

भी जिस शर्मनाक घटना को हम सब भुगत रहे हैं, और यह हम सब ने देखा है, किसी ने नहीं देखा हो, ऐसी बात नहीं है, सब ने देखा है, कम से कम यह तो मिटा दें कि हमारी मां, बहन और बेटा की इज्जत-आबरू की हम सलामती कर सकें ?

SHRI BABAGOUDA PAUL: Yes, Sir, Under the Seventh and the Eighth Plan, we have constructed 43,37,609 units and have utilised Rs. 889 crores for this purpose. To cover 50 per cent population of the rural areas, we have an action plan in the Ninth Plan. So, we have requested the Planning Commission to provide Rs. 330 crores annually to cover 50 per cent population before the end of the Ninth Plan.

श्री रामजीलाल : सभापति जी, मंत्री महोदय ने अपने उत्तर के भाग "ग" में कहा है कि, "विलंब शुल्क की दर जहाज दर जहाज और विनिमय दर सहित मौजूदा बाजार स्थितियों के अनुसार अलग-अलग होती है।" महोदय, मैं मंत्री जी से जानना चाहता हूँ कि आप कम-से-कम एक दिन का नहीं तो एक महीने का विलंब शुल्क कैलकुलेट कर के बता देते कि कुल एमार्डेट इतनी देनी पड़ती है। क्युश्चन में पूछा गया है कि आप कितने रूपए विलंब शुल्क दे रहे हैं, आप ने उसे टाल दिया है। दूसरे मेरा कहना यह है कि अब तो तेल और डीजल में मिलावट का एक नया फॉर्मूला आ गया है...

श्री सभापति : यह तो गांव के सेनीटेशन का सवाल है और आप पेट्रोल, डीजल की बात पूछ रहे हैं। यह तो गांव के सेनीटेशन का सवाल है।

Storage Space for Diesel

*343. SHRI RAJNATH SINGH SURYA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that diesel is being imported even though there is no storage space and large number of ships are help up for unloading for months together;

(b) if so, the reasons therefor;

(c) how much demurrage is being paid per day at Kandla, Chennai and Vizag ports; and

(d) the logic behind keeping such a huge floating Stock and paying large amount as demurrage?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI K. RAMAMURTHY): (a) to (d) A statement is laid on the table of the House;

(a) and (b) Import of Diesel is planned having regard to the processing schedule of the refineries, the monthly demand pattern within the country and the need to maintaining strategic inventory levels.

(c) The demurrage rate varies from ship-to-ship and the prevailing market conditions including the exchange rate.

(d) The oil industry incurs demurrage partly due to non-availability of berth/ ullage and partly due to requirement of keeping some inventory floating in the High Seas.

श्री राजनाथ सिंह "सूर्य" : श्रीमन्, पहले तो मैं आप का ध्यान इस ओर आकर्षित करना चाहूंगा कि हमारी अपेक्षा यह रहती है कि जो प्रश्न हम पूछें, उन का उत्तर हमें ठीक प्रकार से मिले। और जो प्रश्न पूछा गया है, उस के अनुरूप मिले। महोदय, यदि आप प्रश्न और उसका उत्तर देखोगे तो पाएंगे कि बजाय उत्तर देने के जो प्रश्न पूछे गए हैं, उन को टालने का प्रयत्न किया गया है। प्रश्न है कि कितना डैमरेज देना पड़ता है, किस पोर्ट पर जहाज खड़े रहते हैं, इस बारे में मैंने प्रश्न में जो जानकारी मांगी थी, वह नहीं दी गयी है। इसलिए मैं आप से संरक्षण चाहता हूँ कि सदस्यों को कम-से-कम प्रश्नों के अनुरूप ठीक प्रकार की जानकारी दी जाए।

श्रीमन् मैं ने यह जानना चाहा था कि भंडारण क्षमता न होने के बावजूद, स्थान न होने के बावजूद जो डीजल आयात किया जा रहा है। ये जहाज पोर्ट पर खड़े रहते हैं और उन से डीजल उतारने में जो समय लगता है उस के लिए कितना डैमरेज देना पड़ता है और आगे हमारी आयात करने कि स्थिति है तो उस के भंडारण के लिए आप क्या व्यवस्था करेंगे ? इस के उत्तर में कुछ भी नहीं कहा गया है। यदि आप इस संबंध में कुछ व्यवस्था दें तो मैं आगे प्रश्न करूँ।

SHRI K. RAMAMURTHY: Sir, the Ministry doesn't have the intention to hide anything or not to give the proper reply to the House. Sir, it is very well

mentioned. He has asked about the import of diesel, the demurrage being paid and some other connected matters. I have mentioned in parts (a) and (b) that "import of diesel is planned having regard to the processing schedule of the refineries, the monthly demand pattern within the country and the need to maintain strategic inventory levels", in part (c), "the demurrage rate varies from ship-to-ship and the prevailing market conditions including the exchange rate", and in part (d), "the oil industry incurs demurrage partly due to non-availability of berth/ullage and partly due to requirement of keeping some inventory floating in the High Seas".

SHRI SATISHCHANDRA SITARAM PRADHAN: Sir, he has asked specific questions. The Minister is not giving proper replies. ...*(interruptions)*...

SHRI K. RAMAMURTHY: Sir, if the Member had asked a specific question seeking information about a specific period, I would have been in a position to give that information, giving the list of oil companies and how much demurrage has been paid by them ...*(interruptions)*...

MR. CHAIRMAN: Let the hon. Member ask.

श्री राजनाथ सिंह "सूर्य" : प्रश्न में तो यही पूछा है कि कितना डैमेरेज देना पड़ता है, कितने दिनों तक जहाज खड़े रहते हैं। हमने नीति तो पूछी नहीं है।

SHRI PRANAB MUKHERJEE: Sir, in part (e) of the question, the hon. Member wanted to know specifically in respect of three ports. He has mentioned Kandla, Chennai and Vizag. Therefore, the Minister knew what the hon. Member wanted to know. How much has been the demurrage paid in respect of, at least, these three ports? He could have provided that in this statement. This is a very specific question.

SHRI K. RAMAMURTHY: Sir, I need some time to explain. The import of diesel, when compared to the local demand, is forming nearly 70% of the

imports. Suppose petroleum products and crude are imported 100 per cent from other countries, diesel is forming 70 per cent of the total import. We are having 11 major ports. But, normally, three or four ports are operational and much handling facilities are available in these ports, particularly, Kandla, Chennai, Haldia and Vizag. The Vizag port has become inoperational because of the recent fire and LPG leakage in HPCL and we have lost the import facilities to the tune of five million tonnes *per annum*. So, it is a known thing that demurrage is being paid. In the high seas and in our national waters ships are waiting for unloading the goods. Floating vessels are also counted for the creation of strategic storage facilities. So, they are also responsible for 14 days' storage facility. Not only the floating ships but also the tankage on the offshore and the goods on transit are also counted for overall strategic storage facilities. We had to alert all the ports because of the recent USA and UK bombardment on Iraq. *(interruptions)*...

SHRI GHULAB NABI AZAD: Sir, this is not the answer.

MR. CHAIRMAN: Let him complete. He may mention something.

SHRI K. RAMAMURTHY: So, Sir, the floating vessels are also counted and they are responsible for 14 days' strategic storage facility. If the hon. Member wants to know how much demurrage has been paid in a particular period or in a particular port or in a particular year, I am prepared to lay it on the Table of the House.

MR. CHAIRMAN: You please see Q. No. "343 (c), that is, how much demurrage is being paid per day at Kandla, Chennai and Vizag ports. The answer is that the demurrage rates vary. How much is the variation? You should have given some figures.

SHRI K. RAMAMURTHY: Sir, I will give the figures. It is not specific on a particular day. Every day it differs. If you

take a day in 1997, the rate on the corresponding day in 1998 differs. (interruptions)...

SHRI T.N. CHATURVEDI: The Minister may give the figures for a particular year, say, 1995-96 or 1996-97 or 1997-98 like that, (interruptions)...

MR. CHAIRMAN: Anyway, the Minister does not have the answer.

SHRI K. RAMAMURTHY: Sir, I am prepared to lay on the Table of the House the demurrages paid for the last five years.

श्री राजनाथ सिंह “सूर्य” : श्रीमन्, मेरे पास जो जानकारी है और जो समाचार पत्रों में भी प्रकाशित हुआ है, उसके अनुसार दस से प्रन्द्रह मिलियन डॉलर प्रति माह इसमें डेमरेज देना पड़ता है और करीब 40 से 45 दिन तक शिप्स खड़े रहते हैं, अनलोड नहीं हो पाते हैं। इसीलिए हमने इस बारे में विशेष जानकारी चाही थी।

श्रीमन्, दूसरा मेरा प्रश्न यह है कि हमारे यहां जो डीजल की खपत है, उसका जो अनुमान लगाया है मिनिस्टरी ने, उसके अनुसार यह खपत 2000 साल तक लगभग डेढ़ गुना बढ़ने वाली है और अभी जितनी इसकी खपत हो रही है उतना हम आयात कर रहे हैं। वह भंडारण की क्षमता न होने के कारण अनलोड नहीं हो पाते और डेमरेज हमको देना पड़ता है। भविष्य में जो हम अपना इम्पोर्ट बढ़ा रहे हैं उससे अनलोड कर सकें और इसकी क्षमता बढ़ाने की आपकी क्या योजना है? क्या मंत्री जी इसके संबंध में कुछ जानकारी देंगे?

SHRI K. RAMAMURTHY: Mr. Chairman, Sir, I agree with the hon. Member that the demurrage that we are paying on imported petroleum products, should be minimised. Whatever port facilities we have created in the last 50 years, we have to double these facilities by the turn of the century. Recently, the Cabinet has taken a decision to give land to oil companies for doing their own operations in different ports. I am glad to announce that four or five ports have been identified and land has been allotted to them for this purpose. Very soon, we will be able to create more facilities for handling the petroleum products. So far as consumption of diesel is concerned, as

I said, this is on the high side. By the turn of the century the total consumption of petroleum products in the country would be 134 million tonnes which will be contrary to the expectation of 90 million tonnes.

Sir, I would like to mention one more thing. The Ministry of Petroleum and the Ministry of Surface Transport are jointly preparing a strategic note in regard to reducing the difficulties of imported petroleum products. We are going to submit this note to the Infrastructure Committee of the Group of Ministers. Very soon, we will be able to solve these problems.

SHRI PRANAB MUKHERJEE: Sir, in his statement, the hon. Minister has

laid down a principle of planning the imports. The hon. Minister is aware of the refining capacity and the total annual requirement of the country as a whole. He calibrates it monthly. Now the large number of

floating ships clearly indicates that there is a mismatch between the refining capacity, storage capacity and import orders which are placed. I am unable to understand one thing. If he is pursuing the principle of import, how can there be so many floating ships? The hon. Member just now said that demurrage of 40 to 50 million dollars is being paid. How is this mismatch taking place? It is not a new thing which you are importing for the first time. He knows the annual requirement. He knows the refining capacity of the country. He knows the handling capacity of major ports. Why is mismatch taking place in the import planning?

SHRI K. RAMAMURTHY: Sir, there is no mismatch on the planning side. In the last four or five years, a lot of expansion has taken place in the refinery sector which has very much reduced the burden on imports. The spate of demands which we are projecting everyday is putting us in some difficulty so far as import of petroleum products and facilities available at our ports are

concerned. Sir, the hon. Member has. worked in the Government in various capacities. He knows how port facilities are available, particularly for petroleum products. There are two ways. We enter into a contract with other nations for the purchase of petroleum products for which we are doing a long-term planning. If there is any deficiency in our supply, we go in for a spot purchase. Only this spot purchase puts us in a different position where we have to divert the ships towards different ports. These are the conditions.

SHRI NARENDRA MOHAN: Mr. Chairman, Sir, the Minister has agreed that approximately every year we are spending about a quarter billion demurrages. I would like to know from the Minister when such a huge amount is being spent as demurrages has ever calculated how much money he requires to create a capacity for storing diesel which we are going to import? Have any plans been made? In the Ninth five Year Plan, how much are you going to spend for creating the extra capacity so that you may not have to spend about a quarter billion dollars? This is what I want to know on demurrages.

SHRI K. RAMAMURTHY: Mr. Chairman, Sir, I am not agreeing with the hon. Member's estimation about quarter billion or half a billion. As I have promised already

SHRI NARENDRA MOHAN: I could not listen to you. Please repeat what you said.

SHRI K. RAMAMURTHY: Mr. Chairmn, Sir, I am not in agreement with the hon. Member about demurrages being paid by the oil companies. I am not in agreement.

SHRI NARENDRA MOHAN: It has been quoted that about 15 billion dollars per month is given as demurrags. You can calculated it easily. That is the minimum.

SHRI K. RAMAMURTHY: That is the other Member's version. I have not agreed to it. I am sorry.

SHRI NARENDRA MOHAN: You have said earlier, Sir, that you agreed with the...

MR. CHAIRMAN: He has said that J he has not agreed. Then it is all right.

SHRI K. RAMAMURTHY: Anyway, Sir, as I have already promised to the House, I will place the amount of demurrages paid during the last five years. About individual port and other calculations, I will place it before the House.

SHRI NARENDRA MOHAN: Sir, my question has not been answered.

MR. CHAIRMAN: That is all right.

SHRI NARENDRA MOHAN: How much is he going to spend for creating storage capacity in the Ninth Five Year Plan? That is my specific question.

SHRI K. RAMAMURTHY: Sir, about additional package, Sir, if you permit me I will read out the papers. Sir, the additional package which we have created in 1998, 1999 and 2000 as on 1.4.98 is, in coastal it is 1180. It will be increased to 1936. Inland is 2394 and it will be increased to 2399.

SHRI NARENDRA MOHAN: How much money will be spent?

SHRI K. RAMAMURTHY: About that I will need a separate notice.

डा. (श्रीमती) उर्मिला चिमनभाई पटेल : सभापति महोदय, मैं आपके माध्यम से पूछना चाहती हूँ कि जो स्टोरेज कैपेसिटी इन 3 पोर्ट्स में उपलब्ध नहीं हैं, उसका प्रावधान करने के लिए क्या मंत्री जी कुछ आयोजन कर रहे हैं, कुछ कमेटी बनाई है ? अगर बनाई है तो इन सब में कितना टाईम लगेगा और वहां तक कितना डैमरेज चलेगा ? क्या आप कोई ऐसी प्लानिंग कर रहे हैं कि डैमरेज के लिए आप 2-3 साल में इसका प्रावधान कर सकें ?

SHRI K. RAMAMURTHY: Sir, increasing strategic storage facilities is one of the high priority items in my

Ministry. Now it is going on. Taking into account the payment of the demurrages, the nation's necessity, an also for defence purpose, there is no doubt or second opinion that we should increase the storage facilities, not only in the ports but also at different district levels. We are going in for a underground storage facility and from my Ministry have gone to several countries and several delegations from different countries have also arrived here. Now, we are almost at the end of the final report.

डा. (श्रीमती) उर्मिला चिमनभाई पटेल : मैंने टाईम बाउंड प्रोग्राम के बारे में पूछा है ...**(व्यवधान)**...

श्री खान गुफरान ज़ाहिदी : महोदय, साढ़े पांच सौ करोड़ रुपये का डैमरेज जान-बूझकर दिया जा रहा है, प्रति माह साढ़े पांच सौ करोड़ रुपये का डैमरेज दिया जा रहा है और यह मिसमैनेजमेंट है, एडमिनिस्ट्रेटिव फेल्योर है। इसका मतलब यह है कि इतना खर्चा सारे मुल्क के लोगों को डीज़ल पर देना पड़ रहा है एक्सट्रा। मैं यह पूछना चाहता हूँ कि ...**(व्यवधान)**...

श्री सभापति : मैंने आपको इजाजत नहीं दी है सवाल करने की। मैंने नैकस्ट क्वेश्चन के लिए कहा है।

Question No. 345, Shri Sanatan Bisi.

श्री नरेश यादव : पेट्रोलियम के बारे में हम जानना चाहते हैं सर ...**(व्यवधान)**...

MR. CHAIRMAN : That Question is over. ऑलरेडी पौने बारह बज गये हैं ...**(व्यवधान)**...

श्री नरेश यादव : भंडारण किस चीज का है ? बरौनी रिफाइनरी से 5 करोड़ रुपए का तेल ...**(व्यवधान)**...

श्री सभापति : यह इस सवाल में नहीं आता है ...**(व्यवधान)**... श्री सनातन बिसि, आप पूछिए ...**(व्यवधान)**... सनातन बिसि, आप पूछिए ...**(व्यवधान)**...

श्री खान गुफरान ज़ाहिदी : इन पर बहस होनी चाहिए, आज ही इस पर बहस होनी चाहिए ...**(व्यवधान)**...

344. [The questioner (Shri Kaj* Mohinder Singh) was absent for answer vide col. 31 infra],

Action Plan on KBK

*345. SHRI SANATAM BISI: Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether it is a fact that Government of Orissa on K.B.K. Long-term Action Plan (Kalahandi, Bolangir and Koraput) has received only Rs. eight crores from Government, as reported in the Samaj (Oriya newspaper), dated 26th November, 1998;

(b) the amount released to Government of Orissa by Government on the aforesaid Long-term Action Plan; and

(c) the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI BABAGOUDA PATIL): (a) to (c) A statement is laid on the Table of the House.

Statement'

(a) to (c) The amount released to the State Government of Orissa on the Long-term Action Plan (LTAP) for KBK districts by the Department of Rural Employment & Poverty Alleviation, Department of Agriculture & Cooperation, Department of Animal Husbandry and Dairying and Ministry of Non-Conventional Energy Sources taken together for 1995-96, 1996-97 & 1997-98 stood at Rs. 164.03 crores, Rs. 181.82 crores and Rs. 193.28 crores respectively.

Further Rs. 6 crore of the Rs. 9 crore earmarked as additional Central assistance under Basic Minimum Services for 1998-99 for Emergency Feeding Programme and Mobile Health Units has been released by the Ministry of Finance to the Government of Orissa for KBK Districts. An amount of Rs. 8.64 crore has also been released by the Department of Women and Child Development for implementation of 79 Integrated Child Development Services (ICDS) Scheme in the KBK districts in 1998-99.