

gauge; it is not an insurmountable difficulty and it can be solved. At a particular place where transshipment is involved, they can unload and send it by road.

SHRI B.P. MAURYA : In the fourth quarter period October-December 1974, the end of December is still far away. That is why Sir, the total quantity is not mentioned. I would like to submit that when we come to the end of the quarter, I am sure it will be to the satisfaction of the hon. Member. So far as the figure for the third quarter is concerned, that is because of the season. During the rainy season more wagons had been available for supply and we could move more.

SHRI N.G. GORAY : Sir, the Minister tells us that because of the transport bottleneck cement could not be taken to Nagaland. Sir, only yesterday, if I remember correctly, the Railway Minister assured us that the Railways had never had it so good in the past, which means that the transport system today is working smoothly. I would like to know where this bottleneck is. Does he mean by it railways or something else?

SHRI B.P. MAURYA : As I have already stated, there is bottleneck at the point of New Bongaigaon because the supply up to this point is by broad gauge and beyond this point it is by metre gauge. So, I mentioned this specifically in connection with this case.

SHRI KRISHAN KANT : May I know from Mr. Pai—he has been Minister of Railways also and while giving a reply to this question he said about bottlenecks in Assam and Nagaland—whether he is aware that Shri B.K. Nehru, former Governor, had mentioned and written to the Government of India that if they go to the Railways and transport departments, they say that no new railway lines can be given because there are no industries and if they go to the industry department, they say because there are no railways we cannot have new industries? May I know whether the Government has tried to have an integrated approach between the Railways and the Industries Departments?

SHRI T.A. PAI : Sir, the picture of integration will take some years to be clear. The fact is, where transport is available there are no industries located and where there are industries, no transport is available. The hon.

Member knows it. So, I would like to make it very clear, so far as this question is concerned, that cement to Nagaland is allotted from the States of Orissa and Bihar. The bottleneck comes up at the moment when it has to cross the Farakka Barrage and on account of operational difficulties there are frequent movement restrictions. Therefore, whether it is Nagaland or Manipur or Assam or any other States in the region, it has suffered. We have the requirement of about 200 wagons to cross over at the transport bottleneck at Bongaigaon whereas they can take 120 wagons per month. While there might be a general improvement over the entire railway system there might be some bottlenecks here and there. As and when these bottlenecks are brought to our notice we try to see that there are identified and suitable steps are taken to improve the situation.

*355. [*The questioner (Shrimati Lakshmi Kumari Chundawat) was absent. For answer vide col. 29... infra*]

Fuel Policy Committee's estimate of investment on coal mines

*356. **SHRI JAGBIR SINGH :**
SHRI LOKANATH MISRA :†
SHRI K.P. SINGH DEO :

Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that the Fuel Policy Committee has estimated an investment of Rs. 131.731 crores in developing new coal mines, building the infra structure for transporting coal, and in pushing up the installed capacity of power projects up to the end of this century; and

(b) if so, what steps have been taken by Government to find resources for the scheme?

THE MINISTER OF ENERGY (SHRI K.C. PANT) : (a) No, Sir.

(b) Does not arise.

SHRI LOKANATH MISRA : Sir, may I know whether the hon. Minister means to say that there has not been any kind of estimate by the Fuel Policy Committee as to the expenditure to be involved in the improvement of infrastructure and the development in coal mines?

†The question was actually asked on the floor of the House by Shri Lokanath Misra.

SHRI K. C. PANT : Yes, Sir, they have not made any estimate of investment and I am surprised to see the figure . . .

SHRI LOKANATH MISRA: This figure may be incorrect but what is your figure ?

SHRI K. C. PANT : Just to make you understand the order of investment, for the fifth Plan itself the power plan is Rs. 6,000 crore plus and the coal plan is Rs. 700 crore plus. Here he has talked of Rs. 131 crores at the end of the century. This figure is obviously very far away.

SHRI LOKANATH MISRA : May I know what their estimate is and what their recommendation is and what figure has been accepted by the Government for the development of new coal mines and for the improvement of the infrastructure ? So far the country has been undergoing terrible difficulties because of shortage of coal in different places and since we have the coal mines there must be at least some kind of arrangement for improving the supply of coal.

SHRI K. C. PANT : Sir, the report of the Fuel Policy Committee has been placed in the Library of Parliament and today in answer to an Unstarred Question a summary of the main recommendations is being placed on the Table of the House. The Committee's terms of reference did not require them to make an estimate of the expenditure requirement and they have not done so.

So, I cannot obviously give you the figure. They have themselves not gone into it. They have given a general recommendation which will need to be worked out and then we can arrive at a figure of investment, but that process will take some time.

SHRI LOKANATH MISRA: Irrespective of whether the terms of reference of the committee permit them to make a recommendation or not—let us forget it—may I know whether the Government have been thinking about it as to how they can improve the situation in regard to the supply of coal and improve the infrastructure of the coal mines and all that, so that the difficulties in the supply of coal are got rid of ?

SHRI K. C. PANT : So far as the Government's plans in this connection are concerned, they are only within the Five Year Plan. We are taking a broad view of the

problem and a long-term view of our fuel policy as a whole, as against the current problem of supply of coal and the difficulty in supplying it. In this context, so far as the Fifth Five Year Plan is concerned, as I said earlier, a provision of Rs. 766 crores has been made in the Draft Plan. This is the figure on which we are operating just now.

SHRI HARSH DEO MALAVIYA : Though our coal deposits are very huge and it has been acknowledged all round, it has been revealed recently that as we dig deeper the ash content in the coal is getting larger and larger. It has gone up perhaps from 14 per cent to 20 per cent or even 27 per cent in some cases and the large ash content of coal is very seriously affecting all our industries where coal is needed like the steel industry and others. It has been suggested that to meet this we should have coal washeries and we should wash our coal better. Otherwise, this problem will be there. I would like to know from the hon. Minister whether the Government is seized of the problem. And, if so, what steps are the Government taking to see that the coal we get is washed well so that the coke-oven batteries in the steel plants and other industries can work better ?

SHRI K. C. PANT : The point is well taken. It is a fact that this problem has cropped up. The Government is seized of the problem and consistent with the resources available it has to increase the available capacity for washing, so that more ash can be washed out and better coal made available.

SHRI HARSH DEO MALAVIYA : The MAMC—Mining and Allied Machinery Corporation—is supposed to have the capacity to build washeries, but their present capacity is very limited. Is the Government thinking of increasing the capacity of MAMC ?

MR. CHAIRMAN : It is a suggestion for action.

SHRI K. C. PANT: We are going farther and farther afield and I am not in charge of MAMC. If he wants information, certainly he can ask Mr. Patil and get it.

DR. R. K. CHAKRABARTI : Has the fuel committee suggested an estimate for a certain amount of investment for opening up new coal-mines ? May I know how much more fund has been allotted in the Fifth Five Year Plan in order to improve the conditions

of the existing coal mines, so that the coal mines can be utilised to the optimum capacity for raising coal and also they can utilise the working capacity of MAMC at Durgapur in order to modernise the machines of the existing coal mines ?

SHRI K. C. PANT : I have already said that the committee has not given any estimate. That is No. 1. No. 2, in the overall Fifth Plan provision in the Draft Plan, so far as the break-up goes, for prospecting, drilling and advance action it is Rs. 75 crores; new coal-mines and washeries Rs. 456 crores and for continuing schemes it is Rs. 162 crores. There are some other allocations also. These cover the area to which my hon. friend is referring.

DR. R. K. CHAKRABARTI : Does the sum of Rs. 75 crores include modernisation of the existing coal-fields ?

SHRI K. C. PANT : In order that modernisation of the existing coal mines is done, there is interaction between this ministry and Ministry in charge of MAMC I was once in charge of MAMC and so I can tell my hon. friend about that, but I do not want to go into that aspect. I can tell him that right from the beginning we were aware of the fact that it was necessary to marry coal development plans with the MAMC's production programmes

That process has started much earlier. Then came the phase when coal production targets were scaled down. The MAMC could not manufacture coal-mining machinery; it went on to other items of manufacture. He probably knows the whole story. I understand the problem is not a very simple one; it is complicated. We know the problem. And we are trying to see that coal mining is improved as far as possible.

श्री भैरो सिंह शेखावत : श्रीमन्, विभिन्न सूत्रों से जिस प्रकार की जानकारी मिल रही है उसके आधार पर ऐसा लगता है कि इस वर्ष कोयले का उत्पादन गत वर्ष के मुकाबले में कम होगा और इसी के आधार पर मैं सरकार से जानकारी चाहूंगा कि पांचवी पंचवर्षीय योजना में जो 135 मिलियन टन का टारगेट रखा था, उस टारगेट को इस अवधि में किस सीमा तक पूरा किया जा सकेगा ? यदि यह टारगेट पूरा नहीं किया जा सकता है, तो इस कमी को किस तरह से पूरा किया जाएगा ?

इसी के साथ-साथ मैं यह भी जानकारी चाहता हूँ कि जो माइनिंग इक्यूपमेंट हमें चाहिए, उस प्रकार के इक्यूपमेंट भारत सरकार के पास है या नहीं ? अगर नहीं है, तो उन्हें उपलब्ध कराने के बारे में क्या

व्यवस्था की जा रही है ? सप्लाय के सम्बन्ध में जो बोटल नेक है, उस बोटल नेक को दूर करने लिए भारत सरकार क्या प्रयत्न कर रही है ?

श्री के० सी० पंत : अध्यक्ष महोदय, पिछले साल करीब 78 मिलियन टन कोयले का उत्पादन हुआ था और इस साल करीब 88 मिलियन टन कोयले के उत्पादन होने की उम्मीद है। इस साल पिछले साल से कम पैदावार हुई है, ऐसी बात नहीं है। आपने जो यह पूछा कि पांचवी पंचवर्षीय योजना में 135 मिलियन टन का लक्ष्य रखा गया था, उसके सम्बन्ध में मैं यह निवेदन करना चाहता हूँ कि हम यही कोशिश कर रहे हैं कि यह लक्ष्य पूरा हो। इसमें यह नहीं सोचना है कि अगर यह पूरा न हो तो क्या कठिनाइयाँ उत्पन्न होंगी ? लेकिन इससे अच्छा यह होगा कि हम यह कोशिश कर रहे हैं कि यह लक्ष्य पूरा हो जाए और इस तरह की कठिनाई पैदा न हो।

जहाँ तक ट्रांसपोर्ट और इक्यूपमेंट का सवाल है, जैसा मैंने कहा कि जो इक्यूपमेंट देश में पैदा होता है, उसका हम पूरा इस्तेमाल करते हैं और हमारी कोशिश यह है कि हम इस बारे में पूरी तरह से सैफ्टरिलाइन्स बन जाएं। लेकिन जितनी आवश्यकता पड़ती है, उतना हम बाहर से कोयले की मशीनरी मंगाने हैं।

जहाँ तक ट्रांसपोर्ट का सवाल है, उसमें सुधार हुआ है। जहाँ कहीं आवश्यकता पड़ती है, करीब करीब रोज कोयला विभाग और रेलवे विभाग के अधिकारी इस सम्बन्ध में आपस में बातचीत करते हैं और जहाँ कहीं आवश्यकता पड़ती है उसको देखते हैं कि कोयले का मूवमेंट ठीक तरह से हो।

जीपों के उत्पादन का विकेन्द्रीकरण

*357. श्री गुणानन्द ठाकुर :†

श्री नागेश्वर प्रसाद शाही :

श्री कल्प नाथ :

श्री जगदीश जोशी :

क्या उद्योग और नागरिक पूर्ति मंत्री यह बताने की कृपा करेंगे कि क्या सरकार देश में जीपों के उत्पादन का विकेन्द्रीकरण करने का विचार रखती है ?

‡[Decentralisation of jeep production

*357. SHRI GUNANAND THAKUR:

SHRI NAGESHWAR PRASAD SAHI:

SHRI KALP NATH:

SHRI JAGDISH JOSHI:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state whether

†The question was actually asked on the floor of the House by Shri Gunanand Thakur.

‡[] English translation.