

therefore, they are put to great difficulties. The question is this. Where is the kerosene going? Is kerosene actually going to genuine users? It is not so. Kerosene is going into the blackmarket. A number of cases are filed by the Civil Supplies Department against blackmarketeers of kerosene. Actions are taken. A number of people are detained under the Essential Commodities Act. That is also a fact. Another fact which is known to all of us is that the rikshaw drivers are adding kerosene to petrol. The hon. Member, who spoke just before me, was raising a point about pollution. Such pollution is created by the vehicles using petrol mixed with kerosene on the main roads of the cities in the county. Actually it is banned. It is a punishable offence and, sometimes, some cases are filed. But it is being used by rikshaw drivers on a large scale. I know, as a matter of fact, that kerosene is purchased on a large scale. This can be ascertained from the Civil Supplies department of the Gujarat Government. A whole tanker is purchased by a diesel dealer and it goes to him. A dealer who is selling diesel is purchasing a whole tanker and the whole tanker is poured into the tank of the diesel dealer. This adulterated diesel is used in trucks and other vehicles which are using diesel. This is also causing pollution on the roads. This again points to the issue which my learned friend mentioned a few minutes ago. Therefore, my submission is that there should be uniform policy. I don't say that you give kerosene to all those who have got double cylinders and don't give to others. You give kerosene in large quantities to others who have no gas connection. We there is power failure for hours together everybody requires some kerosene for using in kerosene lamps. To prevent kerosene from going into the black market the effective way is to distribute kerosene uniformly. Therefore, a uniform policy should be adopted by the Central Government and uniform guidelines should be issued by the Central Government to see that kerosene does

not go into the black market and it does not add to the pollution so that the environment is safe. That is the main point. I think the Government will positively react to this.

Agitation Against Merger of Guntakal Division of South Central Railway in Newly Formed Bangalore-Based Railway Division

SHRI N. GIRI PRASAD (Andhra Pradesh): Madam, it is a very serious matter. The Railway Ministry has decided to create a new railway zone. In this connection they are trying to take away the Guntakal Division from the South Central Railway to add it to the South Western Railway which is going to be constituted. so far as the actual location is concerned, 1461 kilometres of railway track of the Guntakal Division comes in Andhra Pradesh and only 223 kilometres of railway track falls in the State of Karnataka. The people of Guntakal Division sat on dharna and they held rail-roko and road-roko agitations. All the people are opposed to the removal of the Guntakal Division from the South Central Railway. Earlier the Guntakal Division was a part of the Southern zone. At that time people held agitations against it, so it was brought to the South Central Railway. Not only local people, every man in Andhra Pradesh is afraid that if the Guntakal Division was removed from the South Central Railway, they would be deprived of all the opportunities of development and employment. This is the real apprehension. That is why the Chief Minister of Andhra Pradesh has written to the Railway Minister. I have also written a letter to the Railway Minister. But, so far, there is no positive response from the Government. I don't know what they are doing. People are very much agitated. In this context, I would request the Government, especially the Railway Minister to retain the Guntakal Division in the South Central Railway. This is a very urgent matter. I hope the Government would respond positively.

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