

THAIYA) : (a) This Ministry is not aware of any closure of mines in Bihar. The pithead stocks in Bihar at the end of January 1971 were however, 4.82 million tonnes including 1.88 million tonnes coking coal against 3.48 million tonnes including 1.37 million tonnes of coking coal at the end of January 1970.

(b) and (c). Yes, Sir.

(d) Drop in coal loading from West Bengal-Bihar fields during 1970-71 was partly because of less demands as compared to the previous year upto August 1970 and thereafter due to the serious difficulties faced by the Railways in the Eastern Sector for reasons beyond their control. The single largest factor affecting the smooth train running and supply of wagons to collieries in this field has been the adverse law and order conditions in West Bengal and the massive increase in such miscreant activities, as the thefts of wagon fittings, over-head traction wires, telecommunication cables, track materials etc., victimisation of passenger and goods trains, assault and murders of railway staff, looting and arson of railway property at stations and offices, lightning and prolonged strikes by railway staff, bomb attacks at stations, yards and colonies, bundhs, hartals, and other stoppages of work paralysing railway operation and many other such anti-social activities. Proper and effective action to control such activities is a function of the State Governments. The Railways on their part have strengthened their own Protection Force in the area to the maximum extent possible. Closest possible coordination is being maintained by the Railway authorities at all the levels with the State Government of West Bengal to enable them to deal with such activities effectively. They have been requested at the highest level to take firm and effective steps to restore normalcy in railway working in the area. There has, however, been no improvement in the situation so far.

Investment in Industries in West Bengal

955. SHRI BISHWANATH JHUNJHUNWALA : Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether it is a fact that during the last two years there has not been any appreciable increase in investment in industries in West Bengal ;

(b) whether the situation is the same both for public sector and private sector industries ; and

(c) if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) to (c). It is true that during the last two years or so a number of factors including difficult labour management relations, recessionary conditions in certain industrial sectors, shortage of raw materials, strikes, lock-outs, etc. contributed to a slowing down of industrial growth in West Bengal. While the conditions affected both the private and public sectors, in respect of the latter, however, the actual expenditure in 1969-70 and the anticipated outlay in 1970-71 for large and medium industrial schemes in the State were of the order of Rs. 111.54 lakhs and Rs. 139.46 lakhs respectively as against an approved provision of Rs. 945.77 lakhs for large and medium industries in the State for the entire Fourth Plan.

Transport Subsidy for Industries in Backward Areas

956. SHRI BISHWANATH JHUNJHUNWALA :
SHRI R. KADANAPALLI :
SHRI T. S. LAKSHMANAN :

Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether Government have formulated a scheme to give subsidy on transport for transporting raw materials for industries to be set up in backward area ;

(b) if so, the details thereof ;

(c) whether it is a fact that only Jammu and Kashmir, Assam and Meghalaya, Nagaland, Manipur, Tripura and N.E.F.A. have been included in the backward areas ; and

(d) if so, the reasons for not including States or parts of States which are economically backward ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN UP-MANTRI) (SHRI SIDDHESHWAR PRASAD) : (a) and (b).

The Planning Commission has made certain proposals for giving transport subsidy for industries in the States of Jammu and Kashmir, Assam including Meghalaya and Nagaland and the Union Territories of Manipur, Tripura and N.E.F.A. Details of the proposals are given in statement 'A'. These proposals are under active consideration of the Government.

(c) and (d). Among the various backward States and Union Territories only Jammu and Kashmir, Assam including Meghalaya, Nagaland, Manipur, Tripura and N.E.F.A. have been selected for transport subsidy, keeping in view the remoteness of these areas and consequent high cost of transport of raw materials/finished products involved in setting up industries there.

Statement 'A'

Recommendations of the Committee on Transport Subsidy :

- (i) A transport subsidy should be given by the Centre for promoting growth of industries of all sizes in certain selected areas.
- (ii) The scheme of transport subsidy should be limited only to the States of Jammu and Kashmir, Assam including Maghalaya, Nagaland and the Union Territories of Manipur, Tripura and N.E.F.A.
- (iii) Transport subsidy should be given only in respect of industrial raw materials which are brought into and finished products taken out of the State of Jammu and Kashmir and the north-eastern region, and not for internal movement.
- (iv) In the case of Jammu and Kashmir State, the subsidy should be given for transport costs between the rail-head at Pathankot and the site or location of an industrial unit in the State. When the railway line is extended up to Jammu and opened for traffic, subsidy may be restricted to movements between Jammu and the site of an industrial unit.
- (v) In the case of Assam, including Meghalaya, Nagaland, N.E.F.A. Manipur and Tripura, subsidy should be given on the transport costs between Siliguri and the side of an industrial unit. While calculating the transport costs, the cost of movement by rail to/from the nearest railway station and cost of movement by road from/to the nearest rail-head to/from the location of an industrial unit, should be taken into account. In the case of goods moving entirely by road or other mode of transport, the transport charges may be limited to the amount which the unit might have paid had the goods moved by rail up to the nearest rail-head and thereafter by road.
- (vi) Freight charges for movement by road should be determined on the basis of transport rates fixed by the Government concerned from time to time or the actual freight paid, whichever is lower.
- (vii) Cost of loading or unloading and other handling charges such as from the railway station to the site of units should not be taken into account for the purpose of determining the transport subsidy.
- (viii) All new industrial units to be set up subsequent to the announcement about the transport subsidy, should be eligible for subsidy equivalent to 50 per cent of the transport costs of both raw materials as well as finished products.
- (ix) The existing units should also be eligible for the subsidy provided that they undertake expansion of diversification subsequent to the announcement about the transport subsidy, resulting in an increase in production of at least 25 per cent over the average annual output during the preceding three years. In such cases, the subsidy should be restricted to 50 per cent of the transport costs of the additional raw materials required and finished goods produced as a result of the expansion or diversification.

- (x) Except for the plantations, refineries and the power generating units, all other industries, in the public as well as the private sectors, should be eligible for the transport subsidy, irrespective of the size of the industrial units.
- (xi) 50 per cent of the transport charges for movement of steel from the Gauhati stockyard to the site of the industrial unit in the north-eastern region should also be subsidised.
- (xii) Claims for transport subsidy should be scrutinised and settled by the Directorates of Industries of the States and Union Territories and, there after the Governments concerned should be reimbursed by the Ministry of Industrial Development and Internal Trade.
- (xiii) In order to check any misuse of the subsidy, it would be necessary for these Directorates of Industries to carry out periodical checks to ensure that the raw materials and the finished products in respect of which the subsidy had been given, were actually used for the purpose by a system of scrutinising of consumption of the raw materials and the output of the finished products.
- (xiv) The proposed scheme of transport subsidy should be implemented for a period of five years.

**Protest Strike by the Employees of
B. R. Singh Railway Hospital
Sealdah (West Bengal)**

957. SHRI MANORANJAN HAZRA : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether the employees of B. R. Singh Railway Hospital at Sealdah, West Bengal went on strike on 16th April, 1971 in protest against the attack on the employees by some miscreants ; and

(b) if so, whether any action had been taken to punish the culprits ?

**THE MINISTER OF RAILWAYS
(RAIL MANTRI) (SHRI HANUMAN-
THAIYA) :** (a) Yes, Sir.

(b) Yes, the Government Railway Police Sealdah, registered a case under different sections of Indian Penal Code and sections 4 and 5 of the Indian explosives Act and arrested two persons ; one of them was subsequently also detained under the Prevention of Violent Activities Act.

**Non Availability of Medicines from Railway
Hospital, Perambur, Madras**

958. SHRI B. N. REDDY : Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether Government have received any memorandum from the Dakshin Railway Employees Union, Headquarters Office Branch, Madras, about the mal treatment to them and the non-availability of medicines from the railway Hospital Perambur, Madras ;

(b) if so, the main points stated in the memorandum ; and

(c) the action taken by Government to redress the grievances of the workers ?

**THE MINISTER OF RAILWAYS
(RAIL MANTRI) (SHRI HANUMAN-
THAIYA) :** (a) No. However a leaflet circulated by this unrecognised Union has been received by the Chief Medical Officer of the Southern Railway.

(b) The main allegations are callousness of doctors, non-availability of medicines, inferior quality of spectacles supplied, non-grant of sick leave etc.

(c) The allegations have been looked into and found to be unsubstantiated. In fact, the quality of service in the Railway Hospital at Perambur and new General Offices Dispensary, Madras has been steadily improving alongwith the growing number of patients admitted there.

हाल ही में हुये लोक सभा के चुनावों के पश्चात मतपत्रों की जाँच करने की समुचित रीति

959. श्री अटल बिहारी वाजपेयी : क्या बिधि और न्याय मंत्री यह बताने की कृपा करेंगे कि :

(क) उन उम्मीदवारों के नाम क्या हैं