

# ORAL ANSWERS TO QUESTIONS— Contd.

## Petrol bunk in Tamil Nadu

784. SHRI J. S. RAJU:†

SHRI TINDIVANAM  
VENKATRAMAN:

Will the Minister of PETROLEUM  
AND NATURAL GAS be pleased to  
state:

(a) what are the norms prescribed  
for sanctioning and licensing of a  
petrol bunk;

(b) what is the total number of  
petrol bunks in Tamil Nadu and what  
is the stock that is given per month  
or per week;

(c) whether it is a fact that cars  
are run on cooking gas;

(d) if so, whether it was examined  
as an alternative to petrol or diesel;  
and

(e) if not, what are the reasons  
therefor?

THE MINISTER OF STATE OF  
THE MINISTRY OF PETROLEUM  
AND NATURAL GAS (CAPTAIN  
SATISH SHARMA): (a) to (e) A  
statement is laid on the Table of the  
House.

†The question was actually asked  
on the floor of the House by Shri  
J. S. Raju.

## Statement

(a) Retail Outlet dealerships are  
allotted to the persons meeting eligi-  
bility criteria relating to nationality,  
age, educational qualifications, in-  
come, residence and multiple dea-  
lership norms through the process of  
advertisement and selection by Oil  
Selection Boards for the locations in-  
cluded in the Marketing Plans. In ad-  
dition, a few dealerships/distributor-  
ships are allotted under discretionary  
powers of the Government on com-  
passionate grounds.

(b) As on 1.1.1995, 1450 Retail Out-  
let dealerships were functioning in  
Tamil Nadu. There is no restriction  
on supply of diesel and petrol  
to the Retail Outlet dealerships  
and full demand as per the  
indents is met. However, approxi-  
mately 24 TMTs of MS and 142.75  
TMTs of HSD are the monthly aver-  
age supplies in Tamil Nadu.

(c) to (e) On account of shortage  
of LPG and its more essential use  
and demand for cooking use of LPG  
for automotive purposes is prohibi-  
ted. However, use of compressed  
natural gas (CNG) for automotive  
purposes is being promoted.

SHRI J. S. RAJU: Sir, the ans-  
wers are not to the point and are  
very unsatisfactory. I have asked  
about the norms for selection of dea-  
lership. For instance, what is the  
age limit? What is the educational  
qualification prescribed? What is  
the minimum income? These are the  
points to be clarified by the hon. Mi-  
nister. I want to know the details.

CAPT. SATISH SHARMA: Sir,  
the age prescribed is from 21 years  
to 50 years. There is no age limit  
for the freedom-fighters' category.  
For sportspersons, the minimum age  
limit is 35 years and there is  
no maximum age limit  
for sportspersons. The educa-  
tional qualification prescribed is ma-  
trication. There is no qualification  
prescribed for sportspersons and  
freedom fighters. The income  
limit is Rs. 50,000/- per annum

from all sources, including dependants. Besides that, the applicant has to be a resident of the district for the last five years up to the date of advertisement. In the case of the SC, ST and defence categories, residents of adjoining districts can also apply, but preference is given to persons of the district concerned. At the time of the interview, the *inter se* evaluation of the candidates belonging to the specified categories would be made by the Selection Board taking into account the other factors like business ability, salesmanship, capacity to provide the required facilities within the stipulated period, full time involvement, extra-curricular activities, outstanding sportsmanship of people who have represented the country in international events, capacity to raise finance, etc.

**SHRI J. S. RAJU:** I would like to know from the hon. Minister whether the Ministry will constitute a Committee consisting of Members of Parliament from various political parties, for issuing licences. Also, I have seen an advertisement from an automobile workshop that they are converting petrol and diesel-consuming cars to gas-consuming ones. Has this been brought to the notice of the Government? I also want to know whether the CNG cylinder will be supplied through the already existing petrol bunks or LPG agencies.

**CAPT. SATISH SHARMA:** As for the first part of the question regarding a Parliamentary Committee, I am not clear about what the hon. Member is referring to. There is a Consultative Committee of Members of Parliament. Hon. Members are represented there. Besides that, there is the Standing Committee on Petroleum where hon. Members from all the parties are there. These two Committees do exist

The other part of the question is about the CNG issue and the gas issue. It is a very good question. Basically the question is, whether LPG is being used surreptitiously in some places in the country for running automobiles. This is a very interesting question in a sense that we have tried to promote CNG, a reference to which has just now been made by the hon. Member. But, there are some inherent limitations. The kit is very expensive and the technology of conversion to CNG is not becoming popular because the kit is very expensive. A study is being conducted to study all these problems. The hon. Member has asked a pointed question whether LPG is being used surreptitiously by some automobiles in some parts of the country. The reason for this is that we have banned the use of LPG for automobiles because of the shortage of LPG in the country. As you know, there is a long waiting list for LPG in the country because LPG is used for cooking in the country and there is a tremendous shortage. Yet, at the same time, the fact remains that LPG is a much cleaner fuel than petrol. In many parts of the world, for example, in Japan and in some parts of Europe, LPG is being used for running automobiles. Now, we have the parallel marketing which we have initiated whereby LPG is made available not at subsidised rate but at the market rate also and I am seriously considering that at least the LPG which is available through parallel marketing, should be used by the public transportation system like the three-wheelers in Delhi, which are the biggest pollutants. They are considered to be the biggest pollutants. The three-wheeler owner mixes kerosene with petrol to save money which in fact, increases pollution even more. Delhi is becoming more and more polluted day by day and as we are all aware one of the major factors contributing to this pollution is the three-wheelers who

are mixing kerosene with petrol to save money. The internal combustion engine of a three-wheeler itself is an major pollutant. So, if we use LPG in place of petrol, LPG being a much cleaner fuel, we will have a dramatic effect. My hon. colleague, the Minister of Environment, will bear with me that this will have a great impact in big cities like Delhi and Bombay. So, I would request the Minister of Surface Transport that with the help of the Environment Minister, he should have the parallel marketing supply of LPG for the automobiles, to start with the taxis and three-wheelers in Delhi and Bombay. (Interruptions)

श्री दिग्विजय सिंह : मंत्री जी खाना पकाने के लिए रसोई गैस मिल नहीं रही है। आप गाड़ियों में इन्धन कार के यमीनों के पेशे-पारस का इन्धन जाम कर रहे हैं (अवधान)

श्री जगेश देसाई : क्या कर रहे हैं आप ?

What is the policy of the Government?

कैप्टन सतीश शर्मा : आप दो चीजें मिला मत करिये। सम्पति जी, मैंने पहले ही यह समझाया है और आपको यह कहा है कि जो पब्लिक डिस्ट्रिब्यूशन सिस्टम से एल०पी०जी० जाती है, मैं नसकी बात नहीं कर रहा हूँ। मैं बात कर रहा हूँ पेरलल मार्केटिंग में जो मार्केटिंग ब्रांच पर जो नयी कम्पनीज एल०पी०जी० बेच रही है, जो हमारी सिमिडाइज्ड एल०पी०जी० नहीं है, वह जो बेच रही है। इंडस्ट्रियल यूज के लिए जो वह बेच रही है, नात होमेटिक यूज के लिए बेच रहे हैं। मैं हर गाड़ी की बात नहीं कर रहा हूँ मैं यह कह रहा हूँ कि दिल्ली और बम्बई में कम से कम श्री व्हीलर और टैक्सीज में यह एल०पी०जी० इन्धन मिल करे (अवधान)

This is my answer.

श्री दिग्विजय सिंह : आप कोई प्रायर्टी फिक्स कीजिये (अवधान)

MR. CHAIRMAN: Please sit down. I have not allowed you.

SHRI TINDIVANAM G. VENKATRAMAN : Sir, it has been candidly admitted by the Minister that LPG, which is being used in automobiles and cars is a much cheaper fuel. He also said that it is being surreptitiously used. It is not so. We have seen advertisements of petrol pumps in Delhi where they are propagating in favour of LPG to be used as a fuel. Now, considering the economics of it, the cost of fuel would come to 10 paise per km. So, it is the cheapest one, and as he has stated, there is no environmental pollution at all if LPG is used in automobiles. Therefore, will the Government take steps to see that the LPG production is boosted? It is a question of getting foreign exchange. You are getting diesel and petrol tanks. You are going in for other things. The foreign exchange earning has also depleted. Will the Government seriously consider using the LPG for running automobiles in the interest of the economy of the country?

CAPT. SATISH SHARMA: Sir, I think the hon. Member is mixing up CMG with LPG. The advertisements, which he is referring to are for CMG and not for LPG, and for CMG, we have the CMG outlets here in Delhi which sell CMG but we have found from our experience why CMG is not becoming very popular. It is because there is an engine power loss, which has been experienced by some of the vehicles which have been installed with CMG by 15 to 20 per cent, and then they experience that there is a loss in luggage space in the trunk due to addition of cylinders of CMG. There is a reduction in payload carrying capacity of the car to the extent of the weight of the kit which is about 60 to 80 kilograms. There are additional expenses to replace batteries, ignitions, circuits, etc. which are otherwise acceptable for petrol-run cars due to inoperability by the

existing ignitious system for CMG fuel. Sometimes, starting problems are also experienced by those vehicles which are installed with CMG. So, there is engine heating, overheating and other problems which are being solved. There is a research going on to solve these problems as far as the CMG is concerned. That is why we are selling CMG and we want to promote the use of CMG and we are carrying on the research to solve these problem, which is taking time. That is why CMG is not becoming popular. Of course, LPG is a different matter. As I mentioned to you earlier, LPG does not create these problems.

**SHRI S. K. T. RAMACHANDRAN:** Sir, I understand from the reply of the Minister that the Government is well aware of the obnoxious practice of adulteration by the petrol and diesel bunk operators. As far as pollution is concerned, Sir, it is a health hazard also it is affecting the engines of the motor vehicles. So, considering this injurious aspect, what are the steps being taken by the Government to control this obnoxious practice? Has the Government appointed any squad or any vigilance authority to check the petrol pumps and punish the owners whenever they are found guilty?

**CAPT. SATISH SHARMA:** Sir, what the hon. has said is true, that the kerosene which is highly subsidised does not always reach the targeted groups. We allocate kerosene to various States. The States have their own public distribution systems, and unfortunately there are many States where there is a lot of room for improvement to ensure that the kerosene which is meant for the targeted groups reaches the targeted groups, but unfortunately part of that is diverted because it is highly subsidised and is used in

adulteration, whether it is diesel or petrol. Of course to start with we had started with this two-coloured kerosene, the blue dye for the public distribution system and the normal colour for the market, the fair-price kerosene. It has helped a great deal. We also have regular checking of the gas stations, the dealers and the other outlets and that is an ongoing process, but what is required is at the State level there needs to be much more vigorous work which is required for the State level machinery to ensure that the kerosene is reached the targeted groups.

**SHRI G. SWAMINATHAN:** Sir, recently a non-polluting car engine has come and the Government has issued orders earmarking certain petrol bunks for giving petrol to these cars. I would like to know what the process is by which the Government is going to modernise all the petrol bunks. What is the time limit? That is one. What should be the position of the old cars? I would like to know whether old cars will have to be fitted with the modern engine so that they will not pollute.

**CAPT. SATISH SHARMA:** Sir, I think the hon. Member is referring to a recent step which we have taken of introducing lead-free petrol in the four metropolitan cities of India. As you are aware, to start with cars like the new Maruti Suzuki, DCM Ceppo, Fiat 118 and Contessa—other new cars are also coming—I am told, are technically able to have a catalytic converter which is required to use this lead-free gasoline. Simultaneously we have the normal petrol which is used in those cars which do not have or cannot have a catalytic converter valve for technical reasons. Now, over a period of time, we will have more and more new cars which have

a catalytic converter and we will also have the sale of lead-free gasoline outside the four cities, in most of the cities and towns of India, by the year 2000. The projection is that lead-free petrol should be available because the cars with this converter will be there. All over the world it is the same way you go about it. You do it in phases. You cannot just sell lead-free petrol and stop the other petrol because there are always the other cars without a catalytic converter. It will take some time. There is a gestation period. We believe in a couple of years we will surely have more and more lead-free, which is environment-friendly, clear fuel, which will be used in more and more cars which will have a catalytic converter.

SHRIMATI JAYANTHI NATARAJAN: Sir, the Minister has just now read out the concessions which are being extended to freedom fighters and sportspersons who represented India at the international level. I would like to ask the hon. Minister if any facilities, any concessions, are being extended to women who applied for licences to run petrol bunks. This is part (a). Part (b) is this. If they are not being extended now, would the Minister consider extending the same facilities to women, who are the most vulnerable of all the sections, from within the section to which concessions are already being extended such as sports people which he has already mentioned? I would like to know whether they would be considered as a special category and these facilities will be extended to them in order to help them start and run their own business.

CAPT. SATISH SHARMA: Sir, as I mentioned earlier, there are two routes. One is the Oil Selection Board where certainly we have

sportsman and sportswomen. Both are very much there. Besides that recently the Supreme Court has given a judgement. They have come out with clear-cut guidelines which I can share with the hon. Members. As far as the Government discretionary quota is concerned, the Supreme Court has mentioned about eight categories. The first is dependent of a person who has made supreme sacrifice for the nation, but has not been properly rehabilitated so far. The second is a member of a family which has been a victim of unforeseen circumstances like terrorist attack, earthquake, flood, etc. The third is physically handicapped.

MR. CHAIRMAN: The whole thing need not be read out.

CAPT. SATISH SHARMA: Now we have clear-cut guidelines. It is not possible for me to go beyond the guidelines (*Interruptions*)...

SHRIMATI JAYANTHI NATARAJAN: The Government can always add to it. More than half the population is women. (*Interruptions*)... The Government can always add to it. (*Interruptions*)... Why do you pass the buck to the Supreme Court? (*Interruptions*)

SHRIMATI RENUKA CHOWDHURY: Why are women discriminated? (*Interruptions*)...

SHRIMATI JAYANTHI NATARAJAN: We cannot wait for the Supreme Court to tell us what we should do. (*Interruptions*)...

SHRIMATI RENUKA CHOWDHURY: Sir, the Minister has to give us an assurance on the floor of the House. (*Interruptions*).

SHRIMATI JAYANTHI NATARAJAN: Sir... (*Interruptions*).

MR. CHAIRMAN: He is trying to answer. (*Interruptions*).

CAPT. SATISH SHARMA: Sir, I can assure the august House... (*Interruptions*).

MR. CHAIRMAN: Please sit down.

CAPT. SATISH SHARMA: Sir, I can assure the august House that as far as the cases of those women who are in extreme distress are concerned the Government will certainly consider those special cases. That is the assurance I can give to the hon. Members. (*Interruptions*)

SHRIMATI RENUKA CHOWDHURY: What is the specification they require? (*Interruptions*). What are the specifications which they require? (*Interruptions*). Do the educated unemployed women come under it? Does the widow of an ex-servicemen come under it? (*Interruptions*)

SHRIMATI JAYANTHI NATARAJAN: Sir... (*Interruptions*).

MR. CHAIRMAN: Let him answer.

CAPT. SATISH SHARMA: Sir, as far as Shrimati Renuka's question is concerned, there is a clear-cut guideline. It says, "The immediate next of a kin, i.e. widow, parents, children of those who lost their lives in abnormal circumstances and individual cases of extreme hardship." We will certainly take such cases into consideration. (*Interruptions*)

SHRIMATI RENUKA CHOWDHURY: Sir, unless we are widows... (*Interruptions*). Sir, we have to be widows before we ... (*Interruptions*).

MR. CHAIRMAN: The Minister has said that he will consider such cases. (*Interruptions*). The Minister is answering.

SHRIMATI RENUKA CHOWDHURY: What is the root cause of our problems? (*Interruptions*).

MR. CHAIRMAN: Please sit down.

SHRIMATI RENUKA CHOWDHURY: Let him say something.

CAPT. SATISH SHARMA: Sir, I would welcome suggestions from the hon. lady Members. They can send the proposals to us. We will certainly look into those proposals.

MR. CHAIRMAN: Question No. 785. (*Interruptions*). That question is over.

**STD/ISD/FAX at Hazrat Nizamuddin Railway Station**

**\*785. SHRI JALALUDIN ANSARI:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether the facility of STD/ISD/PCO/FAX has been provided by the Northern Railway at Hazrat Nizamuddin Railway station;

(b) if so, what is the number and other details thereof;

(c) whether Government have received complaints from Members of Parliament in this matter; and

(d) if so, the action taken thereon?

**THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):**

(a) and (b) At present, two manned PCO booths out of which one having STD facility and seven coin operated telephones are available at Nizamuddin station. Action has also been initiated to provide one more telephone booth having STD facility.

(c) and (d) Northern Railway have examined the complaints and replies explaining the position have been sent.