

(b) The total amount of power (energy) available in these States viz., Rajasthan, Haryana, Punjab, Jammu and

Kashmir and Himachal Pradesh for the years 1965-66 to 1970-71 is given below:—

(Figures are in million Kilowatt hours)

Name of States	1965-66	1966-67	1967-68	1968-69	1969-70
Rajasthan	722	756	887	1,270	1,400
Haryana	1,100	1,241	1,382	1,650	1,890
Punjab*	2,121	2,323	2,416	2,784	3,090
Jammu and Kashmir	N.A.	155	173	185	220
Himachal Pradesh	16.2	403	82	77	85

*These figures include power supplied to Nangal Fertilizer Factory.

The pattern of distribution to the various categories of consumers during the years 1965-66 to 1970-71 for the States of Rajasthan, Haryana, Punjab, Jammu & Kashmir and Himachal Pradesh is given in *Annexures I to V*. [See Appendix LXXVI, Annexure No. 43.]

(c) Year-wise power supply position for 1971-72, 1972-73 and 1973-74 for the States of Rajasthan, Haryana, Punjab, Jammu & Kashmir and Himachal Pradesh is given in *Annexure VI*. [See Appendix LXXVI, Appendix 44.]

(d) There is already a Regional Electricity Board functioning entrusted with the task of ensuring integrated operation of various power systems in the Northern Region. The Central Water and Power Commission and Planning Commission ensure coordinated and integrated development of power in the course of formulation of the five year Plans and sanction of the schemes.

SHORTAGE OF WAGONS FOR CARRYING COAL

691. SHRI KALYAN ROY:

SHRI N. K. KRISHNAN:

Will the Minister of RAILWAYS/रेल मंत्री be pleased to state:

(a) whether Government's attention has been drawn to news-items "Coal Crisis blamed in wagon shortage" and "ICC's Anxiety" in the Economic Times on April 10, 1971; and

(b) if so, what is the Government's reaction to these serious lapses on the part of Railways, and the details of the steps proposed to be taken to rectify the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS/रेल मंत्रालय में उप मंत्री (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) The difficulties mentioned in these reports have been caused by the drop in coal loading from West Bengal and Bihar fields. This drop has not been caused by any shortage of wagons but due to the difficulties faced by the Railways in the Eastern Sector caused by the poor law and order conditions particularly in West Bengal and the tremendous increase in miscreants' activities affecting railway operation.

Law and order is a subject dealt with by the State Governments. Such conditions are, therefore, beyond the purview and control of the Railways. They have, however, strengthened their own Protection Force in the area to the maximum extent possible. Closest possible co-ordination is being maintained by the Railway authorities at all levels with the State Government of West Bengal, to enable them to deal with such activities effectively. A meeting was convened by the Railway Minister on 22-5-1971 with the Ministers of the State and the Central Government concerned to evolve measures to deal with the situation. These are being followed up.

Regarding the other observation and suggestions made in the news item, these have been receiving the attention of the Railways and the Joint Director Transportation (Coal).

MOVEMENT OF IRON ORE FROM BARAJAMDA SECTOR

692. SHRI LOKANATH MISRA : Will the Minister of RAILWAYS/ रेल मंत्री be pleased to state:

(a) whether it is a fact that Government have taken a decision to provide two trains per day during the busy seasons and four trains during the slack seasons for the movement of iron ore from the Barajamda sector to Paradeep Port for export;

(b) if so, what is the total quantity of iron-ore, Government expect to move from Barajamda sector during the current year, quarter-wise; and

(c) what are the details of the performance, quarter-wise, in this regard during the previous two years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS/ रेल मंत्रालय में उप मंत्री (SHRI MOHD. SHAFI QURESHI): (a) and (b) For the year 1971-72, the target of export iron ore movement from Barajamda sector to Paradeep is 18 lakh tonnes. This can be achieved if an average daily loading of 225 four-wheeler wagons is uniformly maintained throughout the year. The Railways have planned the movement on the basis of a daily loading of 2.5 rakes of 40 BOXs each which is equivalent to a loading of 250 four-wheeler wagons. Movement of export ore is normally planned on the basis of uniform rate of despatch throughout the year. Some shortfall during the busy season when other demands increase, is, however, made good by stepping up the loading during the slack season when wagon availability generally improves. The achievement of these targets would, however, be possible only if anti-social activities affecting the Railway operation on the Eastern sector

are reduced and the law and order position in the Eastern sector improves.

(In lakhs tonnes)

	1969-70	1970-71
I quarter . . .	2.05	3.37
II quarter . . .	3.05	3.76
III quarter . . .	3.37	3.99
IV quarter . . .	4.33	2.19
TOTAL . . .	12.80	13.31

CANCELLATION OF LOCAL PASSENGER TRAINS ON SEALDAH DIVISION

693. SHRI SASANKASEKHAR SANYAL : SHRI MONORANJAN ROY :

Will the Minister of RAILWAYS/ रेल मंत्री be pleased to state:

(a) whether Government are aware of the frequent cancellation of local train services due to the scarcity of rakes in the Eastern Railway;

(b) if so, what are the details of such cancellation of train services during the year 1970-71;

(c) what are the reasons for the scarcity of rakes in that Division; and

(d) what steps Government propose to take to meet the requirement of rakes in that Division and ensure the normal rail traffic there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS/ रेल मंत्रालय में उप मंत्री (SHRI MOHD. SHAFI QURESHI): (a) The cancellations were not caused by scarcity of rakes but by the following impediments;

(i) Civil Disturbances, Bundhs and imposition of curfew rendering train running and attendance of staff difficult and risky;

(ii) Hold-up of trains by passengers resulting in rakes getting locked up away from starting stations;

(iii) Theft of overhead wires resulting in rakes getting locked up away from starting stations; and