

SHRI KRISHAN KANT : Sir, the question of suspension of Shri Harbans Singh was a misguided way of action by the power engineers. But, the basic question is the question of parity. The question is not in the generalist and specialist sense but the question is basically of I.A.S. who are being considered by the Pay Commission as some supermen in India and they are given better increments and better scales of pay as if they have come from God and they can do much better things than anybody else. In this connection, even the Pay Commission had made it clear that no Ministry of the Government of India where technical workers are working gave their advice on this question. Now when this question of parity is being considered for final decision by the Government of India and whether the special status of I.A.S. should be retained or not any improper decision on this issue will lead to loss of production and discontentment. I would like to know what is the view that the Ministry of Irrigation and Power is forwarding to the Government of India regarding this basic question.

SHRI K. C. PANT : Sir, the Ministry of Irrigation and Power is a part of the Government of India and it does not need to forward its recommendations to the Government of India. It participates in the decisions of the Government and shares joint responsibility.

So far as the question of parity with I.A.S. is concerned, as I was submitting earlier, I.A.S. is an all-India service. Many of the power engineers are employed by the State Government and many by the State Electricity Boards. Then, there are other engineers who are employed even by municipal bodies.

SHRI KRISHAN KANT : Let the hon. Minister reply on the question of parity between all India engineers and the I.A.S.
(Interruptions)

MR. CHAIRMAN : If both of you go on questioning then Minister cannot answer.

SHRI K. C. PANT : Sir, there are some engineers employed by the Government of India and I have already said that Pay Commission has gone into this matter and made its recommendations and a decision has to be taken by the Government on these recommendations. Why should one anticipate the decisions of the Government in this matter ? It is better to await the decisions of the Government.

Difference in railway freight on goods despatched to Kandla and Calcutta for export

*295. **SHRI HARSH DEO MALAVIYA :**

SHRI K. B. CHETTRI :

DR. R. K. CHAKRABARTI : †

MISS SAROJ PURUSHOTTAM KHPARDE :

SHRIMATI AZIZA IMAM :

SHRI N. R. CHOUDHURY :

SHRI SARDAR AMJAD ALI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there is a difference in railway freight on good which are sent to Kandla and Calcutta for export; and

(b) if so, what are the details there of and what is the impact on exports ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Railway freight is charged according to

†The question was actually asked on the floor of the House by Dr. R. K. Chakrabarti.

length of haul. The distance from the booking station to Kandla and Calcutta being different, freight charges to Kandla and Calcutta from that station are also different.

(b) The difference in freight will depend on the station of despatch and the commodity booked.

Export of any product is dependent upon various factors such as, cost of production, quality of products, cost of transportation etc. It is open to exporters to export their goods through the nearest port and keep the inland transportation cost to the minimum.

DR. R. K. CHAKRABARTI : Sir, when the question of coal price for freight equalisation comes in or when the question of jute price or freight equalisation comes in, we find that the price is the same everywhere. But, whenever the question of cotton freight price equalisation comes in or the question of special facilities given to Kandla—which is not connected to Calcutta comes in, we always find that there is a substantial difference between the two. Will the hon. Minister explain why this indiscriminatory behaviour is taking place in every sphere, so far as the eastern region is concerned ?

SHRI MOHD. SHAFI QURESHI : Sir, there is no discrimination region-wise. As I have stated, this freight concession and rebate on export is given by the Railways from a station or a particular port on certain commodities and that applies to the whole country.

DR. R. K. CHAKRABARTI : That is being transported from one part of the country to the other part of the country.

MR CHAIRMAN: You put your next question, if you want to.

DR. R. K. CHAKRABARTI : Sir, that is my second question. As the hon. Minister put it, it depends from which port

or station it is being transported. But the same argument should hold good for transporting coal and other things where the freight equalisation question comes in.

SHRI MOHD. SHAFI QURESHI : Sir, so far as the carrying of coal is concerned it is being done at the lowest rates, by this I mean coal for export and not for internal consumption. There are certain commodities which are carried at the lowest rates and coal is one of them. Therefore, there is no question of giving rebate on coal for export purposes. We are already moving it at low rates.

SHRI MONORANJAN ROY : Sir, unfortunately the Minister is trying to avoid the question. The question is not whether the commodity is for export or for internal use. In steel also we have got freight equalisation. What is this ? The other day during a debate on the Cotton Textile Committee in reply to my question the hon. Minister Shri D.P. Chattopadhyaya stated categorically that the question of cotton freight equalisation has been under the consideration of Government for a pretty long time. This question has been under the consideration of Government since Shri L.N. Mishra's time, who also, in reply to my question, had assured me that this question had been taken up by the Government of India and would be settled soon. I asked Mr. D.P. Chattopadhyaya. . .

MR. CHAIRMAN : Kindly put your question.

SHRI MONORANJAN ROY : My question is: Are you only going to discuss this matter, are you going to take any decision on it, i.e. the question of freight equalisation of cotton?

Now, do you want to dismake the Calcutta port that Kandla port is being used for export of goods. Calcutta port is known to the world market and now Kandla is being used. For what purpose?

SHRI MOHD SHAFI QURESHI

Sir, there may be other reasons for exporting goods from Kandla port. It is for the individual exporter to choose his port of export. So far as the question of freight equalisation is concerned, it is a matter which the Commerce Ministry can take up with the Ministry of Railways and the Railway Ministry, after considering its financial implications, will give consideration to such matters.

SHRI MONORANJAN ROY Sir, on a point of order. Why should it lie with the Commerce Ministry? This is the business of the Railway Ministry and the Railway Ministry must behave evenly for all the regions and all the States of India and you are not doing that. That is the relevant question.

SHRI MOHD SHAFI QURESHI My friend does not understand that distribution of cotton and other things is with the Ministry of Commerce and they fix up the rates of the cotton and if they want to take up the matter with the Railway Ministry, they are welcome to do so.

MR CHAIRMAN Next question.

SHRI MONORANJAN ROY My question was whether the Commerce Ministry has taken up the question of cotton freight equalisation with the Railway Ministry.

SHRI MOHD SHAFI QURESHI I do not have the information.

Reorganisation of Damodar Valley Corporation

*296 SHRIMATI AZIZA IMAM
DR R K CHAKRABARTI †
SHRI N R CHOUDHURY :
SHRI K B CHETRI .

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MISS SAROJ PURSHOTTAM
KHAPARDE

SHRI SARDAR AMJAD ALI
SHRI HARSH DEO MALAVIYA

Will the Minister of IRRIGATION AND POWER be pleased to refer to the answer to Unstarred Question No 831 given in the Rajya Sabha on the 27th November, 1972 and state

(a) whether Government have since received a report from the States of Bihar and West Bengal regarding the re-organisation of Damodar Valley Corporation, and

(b) if so what are the details thereof?

THE MINISTER OF IRRIGATION AND POWER (SHRI K C PANT) (a) and (b) The question of reorganisation of the Damodar Valley Corporation on a functional basis is interlinked with the proposals by West Bengal and Bihar for utilisation of water from DVC dams for irrigation purposes. The Chief Ministers of Bihar and West Bengal constituted a Study Team in 1972 to examine these issues as well as matters concerning other rivers of common interest to the two States. The Study Team submitted its Report to the Chief Ministers in July, 1973. No report has been received from the two States on the decisions taken by them on the various issues.

DR R K CHAKRABARTI Is it a fact that before the Study Team had gone through the problem of the DVC or any report was received from the States, unilaterally the DVC has changed some of the pay-scales of some of their working people, some engineers and so on, creating much more dissention amongst the power engineers in the neighbouring States?

SHRI K C PANT Sir, so far as I can see, the Study Team was not at all concerned with matters like pay-scales of the employees.