

[Shri Balgovind Verma]

(i) Notification G. S. R. No. 173, dated the 1st February, 1975, publishing the Andhra Pradesh Mines Provident Fund (Amendment) Scheme, 1975.

(ii) Notification G. S. R. No. 174, dated the 1st February, 1975, publishing the Rajasthan Coal Mines Provident Fund (Amendment) Scheme, 1975.

(iii) Notification G. S. R. No. 175, dated the 1st February, 1975, publishing the Neyveli Coal Mines Provident Fund (Amendment) Scheme, 1975. [Placed in Library. See No. LT-8929/75].

CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE

Reported Cancellation of a Large number of Trains due to acute Short- age of Coal Stocks with the Railways.

SHRI HARSH DEO MALAVIYA (Uttar Pradesh): Sir, I beg to call the attention of the Minister of Railways to the reported cancellation of large number of trains due to acute shortage of coal stocks with the Railways.

[Mr. Deputy Chairman in the Chair]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): Mr. Deputy Chairman, Sir, there had been a deterioration in coal supplies to the Railways after 1972. The shortages were mainly due to poor availability of coal from Bengal and Bihar coal fields which cater to the bulk of the requirements of Railways.

In order to make available to the Industries their minimum essential

requirements of steam coal, the Railways had to reduce their own coal consumption and consequently in November, 1973, Railways decided to curtail departmental and shunting services and also temporary suspension of some unimportant and less intensively utilised passenger trains with instructions to ensure that important interests, such as the daily commuters, court passengers, students, Industrial workers were not affected. Further cancellation of passenger trains was effected before and during the all India May, 1974, strike.

The availability of steam coal was pursued throughout with the Department of coal culminating in a meeting held with the Minister of Energy by the Minister for Railways and Minister of State for Railways on 16-12-74. Presently loco coal loading has picked up and anticipating that the increased production and offer of steam coal will continue, Railways are gradually restoring the required train services. At present only about 258 pairs out of a total of 1738 pairs of scheduled non-suburban passenger trains are yet to be re-introduced.

As announced by the Minister of Railways yesterday, with the production of coal gathering momentum, and in consonance with the building up of our coal stocks, Railways will commence restoration of services from 1st March and this restoration would be progressively increased in the next few months.

SHRI HARSH DEO MALAVIYA: Sir, this is a very serious problem. Last year due to the railway strike and other factors our entire economy suffered a lot mainly because the Railways did not move. Last year also it happened on more than one occasion that our coal stocks were only for a very short period. Once it was for two or three days last year. Sir, we do not know what is happening. The hon'ble Minister in his reply has not been able to give any particular information about the

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matter. I do not understand what he means. How does he explain it? Sir, our fear is that coal is wasted a lot. In the Hazaribagh district, one of the colliery areas, if you move about in the night you find any number of fires. It is the private individuals burning coal to convert it into coke. We were told that this entire coal which is being burnt there is pilfered. Furthermore, in these areas trouble_a continue. There are labour troubles. Only the other day there was a report in the Times of India that three labour leaders were shot dead and six injured, three of them seriously, when rival trade union workers attacked the AITUC office at Ghonoadih Colliery, 10 Rms. from Dhanbad. Sir, there is a paper called "New Republic" published from R'anchi and it has made very serious allegations. It has said that in the Kargali washery, there was a ropeway to carry coal. But for no reason, though it was working perfectly all right, this ropeway wa₃ left into disuse and the Area General Manager suddenly switched over to transportation of unwashed coal by road. The NCDC allegedly advanced a sum of Rs. 20 lakhs to contractors for buying trucks to be hired out to the Corporation. According to the memorandum which was submitted, the ropeway still remains abandoned and the NCDC is spending Rs. 50 i lakhs every month on transport by road of unwashed coal. That is one side of the affair; there is such corruption among the NCDC officials and loss i_s being suffered. And our Railways are being starved.

Sir, I think the problem is—I do not know; it is for the Minister to answer—perhaps there is no proper co-ordination between the Railway Ministry and the new Ministry of Energy which was formerly known as Steelf and Mines Ministry. This 'is causing great concern to the whole country. So, j would cut myself short and ask certain very specific questions.

(1) Has there been cancellation of some goods trains on the Western, Southern, South-Central and North-western Railways? If so, which are the trains which have been cancelled?

(2) Is it a fact that in recent months, the coal stock of some regional Railways had been reduced to only one day's stock and this news ha_s been kept secret?

(3) What i₃ the monthly requirement of coal for the Railways? What is the daily requirement of coal wagons and how many did the Railways get on an average during 1973-74?

(4) Has the question been taken up with the Energy Ministry?

(5) How long will this tenterhook existence continue? (Time-bell-rings) I am finishing. How long will this continue? What are the prospects of the problem being solved?

(6) Are there any proposals to curtail passenger services because of shortage of coal?

(7) Has any estimate been made of the possible loss in Railway revenue earnings? ..- ,

(8) Are there any proposals to bring about better co-ordination between the Railways and the Energy Ministry?

(9) Lastly, in the alternative, will the Government consider setting apart completely certain steam coal collieries in the coal areas in Bihar, etc., under the Railway Ministry? They should be taken away from the Energy Ministry and completely set apart for the coal requirements of the Railways.

SHRI MOHD. SHAFI QJRESHI: Sir, I will take up the last two points of the hon. Member first. He has asked whether there is any co-ordination between the Ministry of En-

[Shri Mohd. Shall Qureshi] energy and the Railways. Sir, this improvement in the supplies of coal and in the restoration of a large number of cancelled trains is a direct result of co-ordination between the Ministry of Energy and the Ministry of Railways. I am very grateful to my colleagues Shri Pant who has been rather very helpful and after he took over there has been a marked change in the supply of loco coal to the Railways. It is true that certain difficulties were faced in 1973 as a result of which we had to cancel large number of trains. With the improvement in the loco coal supply position, there has been gradual restoration of trains. We had in the initial stages to decide whether we should starve industries which are depending on loco coal and run our full contingent of trains. It was a decision taken deliberately not to starve the industries, but to curtail some of our passenger services as a result of which our own inventory went down and also in order to see that no goods trains were cancelled, we had to cancel large number of passenger trains. The first question was whether we cancelled passenger trains ...

SHRI HARSH DEO MALAVIYA: My question was whether you cancelled goods trains

SHRI MOHD. SHAFI QURESHI. I am sorry. No long-distance goods trains carrying essential commodities such as foodgrains, POL products, fertilizer and coal to plants were cancelled. But a few departmental trains were cancelled. It is true that the coal stock with the Railways had been very critical somewhere in 1973 and on some Railways the stock came down to three days' inventory. Our daily requirements to run our full contingent of trains are 1,850 wagons. This is our requirement and today I can inform the House that our loading in the last

month has been about 1,900 and we shall be able to maintain between 1,850 and 1,900. That will give us a chance to build up our own stocks also and to restore the cancelled trains.

The hon. Member has asked another question as to how long it will take to restore the cancelled trains. As the hon. Minister for Railways, while presenting the Railway Budget yesterday in the Lok Sabha, stated the restoration would start from the 1st of March and with this improved situation in the coal loading, I think within a few months from now we shall be able to restore all the cancelled trains.

SHRI HARASH DEO MALAVIYA: At least my question should be answered. Are there any proposals to curtail passenger services? Has any estimate been made about the possible loss in the revenue earning of the Railways? Is there any plan to bring about a better co-ordination between the Railway Ministry and the Energy Ministry? Is Government considering the question of setting apart particular collieries for the Railways? These are some of the questions yet to be answered.

SHRI MOHD. SHAFI QURESHI: It is true that we suffered losses because of cancellation of trains and what has been lost is lost for ever. The second question was about captive mines. We are having full and complete co-ordination between the Energy Ministry and the Railway Ministry and therefore we do not think of having captive mines for the Railways. About cancellation of trains, the position as on today is that on the Central Railway no train is cancelled; on the Eastern Railway, no train is cancelled; on the Northern Railway, 36 pairs of trains have been cancelled; on the North Eastern Railway, 40 pairs of trains have been cancelled; on the North Frontier Railway, no train is cancelled; on the Southern Railway, 124 trains have been cancelled; on the South Central Railway, 3 pairs of trains have been

cancelled; on the South Eastern Railway, only one pair of trains has been cancelled and on the Western Railway 53 pairs of trains have been cancelled. Today I have been informed that 15 more trains have been restored. Therefore, the total number of trains cancelled is 258 less 15.

SHRI SHYAMLAL GUPTA (Bihar): Why are trains cancelled in Bihar which is a coal-belt area? If there is co-ordination between the Energy Ministry and the Railway Minister, there is no reason why trains are cancelled in the area where coal is produced and is readily available. To me it appears that the Railway Ministry is not very energetic in running trains in that area. Thermal plants and steel industries are not working there properly for want of coal. Will the honourable Minister assure this House that the cancelled trains in Bihar will be restored by the 1st of March and coal also will be made available to all the industrial units there, the steel units and the thermal plants, so that there is no loss of energy so far as these units are concerned?

SHRI MOHD. SHAFI QURESHI: Sir, part of the question relates to the Ministry of Energy. But I can say with some certainty that the requirements of the power houses and the steel plants have been fully met by the Railways because the Railways are working only as carriers. With regard to our requirements of loco coal, I said that the position has considerably improved and on the North-Eastern Railway only 40 pairs of trains have been cancelled and, as I have already indicated, we shall start restoring these trains from the 1st of March and within a couple of months we shall be able to restore the full contingent of trains.

SHRI STJBRAMANIAN SWAMY (Uttar Pradesh): Sir, I would like to seek your indulgence on one point: I think the honourable

Minister can easily escape responsibility in answering some of the questions which are pertinent and he can take the easy way but by saying that it is not his responsibility and that he is not responsible for the lack of coal. But I saw a publication of the Ministry of Steel and Mines which says that they are not responsible for the fact that coal is not transported properly and the Railway Ministry is responsible for not providing wagons for the removal of coal. So, Sir, this controversy is going to continue. But I would like to seek your help in seeing that the Minister answers some of the basic questions that I am going to raise now.

Sir, it is clear that in our country we are developing a coal famine amidst enormous abundance. We have about 81 billion tonnes of coal reserves which can last us, at the present rate of consumption and the projected rate of consumption, for about 400 years. I want to know whether the Railway Ministry is to blame or would share part of the blame for the situation that is developing in the country where we have abundance of coal reserves, but we have a coal famine also. Some statistics have been put out by the Ministry in its budget that was presented yesterday and I would urge the Minister to see his own publications and one of the publications is: "Indian Railways—Year-Book". On going through this publication and the documents released yesterday, the following disturbing questions arise in my mind:

Firstly, the freight wagons deployment by the Railways has been steadily deteriorating over a period of time. For example, the freight traffic has been stagnant around 200 million metric tonnes since 1965.66. Now, coal transportation is part of this freight transportation and the Fourth Plan had made a target of 265 million metric tonnes in its original draft for the last year and we have now an admission from

[Shri Subramanian Swamy]

the Ministry in its budget presented yesterday that the amount of freight moved last year was much less than 200 million metric tonnes and that this year, in fact, it is going to be around 200 million metric tonnes only. Earlier, that is, prior to 1960-66, the freight that was moved by the Railways was growing at the rate of 6% per year and since then it has been stagnant and zero has been the growth rate. If you move away from looking at the total freight traffic and look to the movement in terms of tonne-kilometre, again you will find that it has been moving only sluggishly. Movement in terms of tonne-kilometre by the Railways of commodities including coal has been growing at the rate of 2.2% per year while the economy is growing at the average rate of 3.5%. I do not see any reason why this should be moving at such a slow pace.

Then, Sir, coming to the question of wagon loadings, in 1965-66, it was about 9,000 and the Railway Minister's own admission is that it has dropped to somewhere around 8,000 last year in spite of the heroic efforts made in November/December, etc. The fourth point I am making again goes to establish that the Ministry is responsible for the lack of availability of coal in general. The average turn-round time of wagons was 11.8 days in 1965-66. Now it has gone up to 14 days. More wagons are lying idle than they were earlier. Look at the statistics for net ton-km. wagon per day. I am going into these statistics because all this goes to support the general point which I would like the Minister to contradict or controvert that the Ministry is in fact slipping in its responsibility. The net ton-km per wagon per day was 987. Now it has slipped down to about 900.

One thing on which the Railways have done a wonderful job is in the

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retirement of wagons. The Fourth Plan target placed it at 35000. The Railway Ministry has achieved a faster retirement of 40,000. Of course* the Railway Ministers have not retired as fast as railway wagons.

Now, Sir, I would like to know whether it is a fact that after the nationalization of coal many railway officials have been very upset, because they had a nice side business going on in terms of bribery from private coal companies. Now that the coal companies have been nationalized, some of the railway officials, in the knowledge of the Minister perhaps, are disgruntled by the situation and they are not co-operative in the movement of coal.

Finally, I would like to ask a much more serious question about the future, specially in the context of the presentation of the railway budget yesterday. Is the Railway Ministry prepared to meet its responsibility for the transportation of coal in the Fifth Plan and, if so, how? For example, the Government is committed to providing double the amount of coal at the end of the Fifth Five Year Plan. Now the steel plants are getting 16 MMT. They will require 34 MMT five years from now. Is the Railway Ministry in a position to do so? I have great doubts about it. The Fifth Plan envisages that the Railways will have to move by 1978-79 over 300 MMT, i.e. 60 per cent rise in 3 years. Already two years have elapsed. The Ministry of Railways is moving about 200 MMT of freight. If you are going to fulfil the target and your responsibility in the next three years, the amount of freight you are going to move will have to be increased by 20% per year. So far the freight that you have moved has hardly changed. So _____

MR. DEPUTY CHAIRMAN: Wind up.

SHRI SUBRAMANIAN SWAMY: I want the Railway Ministry to make a pretty good case why it should not be blamed not only for the lack of coal for its own self but also for the developing coal famine for the rest of the industry in the country.

SHRI MOHD. SHAFI QURESHI: Sir, a considerably large part of the hon. Member's speech was a part of the rehearsal for his budget speech on the Railways, because he brought in matters which are not pertaining to the Calling Attention motion. Sir, the Calling Attention motion is about the cancellation of trains on account of the non-availability of coal. But he has touched a very important point, that I admire. Since we do not have the optimum utilization of our rolling stock and our wagons, we will not be able to meet the targets which we have placed before ourselves. It is also true that the turn-round of wagons, detention of wagons and loading of wagons will all have to be taken into consideration while fixing the targets. And all this has been done. I can assure the hon. Member that if the coal production goes up to 90 MMT or more, the Railways are fully geared up for its transportation for the use of the steel industry, for the use of power plants, for the washeries, and so on.

Sir, I have stated earlier that not a very large number of goods trains were cancelled. No long distance goods trains were cancelled. Only some passenger trains were cancelled. I have stated that in my reply. We will be in a position to restore all the cancelled trains in a few months' time.

The other points are not very relevant here.

श्री राजनारायण (उत्तर प्रदेश) :
श्रीमन्, मैं सरकार से यह जानना चाहता हूँ कि इस समय कितना कोयला पैदा हो रहा है और रेलवे को चलाने के लिए कितने

कोयले की जरूरत है और कितना कोयला इस समय रेलवे को उपलब्ध है और तीसरी बात यह है कि जितनी ट्रेनें इस समय कैसिल्ड हैं, कितना कोयला उन कैसिल्ड ट्रेनों को चलाने के लिए इस समय सरकार को चाहिए। और क्या पंडित कमलापति त्रिपाठी जी को इस बात की जानकारी है कि कोयला जो पैदा हो रहा है और जो कोयले का आवागमन इधर उधर मुल्क में हो रहा है उस में बड़े पैमाने पर भ्रष्टाचार भी हो रहा है और अगर भ्रष्टाचार हो रहा है तो उस भ्रष्टाचार को रोकने के लिए इस मंत्रालय ने या दूसरे किसी मंत्रालय ने अभी तक क्या कार्यवाही की ?

श्रीमन्, मैंने रेल मंत्री और संबंधित मंत्री को एक चिट्ठी लिखी कोयले का चोर-बाजारी के सम्बन्ध में और उस चिट्ठी की बातों को, मोटी मोटी बातों को मैं सवाल के रूप में पूछ रहा हूँ। क्या पंडित कमलापति त्रिपाठी, मंत्री रेल श्री जलाल अब्बासी, एम० एल० ए०, जिला बस्ती, को जानते हैं ? क्या श्री कमलापति त्रिपाठी इस बात से अवगत हैं कि अब्बासी साहब श्री के० डी० मालवीय जी के साथ सिराजुद्दीन कांड में भी शामिल थे ? और क्या कमलापति जी इस बात को जानते हैं कि अब्बासी के एलेक्शन का फंड इकट्ठा करने वाला कुतुबुद्दीन डुमरिया-गंज का निवासी है...

MR. DEPUTY CHAIRMAN: What has it got to do with the Calling Attention?

श्री राजनारायण : आ रहा हूँ। उसी पर आ रहा हूँ। क्या कमलापति जी इस को जानते हैं कि...

रेल मंत्री श्री कमलापति त्रिपाठी : अभी आप की चिट्ठी मिली नहीं।

श्री राजनारायण : डिपार्टमेंट में जरा खोज लीजिए। मालूम होता है कि वह वह गयी होगी। यह डिपार्टमेंट बड़ा विचित्र है।

श्री कमलापति त्रिपाठी : कब भेजी है। अभी तक तो भिली नहीं। वैसे यह विचित्र तो है।

श्री राजनारायण : यह डिपार्टमेंट बड़ा विचित्र है। इस ने ललित नारायण जी की हत्या करा दी। जरा बच कर रहियेगा। यह घटना 8, 9 तारीख की है। सवाल यह है कि कोयला नेपाल को भारत सरकार देती है। नेपाल की सरकार जब भारत सरकार से कोयला मांगती है तो उस को ले को प्रायर्टि दी जाती है कि यहाँ का कोयला नेपाल जाए। और कोयला चलता है नेपाल जाने के लिए और उस कोयले के ट्रक, डिब्बे, वैगन्स धुमा दिए जाते हैं भारत में। तो उस का निश्चित प्रमाण म दे रहा हूँ और पंडित कमलापति जी इस बात की जानकारी करायें कि कुतुबुल्ला के खिलाफ कस्टम ने कोयले के तीन ट्रक, जिन में नेपाल जाने वाला कोयला आया था, लेकिन जो नेपाल न जा कर भारत में ही लाया जा रहा था, रोके और उन को वाकायदा...

R. DEPUTY CHAIRMAN: Mr. Rajnarain, you will not get an answer to this.

श्री राजनारायण : अगर यही कोयला रेल को मिल जाए तो कैसिल्ड ट्रेन्स कम से कम 6 या 7 चलने लगेंगी :

श्री उपसभपति : लेकिन आप तो कह रहे हैं कि जो नेपाल जाने वाला कोयला था वह भारत में आ गया।

श्री राजनारायण : आप ठीक बता रहे हैं। भारत में आ तो गया, लेकिन वह गया कहाँ? यही सवाल है। यह घटना 8 या 9 जुलाई के आस पास की है। कुतुबुल्ला ने कस्टम को झाड़व भी किया था और उन के खिलाफ थाना इटवा, जिला बस्ती में रिपोर्ट भी लिखायी है जिस की इक्वायरी चल रही है।

इस को वाकायदा कमलापति जी वेरीफाई करें। कस्टम ने कुतुबुल्ला के खिलाफ मजहमत की रिपोर्ट इटवा थाने पर की। यह कोयला सी० आई० आर० के तहत टी० एस० ओ० बस्ती के आर्डर पर बन्द हो गया है। वहाँ पर एक मालवीय फंड बना है जिसमें ऐसे कोयले पर जिसको नेपाल न भेजकर इंडिया में ही डाइरेक्ट किया जाता है, 10 रुपए प्रति टन जमा होता है जिसको कुतुबुल्ला व जलाल अब्बासी करते हैं इस वजह से कि मालवीय जी का इलेक्शन इसी फंड से लड़ा जाए।

श्रीमन्, मैं अर्ज करना चाहता हूँ कि कांग्रेस के अन्दर शायद ही कोई मंत्री हों जो भ्रष्टाचार में सराबोर न हों। यह मैं टेबुल पर रख रहा हूँ।

MR. DEPUTY CHAIRMAN: No, no. Mr. Rajnarain, you complete what you want to say.

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श्री राजनारायण : ऐसा हजारों टन कोयला, करीब 8 लाख टन से अधिक नेपाल में न जाकर भारत में डाइवर्ट कर दिया गया है माननीय रेल मंत्री ने रेल विभाग से मिलकर चोरी कराकर 8 लाख टन कोयला अगर हमारी रेलों के लिए आया होता तो न जाने कितनी कैसिल्ड ट्रेनें चल जातीं। इंडिया नेपाल ट्रीटी के अनुसार भारत नेपाल को उनकी डिमांड पर कोयला प्राथमिकता के आधार पर देता है। रेल के वैगन भी प्राथमिकता के आधार पर देता है। नेपाल की सरकार डिमांड नोट कोयला कंट्रोलर को भेजती है। वहाँ से नेपाल के लिए लोडिंग के लिए वार्डर पर जाता है। नेपाल जाकर बड़नी, सूरतगढ़, आनन्द नगर, बिलहिया आदि पहुँच जाता है। ये सब इलाके करीब करीब केशवदेव मालवीय जं० के निर्वाचन क्षेत्र लोक सभा के हैं। इसकी सूचना कस्टम को भी दी गई कि इतना कोयला नेपाल जाने दिया जाए, परन्तु

वह नेपाल नहीं जाता। यह कस्टम के रेकार्ड से वेरिफाई किया जा सकता है।

तो मैं चाहता हूँ कि पंडित कमलापति जी रेलवे रेकार्ड से, कस्टम रेकार्ड से देखें और जो 8-8, 10-10 मिलियन टन कोयला 10 रुपए फी टन के हिसाब से लेकर वह रुपया डिप्टी चियरमैन साहब के यहाँ रखें, उससे गरीबों का भला किया जाए, उसको जनहित में लगाया जाए। उसको श्री केशव-देव मालवीय जी के जो मित्र यहाँ बैठे हैं, स्टेट मिनिस्टर बैठे हैं, इन लोगों ने आपस में मिल मिलाकर, बीच बचाव करके सारा मामला गोल कर दिया। मैं ईमानदारी से और सख्ती से कहना चाहता हूँ कि अगर वी मंलोग इस तरह से कायले के साथ गड़बड़ी करेंगे, रेलवे वगन के साथ करेंगे तो इन मंत्रियों का घेराव दिल्ली में किया जाएगा, बस्ती में, पटना में, बनारस में, लखनऊ में होगा। यह मैं बिलकुल साफ कह रहा हूँ :

श्री मुहम्मद शफीक कुरेशी : सारे

सवालों का जहाँ तक ताल्लुक है उनका जवाब देने की जरूरत नहीं है।]

श्री राजनारायण : क्यों। यह चियर होगा कि इसका जवाब दो या न दो।

MR. DEPUTY CHAIRMAN: You can answer to whatever is relevant.

श्री मुहम्मद शफीक कुरेशी :

मैंने कृपया ध्यान देना है कि मैंने जो बातें कही हैं, वे सच हैं। मैंने कभी झूठा बयान नहीं दिया है।

[] Hindi transliteration.

श्री मुहम्मद शफीक कुरेशी : मैं कुतुबुद्दीन को जानता हूँ। न बख्तियार को

श्री राजनारायण : मैं पंडित कमलापति जी को एक इंसान समझता हूँ, उनसे पूछ रहा हूँ।

श्री मुहम्मद शफीक कुरेशी :

राज नरान जी ने سوال کیا کہ کوئلے کی کتنی ضرورت ہوتی ہے تو ہمیں 14'4 ملین ٹن سالانہ کی ضرورت ہے اس کا مطلب یہ ہوا کہ اگر پوری تریلیوں ہمیں چلانی ہیں تو 1850 ویکن ہم کو روزانہ چاہئیں جیسا کہ میں نے کہا ہے اسٹیم کول اور لوکو کول یعنی ٹوٹل کول کی لوڈنگ کی پوزیشن یہ ہے کہ جنوری میں 8 ہزار 912 ویکن عم نے لوڈ کئے ہیں جو کہ ہماری ضرورت سے زیادہ ہیں - اس سے یہ فائدہ ہوگا کہ ہم اپنا اسٹاک بڑھا سکیں اور جو کینسل تریلیوں ہیں ان کو چلا سکیں گے -

جہاں تک کوئلہ کی کینسل تریلیوں کا سوال ہے - ہمارے ماننے میں مذہبی جی نے بجٹ کے وقت یہ کہا تھا کہ مارچ کے پہلے ہفتے سے ان کو چلانا شروع کر دینگے اور مہرا خیال ہے کہ دو تین مہینے کے اندر ہی اگر کوئلہ کا اتہادن اسی طریقہ سے قائم رہا تو یہ تمام کینسل تریلیں ہمیں ان کو چلا دیا جائے گا -- انہوں نے کہا ہے کہ

[श्री म. कदरिशह] कोयले की चोर बाजारी हो रही है और दूसरे मामले में भी लगाया है— ठीक नहीं है इसके लिए कोई सबूत होना चाहिए। बेतुकी बात कहने से उनको कोई फायदा नहीं है।

कोयले की चोर बाजारी हो रही है और दूसरे मामले में भी लगाया है— ठीक नहीं है इसके लिए कोई सबूत होना चाहिए। बेतुकी बात कहने से उनको कोई फायदा नहीं है।

†[श्री मुहम्मद शफी कुरेशी : राज-
नारायण जी ने सवाल किया कि कोयले की
वितनी जरूरत होती है तो हमें 14.4 मिलि-
यन टन सालाना की जरूरत है—इसका
मतलब यह हुआ कि अगर पूरी ट्रेनें हमें चलानी
है तो 1850 वेगन्स हम को रोजाना चाहिए।
जैसा कि मैंने कहा है स्टीम कोल और लोको
कोल यानी टोटल कोल की लॉडिंग की पोजीशन
यह है कि जनवरी में 8 हजार 912 वेगन्स
हमने लोड किए हैं जोकि हमारी जरूरत
से ज्यादा है। इससे यह फायदा होगा कि
हम अपना स्टॉक बढ़ा सकेंगे और जो कैंसिल्ड
ट्रेनें हैं उनको चला सकेंगे। जहां तक कोयले
की कैंसिल्ड ट्रेनों का सवाल है, हमारे माननीय
मंत्री जी ने बजट के वक्त यह कहा था कि
मार्च के पहले हफ्ते से उनको चलाना शुरू
कर देंगे और मेरा ख्याल है कि दो तीन महीने
के अन्दर ही अगर कोयले का उत्पादन इसी
तरिके से कायम रहा तो यह जो तमाम
कैंसिल्ड ट्रेनें हैं उनको चला दिया जाएगा।
उन्होंने कहा कि कोयले की चोर बाजारी
हो रही है और दूसरे मामले लिए हैं। अगर
सीरियसली इन मामलों को उठाया चाहते हैं
तो राजनारायण जी हमको लिख कर दे दें
तो मामले की जांच हो सकती है लेकिन हर

एक व्यक्ति पर यह इल्जाम लगाना—मुझ पर
लगाया है और दूसरों पर भी लगाया है—
ठीक नहीं है इसके लिए कोई सबूत होना चाहिए
बेतुकी बात कहने से उनको कोई फायदा नहीं
है।

SHRI M. KADERISHAH (Tamil Nadu):
Sir, the hon. Minister has stated that the coal
position is now improving and he has also
expressed the hope that it will be better in the
coming months. I do not know whether he
actually hopes or he is only hoping against
hope. This is the stereotyped reply given by
the Minister whenever the question is raised
on the floor of this House either by way of a
Starred Question or a Calling Attention
Motion or outside this House in a
Consultative Committee meeting.

Sir, the Minister of Steel and Mines has stated
only a few days back that the production of coal
has been increasing this year. But, at the same
time, we learn that the Railways are facing a
serious problem on account of the shortage of
coal. The Railway Minister has stated in the
Railway Budget Speech that the movement of
coal has been remarkably improving this year.
He has also given some statistics about the
number of wagons. But, Sir, the news that we
hear is actually very disheartening. I would like
to know whether the Government is willing to
reconcile both these statements. I want to know
the actual position. On the 18th February,
Deputy Minister for Railways Mr. Buta Singh,
while replying to a Question in the other House,
stated that so far 258 trains have been cancelled
out of which the largest number of 124 trains
have been cancelled in the Southern Railway. I
want to know whether these trains are going to
be restored. I would also like to know the
quantum of loss of revenue to the Railways
zone-wise on account of the cancellation of
trains since last May strike.

Sir, I want to know the mechanism which controls the supply of coal from coalmines to Railways and whether there is any co-ordination between the Ministry of Energy and the Railways to control this situation. The death of the former Railway Minister, Shri L. N. Mishra, alone is not a mystery. The shortages arising frequently and intensely during and after the stewardship of Mr. L. N. Mishra is also a mystery in itself. I want to know what is the hitch and difficulty involved in switching over to diesel operation of effective passenger and goods traffic. Is it the shortage of diesel or diesel locomotives that is coming in the way of such a move?

Then, Sir, the shortage of coal, the shortage of diesel, the shortage of diesel locomotives and the shortage of power if combined together will lead us to the conclusion that the Railways should run for only two months in a year and the Railway Minister should be there only for 15 days. How are we going to solve this problem, a man-made problem, which speaks of the highest inefficiency of the Railway Administration and reflects the biggest corruption in the operational field in the history of this country?

SHRI MOHD. SHAFI QURESHI: Sir, the hon. Member is rather confusing the two issues. The steel plants are using the coking coal and the Railways are using the steam coal. Different varieties of coal are being used by different industries and different units. The movement of coal to steel plants takes place directly from the mines, i.e. from mines to the washeries and from washeries to the plants. So far as that movement is concerned, there is no difficulty for moving the coal to steel plants.

With regard to our requirements he has said that it is a figment of my imagination and God knows what other adjectives he has used. I am giving the facts that as against the coal loading of about 7500 wagons daily a few months before the Rail-

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ways are loading more than 8500 wagons; now in January we are even loading 8912 wagons daily. So far as this steam coal, loco coal is concerned, I have earlier stated that our requirement is 1850 wagons per day. It would enable us to run full contingent of trains. This much we are doing and I have also mentioned that from 1st March we shall start restoration of all the trains. If the loading position remains as it is, we shall not only be able to restore trains, but we shall also be able to build up an inventory in the Railways.

SHRI G. LAKSHMANAN (Tamil Nadu): There is cancellation of 50 per cent of trains in south alone of the total trains cancelled in the whole of India. It is a matter of neglect of the south by the Railway Administration. They have cancelled 120 trains in the south.

SHRI MOHD. SHAFI QURESHI: It is because of the long haulage of coal, because it has to go by ship or by land route. So, long time is taken. But long distance trains were maintained throughout.

SHRI SANAT KUMAR RAHA (West Bengal): Sir, the Calling Attention relates to "the reported cancellation of a large number of trains due to acute shortage of coal stocks with the Railways". The Calling Attention related to the shortage of coal stocks and not to the shortage of coal. I have been confused by the reply of the Minister. The Minister in his reply has stated that due to actual shortage of coal cancellation of trains was there and due to coordination between the Railways and the Energy Department restoration of railways has been expedited. I do not understand the actual reply. So, my specific questions are the following.

I want to know from the Minister, if there is increase in the coal production why there is shortage of coal with the Railways. Is it the shortage of stocks or the shortage of coal? That is the first question.

[Shri Sanat Kumar Raha]

• Secondly, I would like to know whether prior notice of cancellation of trains was given to the public.

Thirdly, what is the total number of trains cancelled zone-wise? Now that the coal position has eased and you will be able to restore the trains which are left to be restored my question is: whether the lack of coordination between these two departments was to a certain degree responsible for cancellation or not. Now you have said that the coordination is better and that the cancelled trains will be restored but the question comes from that reply whether due to lack of coordination so far, all this cancellation was done.

The fourth question is whether the shortage of stock of coal was created due to underloading and pilferages. I know it, I have asked questions in this House and it was replied by the Minister that in my district, at Khag-raghat station a parallel depot was going on illegally with the connivance of the railway people. This is not a single instance. Our Hon. Member Harsh Deo Malaviya has also stated that in the Hazaribagh District area such pilferages are taking place and illegal coal depots have been started. The Minister will come up with a reply that they have investigated the matter and it has been stopped but my question is: Is it not high time to stop such things which are taking place with the connivance of the Railway Department on a very large scale? If that is so, have the Railways gone into this matter and enquired into it? If this thing goes on then there will always be shortage of stock with the Railways.

I also want to know from the economics point of view: What is the rationale of the use of coal by trains? Has there been any rationale, scientific basis for use of coal by trains? Sir, the Five-Year Plan obligation is there for Railways. I cannot

public importance

understand the reply of the Railway • Minister has given to such a Calling Attention. The question is whether the shortage of stocks of coal was really responsible for cancellation of these trains whereas the reply has been attributed to the shortage of coal. Sir, this confusion should be removed by the Minister.

SHRI MOHD. SHAFI QURESHI: Sir, some of the points raised by the hon'ble Member have already been replied but the confusion has been created by the statement and I would like to clear it. As to the question whether there has been sufficient increase in the production of coal, the production of steam coal in 1973 did not keep pace with the requirement at the time. So there was first shortage of steam coal. Then what happened is, as I have already stated, the Railways had to see that the industry did not stop. So they reduced their own inventories and cancelled a large number of trains first because they wanted to give...

SHRI SANAT KUMAR RAHA: Why in 1973?

SHRI MOHD. SHAFI QURESHI: I am coming to that. In 1973 May we had locomen strike, in 1973 December we had another strike, in 1974 May yet another strike. So a large number of trains had to be cancelled for some period. Consequently, our inventories went down because we had to feed the industry also. As the hon'ble Members know, prior notice is always given then trains are cancelled. The total number of trains cancelled in 1974 was more than one thousand, out of which today the position is that there are only 243 pairs of trains cancelled. He wanted to know the information zone-wise. I have already given the break-up. We are restoring the services of trains from the 1st of March.