

कर लेंगे, तब कम्पेंसेशन का सबाल उठेगा और जो कम्पेंसेशन मुकर्रर होगा वह दिया जायेगा ।

DIWAN CHAM AN LALL: May I ask whether the attention of the hon. Minister has been drawn to the fact that under the first Notification the land which is next to villages and wlvch has been included as part of the villages is also being declared as land to be acquired by the Government?

SHRI D. P. KARMARKAR: Yes, Sir. Of course, I cannot mention any definite area now, but it is like this. So far as I remember, at least in one case it is so.

DIWAN CHAM AN LALL: May I know whether the Government is likely to look into 'this matter carefully and prevent the acquisition of land in the villages by the Government under the scheme?

SHRI D. P. KARMARKAR: No, Sir. We are giving the best consideration to this matter. If we are convinced that that land should not be acquired, we shall certainly release it. But if we are convinced the other way, we shall have to acquire that particular land.

DIWAN CHAM AN LALL: What is the procedure now being adopted by the Government for the purpose of scrutinising the various objections j that have been raised?

SHRI D. P. KARMARKAR: I understand that the number of objections was as big as 19,000 and I understand that the concerned authority has set up some machinery—The Special Land Acquisition Officer—so that those objections could be considered expeditiously.

SHRiMAN SAVITRY DEVI NIG AM: May I know, Sir, what stand the Government is likely to take regarding those plots of land which belong to the Government officers and which they had acquired for building their own houses?

SHRI D. P. KARMARKAR: We shall be impartial. We shall not distinguish Government servants from others. If any land is required for public purposes, we shall take that land from Government servants also.

SHRIMATI SAVITRY DEVI N'IGAM: What I meant to ask was this: If that land has been acquired for housing purposes, may I know whether the Government office own that land will be given any place there or not?

SHRI D. P. KARMARKAR: What I really meant was this: If any land is necessary for public purposes, we shall acquire even that land. After all, Sir, public interests must be superior to individual interests.

WAGON SHORTAGE FOR MOVEMENT OF COAL

*51. DR. A. SUBBA RAO: Will the Minister of RAILWAYS be pleased to state the special measures that are being taken by the Railways to meet the serious wagon shortage for movement of coal and other industrial raw materials?

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY) : The following measures have been taken to improve the wagon availability for movement of coal and other industrial raw-materials: —

- (1) BOX type wagons with a carrying capacity of 55 tons have been introduced, primarily for the movements of coal.
- (2) Steps have been taken to speed up the production of wagons so as to make more wagons available.
- (3) Ministry of Steel, Mines and Fuel have been approached for the creation of coal dumps at important consuming centres and the construction of bunkers at major collieries. The movement to such coal dumps is to be arranged in block racks of BOX type wagons and other ordinary

wagons which would accelerate the movement of coal.

- (4) Question of loading of coal on Sundays at the same level as on week days has been taken up with the Ministry of Steel, Mines and Fuel.
- (5) Major industries are being asked to ensure that the loading on Sundays and holidays is at the same level as on week days.
- (6) Over age and condemned wagons are being pressed into service by re-conditioning them for short-load movements and periodical overhaul of wagons has been temporarily suspended.
- (7) A drive has been instituted to keep a special watch on the movement of wagons with a view to eliminate avoidable detentions.
- (8) Unplanned movements of raw-materials to Steel Plant, are being progressively eliminated in coordination with the Ministry of Steel, Mines and Fuel.
- (9) The question of expediting opening of coil washeries so that movement may be done in heavier and faster trains consisting of the specially designed bogie wagons has been taken up with the Ministry of Steel, Mines and Fuel.

DR. A. SUBBA RAO: What is the number of wagons produced per month at present?

SHRI S. V. RAMASWAMY: It is roughly 800 to 900 wagons in terms of four-wheelers.

DR. A. SUBBA RAO: May I know whether it is a fact that the Railways propose to import about a lakh tons of steel to "increase this production capacity so" as to bring it to about 2,000 wagons per month?

SHRI S. V. RAMASWAMY: Orders have been placed for the import of 2,38,000 tons of steel and for about 08,000 tons of special steel sheets and accessories. They are being received now.

SHRI MAHESWAR NAIK: May I know as to whether it is a fact that many wagons were remaining idle some time back at the collieries due to lack of loading facilities there?

SHRI S. V. RAMASWAMY: This question had better be addressed to the Ministry of Steel, Mines and Fuel.

SHRI BABUBHAI CHINAI: What is the percentage of sick wagons? Is it increasing of late?

SHRI S. V. RAMASWAMY: There are no sick wagons. As a matter of fact, we are pressing all wagons into service now.

DR. H. N. KUNZRU: When will the measures taken by the Government enable it to say that there is no shortage of wagons?

SHRI S. V. RAMASWAMY: We are taking all steps necessary and, as soon as possible, we shall put them all in commission. As the House is aware, we do not produce as much steel as we require. We have got to import them. Of the 2,38,000 tons ordered, we have received about 2,14,000 tons, and the 68,000 ton; of special steel sheets will be received by the end of March, 1961. When all these things come, we shall certainly have more wagons. We have taken other steps also. We have asked the four Railway workshops in different parts of the country to manufacture about 500 wagons each of the BOX type. This will also add to the number of wagons available. There are four Railway workshops namely, Golden Rock, Lallaguda, Kanchrapara, Jamalpur. Each of these will produce 500 wagons.

DR. H. N. KUNZRU: My question remains unanswered. During what period, in the Government's opinion.

will the shortage of wagons be over as a result of the excellent steps enumerated by the Minister?

SHRI JAGJIVAN RAM: The shortage of wagons has been created by various reasons. In the first place, there was some delay in the wagon manufacturing programme due to delay in the receipt of imported special steel. Then there is the quality of coal. If the quality is inferior, then it means more consumption for producing the same amount of energy. This way, the demand has increased. There is then the unplanned movement of certain raw materials which also places unexpected pressure on the transport system. All these lead to an artificial shortage of wagons. If the various measures that have been adopted are fully implemented, if the steel position improves and if the manufacturing programme keeps up to schedule, we expect that by 1962 we will be in a position to say that there is no shortage on any account.

DR. H. N. KUNZRU: Is there any proposal under the consideration of the Railway Ministry or the Government for the manufacture of certain quantities of steel by the Railways themselves to meet their own needs so that the present complaint with regard to shortage of coal may soon be over?

SHRI JAGJIVAN RAM: No, Sir, we have no proposal to manufacture steel ourselves. There are certain special steels which we are not manufacturing in any of the steel undertakings at present. That small quantity has to be imported but in course of time that also will be manufactured in the country.

SHRI N. SRI RAMA REDDY: Is it a fact that a number of industries particularly in the South are starved for want of coal due to the shortage of wagons? What steps are being taken by Government to expedite despatch of coal to the industries in the South?

SHRI JAGJIVAN RAM: I do not think we have received any complaint of any industry being starved in the South due to shortage of coal. Coal is being transported by coastal shipping for the consumption of the Railways whereas coal transported by the Railways is being supplied to the private industrialists so that the freight rate may be cheaper for them.

REGISTERED LADEN WEIGHTS TO GOODS VEHICLES

•52. SHRI M. P. BHARGAVA: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to refer to the answer given to Unstarred Question No. 269 in the Rajya Sabha on the 25th August, 1960 and state the names of the States which have restricted registered laden weights in regard to goods vehicles?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): A statement giving the information required is laid on the Table of the House.

STATEMENT

Except the Governments of Uttar Pradesh, Rajasthan, West Bengal and the Administrations of Delhi, Hima-chal Pradesh and Andaman and Nicobar Islands, all other State Governments/Union Territories have put restrictions on the registered laden weights assignable to goods vehicles under the Central Government's formula. The Government of Punjab have, however, restricted the registered laden weight in regard to the vehicles plying on hill roads and the Mani-pur administration has done the same in respect of a few old vehicles mostly assembled from military scrap.

SHRI M. P. BHARGAVA: May I know whether any efforts are being made to persuade the other States also to fall in line with this so as to secure uniformity all over India so far as registered laden weight is concerned.