

RAJYA SABHA

Thursday, the 28th November, 1974/the 7th
Agrahayana, 1896 (Saka)

The House met at eleven of the clock, Mr.
Chairman in the Chair.

ORAL ANSWERS TO QUESTIONS

Allocation of Cement to Nagaland

*354. SHRI KHYOMO LOTH: Will the
Minister of INDUSTRY AND CIVIL SUP-
PLIES be pleased to state:

(a) what are the details of the allocation
of cement to Nagaland during the period from
January, 1973 to October, 1974;

(b) what is the quantity of cement actually
supplied to that State quarterly, during that
period; and

(c) the names of the agents who transported
cement from the cement factory to Nagaland
during the above period?

THE MINISTER OF STATE IN THE
MINISTRY OF INDUSTRY AND CIVIL
SUPPLIES (SHRI B. P. MAURYA): (a) to
(c) A Statement is laid on the Table of the
House.

Statement

A system of making separate state-wise
allocations of cement was first introduced for
the period 1st July, 1973 to 30th June, 1974.
Prior to July, 1973, allotments were made on
the basis of demand received from the States
from time to time. A statement showing the
allocations made and supplies effected to Naga-
land under the state quota, which are exclusive
of the requirements of the Central Government
works within the state, during the period
January, 1973 to October, 1974, is attached.
[See Annexure below] Supplies made to
Nagaland under the Central Quota during the
said period are also indicated in the Annexure.

Transport of cement to Nagaland from
cement factories is ordinarily made by the Rail-
ways except in the case of supplies from the
factory at Cherrapunji in Meghalaya. The
supplies from this factory are by road and this
is arranged either by the factory authorities or
by the Nagaland State Government. Informa-
tion about the agents who might have transpor-
ted cement by road is not available.

Annexure

(Figures in tonnes)

Quarter	Allocation	Despatches
(a) Under State Quota		
Qr. I/1973 (Jan.-March, 1973)	—	2948
Qr. II/73 (April-June, 1973)	—	2607
Qr. III/73 (July-Sept., 1973)	5000	1531
Qr. IV/73 (Oct.-Dec., 1973)	4500	3872
Qr. I/74 (Jan.-March, 1974)	4500	2921
Qr. II/74 (April-June, 1974)	4400	2186
Qr. III/74 (July-Sept., 1974)	5400	5324
Qr. IV/74 (Oct.-Dec., 1974)	5500	395
(Figure for October, 1974 only)		

Quarter	(b) Under Central Quota		Despatches
Qr. I/1973
Qr. II/1973	377
Qr. III/1973	1056
Qr. IV/1973	227
Qr. I/1974	264
Qr. II/1974	728
Qr. III/1974	270
Qr. IV/1974 (October, 1974)	71

SHRI KHYOMO LOTH: Sir, accord-
ing to the figures given here, I will read the
figures of 1974 quota, from January to March,
it is 4500 metric tonnes; from April to June, it
is 4400 tonnes; from July to September, it is
5400 tonnes and the total despatched is 10,431
tonnes to Nagaland State for the I, II & III
quarters. This is from the State quota. Then
from Central Quota, it comes to 1262 tonnes
in 1974. So the total quantity in 1974 both
from State and Central Quota for the period
January to Sept. 74 comes to 11,693 which has
already been despatched. But this quantity
has not been received by the Nagaland State
and I would request the Minister to look into
the matter and also I would like to ask him
if the Government of India is prepared to in-
crease our State allocation. The figures shown
under allocations during January to March

1974 is 4500 tonnes but the figure under Despatch is 29,21 tonnes. So if the state allocation is increased, only then we shall receive more quantity. I would ask the Minister whether he is prepared to increase our State allocation because from the correspondence with our Chief Secretary and Supply Secretary we find that all these allocations remain only on paper. At present a bag of cement costs there Rs. 35 to 45 in black and the development cannot go on without cement. We have not received our full allocations and even whatever is despatched, remains only on paper and the State Government is not getting it.

SHRI B. P. MAURYA : Sir, so far as the allocation is concerned, the quota of the Nagaland State Government was raised from 3,000 tonnes per quarter to 4,500 tonnes per quarter on the first request of the State Government. Now, Sir, it is further increased to 5,500 tonnes. The increased quota of 5,500 tonnes would be effective from the quarter beginning in from 1st October 1974. So far as the despatch part is concerned, it is true and I can understand the anxiety of the hon. Member, that the despatches had been only to the tune of 50 per cent of the allocations. The main reason of this drawback has been that there is some bottleneck at New Bongaigaon and at that place. Sir, the transport is by rail and due to change of the track from broad gauge to metre gauge, there has been this bottleneck. The Railway authorities have assured that this problem would be solved and I may assure the hon. Member that the State will not be facing this difficulty.

SHRI KHYOMO LOTHIA : Sir, for the quarter January to March, the allocation is 4,500 tonnes. The Minister said that it has been increased. And so far, the despatch is 2,921 tonnes only. What happens to the remaining quota? Is the Government prepared to give us the remaining from all these quotas?

SHRI B. P. MAURYA : Sir, for the year July 1973 to June 1974, and upto December 1974, the arrear will come to 10,000 tonnes and we have agreed to supply this arrear quantity also.

श्री रवी राय : माननीय मंत्री महोदय से यह जानना चाहता हूँ कि क्योंकि नागालैंड इंडस्ट्रियल बैंक बंद है इसलिए क्या सरकार के पास इंडस्ट्रियल बैंक बंद होने से को हटाने के लिए और आगे बढ़ाने के लिए नागालैंड की सरकार से कोई मांग आई है और अगर आई है तो उसके साथ वहाँ पर कोई सीमेंट फैक्टरी स्थापित करने के लिए भी कोई योजना आई है ?

MR. CHAIRMAN : It is a suggestion for action. If the hon. Minister knows it, he can give a reply.

SHRI B. P. MAURYA : Sir, it is not, at present, in my knowledge. But, if there is any proposal from the side of the State Government of Nagaland, that will have a sympathetic consideration.

SHRI SARDAR AMJAD ALI : Sir, I am interested to know from the hon. Minister whether he has perused the statement which he has submitted. There is a gulf of difference between the allocation and the despatch made to that particular State. Sir, not only with regard to Nagaland but this also has been the general feature with regard to the despatch and allocation made by the Centre.

MR. CHAIRMAN : But the Minister has explained the reason why there is a difference.

SHRI SARDAR AMJAD ALI : I am interested to know from the Minister whether they make any assessment as to what will be their capability to despatch to a particular State while they make that allocation, or they simply give a booster to the State or making for giving up that backlog. If there are difficulties, then what are the ways that you suggest so that there may not be any difference between allocation and despatch?

SHRI B. P. MAURYA : Sir, in this case, I have already submitted that at New Bongaigaon, there had been the bottle-neck because of the problem of broad gauge and metre gauge. But we have approached the Railway authorities and they had been kind enough to assure us that in future, the State of Nagaland would not suffer because of this problem.

SHRI SUBRAMANIAN SWAMY : Sir, if you look at the figure supplied by the Minister, you will see that since the third quarter of 1973, the allocation was to be about 30,000 tonnes and the actual despatch has been 15,000 tonnes, that means, 50 per cent despatch only. The Minister has placed the blame on the Railways. Now, I want to ask the Minister this: Is it not a fact that the State Government has represented to the Central Government that this has actually

got nothing to do with the Railways but these allocations are all made on paper and that the Central Government is trying to squeeze the State Government because it finds the State Government unfriendly? Is this not a fact that such a representation is made?

SHRI T.A. PAI : Sir, I am afraid that lot of unnecessary controversies are being dragged into in the question... (*Interruption*). I found that while the States where the transportation is less difficult are getting as much as 80 to 90 per cent of their allocations, the States like Assam, Meghalaya, Nagaland and these border States have had the problem of getting their allocations on account of transport difficulties. I am particularly looking into it because the Nagaland Minister approached me with his problem. I have been trying to co-ordinate and see that even their backlog of allocation is supplied to them.

SHRI SUBRAMANIAN SWAMY : That is not what I have asked.

SHRIMATI INDIRA GANDHI : May I say, Sir, that the hon. Member has as usual brought political connotation into this question . . . (*Interruption*). I mean exactly what those words mean. Nothing more or less.

MR. CHAIRMAN : Mr. Swamy, please resume your seat.

SHRIMATI INDIRA GANDHI : He has said that help has not been given to the Nagaland Government because it is not friendly to us. This is not at all true. The Nagaland Government is perfectly friendly to us. What we disapprove of is that that Government is not dealing strongly enough with the anti-national activities of the hostiles and the underground rebels.

SHRI NABIN CHANDRA BURAGO-HAIN : From the statement made by the hon. Minister I find that a good quantity of cement was earmarked for Nagaland and also from my own knowledge I know that a good quantity of cement was lifted by the Government of Nagaland. Now, Sir, I think the Central authorities should not be satisfied with allocation alone. The Central authorities should see that the quantity lifted or allocated reaches the masses. Now, Sir, I say, Dimapur has become a veritable den of smugglers and not most of the quota allocated to or lifted by the Government of Nagaland is disposed of either in Calcutta or Dimapur. Further, I want to draw the attention of the

hon. Minister to the fact that there are allegations from the masses in Nagaland that essential things earmarked for them have not reached them. May I ask the hon. Minister whether he is aware of such allegations and also whether he will make any inquiry into all these allegations that essential things earmarked for them have not reached them or have gone into the hands of smugglers in the markets of Dimapur and Calcutta?

SHRI T.A. PAI : Sir, I have already made it clear that the allocation that has been made to Nagaland, on account of transport difficulties, has not reached them. So there is no question of anybody disposing it of in between or its being smuggled. I am not aware of what happens to the cement once it goes to Nagaland. But, on our part, I must say that on account of bottlenecks there was difficulty in transportation to Nagaland. I even said that if the railways are not able to move it all the way, the Nagaland Government could also make arrangements to transport it by trucks and I have assured them that none of their Public Works Departments would suffer for want of cement.

SHRI NABIN CHANDRA BURAGO-HAIN : What about the allegations?

MR. CHAIRMAN : It is all right.

SHRI VEERENDRA PATIL : The hon. Minister is repeatedly saying that the despatches are not in accordance with the allocation because of transport bottlenecks. I would like to know, if this is a fact, how, when the allocation for the third quarter of 1974 is 5,400 tonnes and despatch for the same period is 5,324 tonnes, for the fourth quarter the despatch is only 395 tonnes against an allocation of 5,500 tonnes?

MR. CHAIRMAN : Three hundred and ninety-five for a particular period.

SHRI VEERENDRA PATIL : We are at the end of November now.

MR. CHAIRMAN : Those figures have not been included?

SHRI VEERENDRA PATIL : This is the figure. That is why I wanted to know. If he has got the latest figures, let him quote the latest figures. If it more than 5,000 I will be satisfied. So far as transport bottlenecks are concerned, the problem is not in Nagaland alone but there are so many lines where you have to transport from metre gauge to broad

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 it 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.