

**SHRI BAL RAJ MADHOK :** May I know whether it is a fact that a big hostel type hotel was constructed at the Bokaro plant site for the accommodation of the Russian Engineers and that they have rejected it and now that hotel is lying unused and new houses are being built, thereby incurring a lot of wastage, and, secondly, whether it is a fact that most of the land which has been acquired for building purposes is fertile land which grew very good paddy, while there is a stony land available nearby which could have been used for this purpose and the fertile land could have been spared for production of food?

**DR. CHANNA REDDY :** The hostel constructed can be used for different purposes. I cannot exactly state right now whether the Russians rejected it or there was any other reason. I will certainly check it up. About the fertility of land, this was done after proper examination.

**SHRI K. N. PANDEY :** May I know whether it is a fact that 200 civil Engineers are working at the site and, if so, how many more are required so that there is no delay?

**DR. CHANNA REDDY :** It may go into 2000 or even more ultimately, when the whole work gets into full tempo.

**SHRI INDRAJIT GUPTA :** The statement which has been laid by the hon. Minister says that arrangements for supplies from the private sector units are being finalised expeditiously. I presume, he refers to the material which is required for the structural construction work.

May I know from him whether it is a fact that the distribution of this work among different structural fabricators in the country has been held up for a long time and if so, why and whether it is a fact or not that the major fabricators who are located—some of them at least—in Calcutta or near about Calcutta are not being given any of these orders on the ground—I had written to him and he has written to me saying this—that their charges were very high.

I want to know whether they are placing the orders simply on the basis of tenders or they are also taking into account the need of efficiency of work and the need of giving work to these big concerns who are facing recessionary conditions.

**DR. CHANNA REDDY :** The delay in finalising the structures was there, I quite agree, because the whole details were to be looked into.

Regarding the question of allocation of these orders for structural to Calcutta and other fabricators, in fact, the complaint is the other way about people from south and west regions have complained that they were not getting the orders for structural, because they are located in Calcutta, the eastern regions was having an advantage. The attempt has been made to have an eye on efficiency and also on equity of distribution, and most of the structural concerns which are working in different parts of the country also get an opportunity of employment and participation in this.

#### UNLOADED FOODGRAINS AT HOWRAH

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- \*695. **SHRI K. RAMANI :**  
**SHRI K. ANIRUDHAN :**  
**SHRI B. K. MODAK :**  
**SHRI UMANATH :**  
**SHRI RAGHUVIR SINGH SHASTRI :**

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that wagon-loads of Moong and pulses booked from various places are lying at railway yards at Ramkrishnapur, Shibpur and Shalimar and hundreds of bags of pulses are lying on the floor of Railway sheds at Howrah and Ramkrishnapur;

(b) if so, the total quantity of pulses lying at the station;

(c) whether this has caused dislocation in goods traffic; and

(d) if so, the steps taken in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH) :** (a) to (d). A statement is laid on the Table of the House.

*Statement*

Some time back, there was heavy accumulation of wagons containing pulses at stations in Calcutta area and also a very large number of consignments of pulses lying undelivered in the goods sheds. The position has improved and there is no congestion now.

As on 10-12-1967, three wagons containing pulses were awaiting release at Howrah and five at Ramkistopore. Fourteen wagonload consignments of pulses unloaded in the goods shed were awaiting removal at Howrah and seven at Ramkistopore.

The accumulation of wagons containing pulses at stations in Calcutta area did cause dislocation in goods traffic and booking of traffic to Howrah and Ramkistopore had to be restricted. With the improvement in the position, the restrictions have been withdrawn.

The concerned trade organisations and the clearing agents were frequently contacted by the Railway Administration to persuade them to effect quick delivery and removal of the consignments. The Government of West Bengal were also kept informed of the position so that they might take such action as they considered appropriate. Since the traffic was booked to 'self' and the consignees were not, therefore, known, notices under Sections 55 and 56 of the Indian Railways Act were served on the consignors wherever possible, calling upon them to remove the goods.

To prevent further deterioration, restrictions on booking of traffic to Howrah and Ramkistopore were imposed.

**SHRI K. RAMANI :** Hundreds of wagons, full of pulses, were lying idle in the railway yard and the authorities were saying that the consignees were not traceable. Actually in Calcutta what happened? The traders wanted to increase the price. The prices were going down due to.....

**MR. SPEAKER :** What is his question? He may come to the point.

**SHRI K. RAMANI :** I am coming to the point, Sir. The traders wanted to increase the price. I want to know whether any Railway authorities were in collusion with the traders to keep those things not actually delivered there. I want to know whether they are prepared to conduct an inquiry, whether they have ordered any inquiry.

**SHRI PARIMAL GHOSH :** So far as Railways are concerned, the normal procedure is this. When the consignees do not remove the goods from the goods-shed or from the railway wagons, the only remedy that lies with the Railways is to take recourse to section 56 of the Indian Railways Act. According to this Act, a notice has to be served on the owner of the goods asking him to take delivery of the goods within the period stated in the notice. In case the owner does not take delivery of the goods within that period, the only course left with the Railways is to auction the goods; advertise it in the paper and give them 15 days' notice. All these things are a time-consuming process.....

**MR. SPEAKER :** He is saying everything except answering the question. The question was whether an enquiry would be held, whether there was any collusion on the part of any of the Railway authorities. Instead of answering that, he is tracing the whole history.

**SHRI PARIMAL GHOSH :** There is no question of collusion in these matters. The question of inquiry does not arise.

**SHRI K. RAMANI :** Now what happened there? Several thousands of bags of pulses, which were needed by the people, were lying idle. I want to know whether the Railway Ministry is prepared to take any action to see that in future this kind of thing does not recur—suitable action by setting up some suitable machinery or some official who will look after these things and report immediately to the Government to take action on that.

**SHRI PARIMAL GHOSH :** I have already stated about that. The procedure laid down under the Railways Act will be gone through and there is no other factor that the Railways can take into consideration.

**श्री रघुबीर सिंह शास्त्री :** मैं माननीय मंत्री से पूछना चाहता हूँ कि क्या यह ठीक है कि लुधियाना स्टेशन पर ऊन और काटन यार्न की गाठें, गाजियाबाद, दिल्ली और कानपुर में वनस्पति तेल और बहुत से महत्वपूर्ण स्टेशनों पर कोयला इसी तरह से पड़ा रहा और व्यापारी आम तौर से उन लिये नहीं उठाते रहे कि वह अच्छे ग्राहकों के इंतजार में थे कि ग्राहक मिल जायें और बिक जाय तो उनको अपने घर से पैसा न खर्च करना पड़े, क्या यह ठीक है और सरकार इस प्रवृत्ति को रोकने के लिये क्या कर रही है ?

**SHRI PARIMAL GHOSH :** The question is about Howrah. It does not arise from this.

**SHRI KRISHNA KUMAR CHATTERJI :** The hon. Minister has admitted that hundred of bags of pulses are lying in the railway sheds uncleared and some of them are lying in such a state that they will become unfit for human consumption. Will the Minister give us some idea about it ?

**SHRI PARIMAL GHOSH :** No wagons are lying idle. All the wagons have been cleared and the question of not clearing the goods will not arise.

**श्री कंवर लाल गुप्त :** अध्यक्ष महोदय, जैसा यह कलकत्ते में हुआ इसी तरह से देश के और भी भागों में होता है और काफी गाड़ियां इस तरह से खड़ी रहती हैं। जैसा मंत्री महोदय ने बताया जो प्रोसीजर है रेलवे का वह इतना लम्बा है कि उसमें कई महीने लग जाते हैं। तो क्या मंत्री महोदय जो रेलवे का प्रोसीजर है और जो रूल्स हैं उनको बदलने के ऊपर कुछ ध्यान करेंगे ताकि यह साइड क्लीअर जल्दी हो सके और जो

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लोग इसका नाजायज फायदा उठाना चाहते हैं वह न उठायें ? तो क्या वह प्रोसीजर और रूल्स को बदलने की तरफ कुछ ध्यान करेंगे ?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) :** In these matters the proper course for us would be to increase the demurrage and wharfage charges and making it difficult for the consignor or the consignee to keep the material for an indefinite period, otherwise to take over the goods under the Act and to dispose them of by public auction. The Railways public carrier liability cannot extend beyond that.

**श्री श्री० प्र० स्वामी :** क्या सरकार की दृष्टि में यह बात आई है कि खुली मालगाड़ियों में अनाज लाद दिया जाता है और उसके कारण लाखों मन अनाज खराब हो गया है ? यदि हां, तो क्या सरकार ने अपने विभाग को आदेश दिया है कि भविष्य में खुले वैगन्स में मालगाड़ियों में अनाज को न लादा जाय ?

**SHRI C. M. POONACHA :** To the extent possible we provide covered wagons, but we are in short supply of covered wagons at the moment. Wherever we are unable to meet the full requirements of covered wagons, we provide tarpaulin coverings for the safe transit of goods.

**श्री राम चरण :** दरअसल रेल में ऐसा देखा गया है कि जो बिजनैस क्लास एलीमेंट है वह रेलवे एम्प्लायीज से मिला होता है। तो उनसे मिल कर एक तरफ तो वह मूवमेंट में डिले करा दता है दूसरी तरफ और व्हारफेज या डेमरेज देना पड़ता है तो रेलवे के अधिकारियों को एथारिटी दी हुई है कि वह माफ कर सकते हैं, 75 परसेंट तक वह माफ कर देते हैं तो क्या मंत्री जी यह बताएंगे कि जो व्यापारी इस तरह से इंटेंशनली डिले करते हैं उनको व्हारफेज और डेमरेज माफ नहीं किया जाना चाहिए और उनके ऊपर पेनाल्टी लगायी जाय, ऐसा कुछ आदेश वह करेंगे ?

**SHRI PARIMAL GHOSH :** There are no such cases where in regard to wharfage and demurrage relief has been given to the extent of 75%. Where there are some genuine difficulties, of course, the question of giving relief in regard to wharfage is considered. But, nowhere we have given 75% relief.

**ब्रिटेन, कनाडा, हालैंड और बेल्जियम को प्रतिनिधिमंडल**

\*699. **श्री रघुबीर सिंह शास्त्री :** क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हाल में चार सदस्यों का एक दल भारतीय माल के निर्यात की सम्भाव्यता का पता लगाने के लिये ब्रिटेन, कनाडा, हालैंड और बेल्जियम की 24 दिन की यात्रा पर गया था;

(ख) यदि हां, तो इसके द्वारा प्रस्तुत किये गये प्रतिवेदन की मुख्य बातें क्या हैं; और

(ग) इस सम्बन्ध में सरकार ने क्या कार्यवाही की है ?

**वाणिज्य मन्त्री (श्री दिनेश सिंह) :**

(क) नकली रेशम के वस्त्रों के निर्यात संवर्धन के लिये एक 3 सदस्यीय बिक्री दल 24 दिन की यात्रा पर हाल ही में कनाडा, ब्रिटेन, हालैंड, बेल्जियम, इटली, केन्या और इराक गया था जिसमें एक प्रतिनिधि राज्य व्यापार निगम का था और दो प्रतिनिधि रेयक्स के थे जो कि 'रेशम तथा रैयन निर्यात संवर्धन परिषद' की अनुषंगी संस्था है ।

(ख) बिक्री दल 4 दिसम्बर को वापिस आ गया है और उसके प्रतिवेदन की प्रतीक्षा की जा रही है ।

(ग) अभी यह प्रश्न नहीं उठता ।

**श्री रघुबीर सिंह शास्त्री :** श्रीमन्, क्या इस शिष्टमंडल को अफ्रीका और उसके

पड़ोसी देशों में यह भी शिकायत मिली कि भारत से जो माल जाता है वह देर में तो जाता ही है, वह खराब भी होता है ? जो स्पेसिफिक्स दिए जाते हैं उनके मुकाबले में वह बहुत रद्दी होता है ?

**श्री दिनेश सिंह :** अभी तो रिपोर्ट आनी बाकी है अध्यक्ष महोदय । लेकिन मैं सदन को यह बता दूँ कि उन्होंने काफी वहां पर आर्डर्स बुक किये हैं, 5 करोड़ 70 लाख के करीब के और काफी उनका काम वहां पर सफल रहा है ।

**श्री रघुबीर सिंह शास्त्री :** क्या यह भी ठीक है कि सरकार नाइलोन फैब्रिक्स जो हम एक्सपोर्ट करते हैं उसके मुकाबिले नाइलोन यार्न मंगाने और इसी तरह से वीकोज फैब्रिक्स के मुकाबिले में रैयान जो है उसकी सप्लाय इंटरनेशनल रेट पर करने के लिये कुछ सोच रही है जिससे कि हमारा जो एक्सपोर्ट है वह एन्करेज हो ? ऐसा कोई कमिडरेशन सरकार कर रही है ?

**श्री दिनेश सिंह :** एक्सपोर्ट एन्करेज हो इसके बारे में तो हम देख रहे हैं अध्यक्ष महोदय ।

**श्री प्रकाशवीर शास्त्री :** जो हमारे राज-दूतावासों के साथ हमारे वाणिज्य प्रतिनिधि रहते हैं क्या उनकी क्षमता को इस प्रकार कम माना गया है कि जो इस प्रकार के प्रतिनिधि-मंडल विदेशों में भेजे जाते हैं या किसी तरह से उनके कार्य में कोई न्यूनता है जो इस प्रकार के प्रतिनिधि-मंडलों पर इतना व्यय किया जाता है ? क्यों इस प्रकार के व्यय की आवश्यकता पड़ती है ?

**श्री दिनेश सिंह :** जो हमारे दूतावासों वाणिज्य संबंधी प्रतिनिधि हैं वह वहां पर उस वेध से सम्बन्धित जितने वाणिज्य के काम हैं उनमें बिलचस्पी लेते हैं । यह तो खास कुछ तरह की चीजों को बेचने के लिये यह लोग गए थे और हमेशा इस