do?

SHRI T. A. PAI : We are aware of such manipulations being done even in Calcutta. We are examining as to what steps are necessary, including even an amendment of the law, in order to see that the wagons get unloaded and are not used as storage space by private trade, because from the point of view of the railways, we have to maximise the use of the wagons available.

SHRI MADHURYYA HALDAR : If there is no space in Shalimar godowns, what will the Government do? that was my question.

SHRI T. A. PAI : We are not responsible for providing godown space for every wagon that comes. . .

SHRI MADHURYYA HALDAR : How can the Railways unload the wagons then?

SHRI R. S. PANDEY : With regard to the question of supply of wagons, there is one bottle-neck as between carriers and bailees. When a loaded wagon reaches the destination for unloading, the traders are permitted 30 days. May I know whether 30 days are going to be permitted because they increase the prices and they use the railway wagons as godown? Will Government think of reducing the number of days?

SHRI T. A. PAI : Yes, Sir. That proposal is under consideration. We have found that levying demurrage alone is not going to cost anything at all to them, because this demurrage can be passed on to the consumer and the consumer is made to pay for it. So, I would like to examine a deterrent which would compel them to unload these wagons. At present, as bailees, we are expected to keep the goods for 30 days. I have been suggesting that we reduce it to four days and if necessary we should enact a law which would enable the railways to do it. I think it requires an amendment of the Indian Railways Act.

New River Valley Projects

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*389. SHRI C. M. STEPHEN :

SHRI VAYALAR RAVI :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Kerala Government have proposed any new River Valley Projects under Centrally sponsored category for sanction by the Ministry;

(b) if so, the salient features of the proposal; and

(c) the stage at which the proposal stands now?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) to (c). A statement is laid on the Table of the House.

Statement

(a) to (c). Irrigation is a State subject. There is no Centrally sponsored scheme of irrigation and irrigation projects are planned, investigated and constructed by the State Governments as a part of their developmental plans. Central assistance to State Plans is provided in the form of block loans and grants for the State Plans as a whole and is not related to any individual head of development or project.