

SHRIMATI BIJOYA CHAKRAVARTY: Sir, the price of decontrolled formulations has gone up steeply. Even the wholesale price index of September, in comparison to the wholesale price index of August 1987, has shown an increase of 19 per cent. In reply to a question in Rajya Sabha in the month of May 1990, the Minister admitted the increase in the prices of essential drugs. I want to mention two drugs—one is anti-cancer drug and another is a simple calcium injection—and the price of both the drugs, has increased cent per cent. I want to know from the hon. Minister as to what is the basis of increase in the price of these essential drugs. Secondly, I would like to know whether the Ministry verifies the invoice in order to avoid over invoicing involved in these cases. Sir, my question is simple.

MR. CHAIRMAN; His answer will be very simple.

SHRI CHINTA MOHAN: Sir, this cancer drug is not under price control. We are importing this medicine, by name Bleomycin. About one year back, the DGS&D has imported some Bleomycin medicine and it is *really* not under price control. There has been no mechanism. But yet we are trying to re-mulate this and we are trying to do what we can. (*Interruptions*).

SHRIMATI BIJOYA CHAKRAVARTY: Sir, some indigenous companies are producing this anti-cancer medicine but the Minister is simply giving information regarding the imported things. If the department gives imported things, people will suffer like anything. (*Interruptions*).

SHRI CHINTA MOHAN: Sir, this anti-cancer drug is manufactured by some private companies which starts with an alphabet F, I do not really remember that, I will write her-

#### **Violation of safety roles by chemical Companies**

\*402. SHRI HARIVENDRA SINGH HANSPAL: Will the PRIME MINISTER be pleased to state;

(a) whether it is a fact that chemical companies throughout the country are

not following the safety rules while transporting chemicals from one place to another.

(b) whether due to flouting of these safety rules a large number of innocent people have died;

(c) if so, the details of such incidents which occurred during the last two years; and

(d) the steps contemplated by Government to check the violation of safety rules by such companies?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI CHINTA MOHAN): (a) to (d) A statement is laid on the Table of the House.

#### **Statement**

(a) No, Sir.

(b) and (c) No serious accident involving transportation of chemicals has been reported during the last one year. However, Government is aware of a major accident, dated 21.11.1991, involving a tanker carrying a petroleum product, namely, Natural Gasoline Liquified (NGL) in District Thane (Maharashtra) resulting in death of 75 persons. Ministry of Petroleum and Natural Gas have ordered an enquiry into the matter. Whereas Ministry of Surface Transport is concerned with the Motor Vehicles Act and the Central Motor Vehicle Rules, the implementation of its provisions rests with the State Authorities. The Government of India has information on total number of road accidents. However, it does not have chemicals or other materials-specific information on road accidents.

(d) The Government of India has taken the following steps to check the violation of safety rules;

(i) State and District level Road Safety Committees are to be set up.

(ii) The State Governments are continuously urged to enforce the road traffic rules and the provisions of the Motor Vehicle's Act.

(iii) Amendment of rules relating to qualifications and training of drivers of carriages carrying goods of hazardous nature is under consideration.

श्री हरबेन्द्र सिंह हंसपाल : सभापति महोदय, मंत्री महोदय से क्या कहा जाये, या तो वे जवाब पढ़ते नहीं हैं जो लिखकर देते हैं... (व्यवधान)

श्री सभापति : क्या।

श्री हरबेन्द्र सिंह हंसपाल : या तो यह जवाब को पहले से पढ़ते नहीं हैं, जो हमको लिखित स्टेटमेंट दिया है। या पढ़ते हैं तो महज उसको मिस-लीड करना चाहते हैं।

श्री सभापति : आपकी सप्लीमेंट्री से साबित हो जायेगा कि उन्होंने पढ़ा है या नहीं पढ़ा है। आप सप्लीमेंट्री कर लीजिये।

श्री हरबेन्द्र सिंह हंसपाल : वे जवाब में लिखते हैं

No serious accident involving transportation of chemicals has been reported during the last one year.

और दूसरी लाइन में लिखते हैं

However, Government is aware of a major accident.

अब सीरियस और मेजर में क्या डिफरेंस है, यह डिक्शनरी निकालकर देखना पड़ेगा।

श्री सभापति : डिक्शनरी देखनी पड़ेगी ?

श्री हरबेन्द्र सिंह हंसपाल : हां, डिक्शनरी देखनी पड़ेगी... (व्यवधान)  
फर्स्ट लाइन में तो आप कहते हैं कि  
There is no serious accident.

और दूसरी लाइन में आप कहते हैं कि

Yes, Government is aware of a major accident.

फिर उसके बाद मेरा क्वेश्चन है कि—

The details of such incidents which occurred the last two years.

तो लिखते हैं कि—सी में

No serious accident involving transportation of chemicals has been reported during the last one year.

जब मैं दो साल का पूछ रहा हूँ तो आप एक साल का क्यों बताते हैं। फिर उसके बाद कहते हैं कि यह सरफेस ट्रांसपोर्ट मिनिस्ट्री का काम है और इम्प्लीमेंटेशन तो स्टेट ऑथारिटी को करना है। इसलिये आपकी क्या जिम्मेदारी है? इसमें आपकी क्या जिम्मेदारी है? या तो आप क्वेश्चन को सरफेस ट्रांसपोर्ट मिनिस्ट्री को ट्रांसफर कर देते या इसका प्रॉपर जवाब देते। पहला सवाल तो यह है। दूसरा बाद में पूछूंगा।

SHRI CHINTA MOHAN: Sir, the reason for the vague reply is that the question does not relate to my Ministry. The question relates to the Transport Ministry. ...

MR. CHAIRMAN: But in that case there is a simple method prescribed. If it does not relate to your Ministry, you refer it to the other. Ministry and they will find it out; if accepted, we ask that Ministry to answer. But you didn't do that.

SHRI CHINTA MOHAN: Sir, the question came to me late last night but my Ministry had taken up with them.

MR. CHAIRMAN: Then why have written this?

SHRI CHINTA MOHAN: But I will reply, Sir, I am ready. ... (Interruptions)

MR. CHAIRMAN: No, no; it must have reached your Ministry long back. Did it come late from the Prime Minister's office or what happened?

SHRI CHINTA MOHAN: Sir, I will submit....

MR. CHAIRMAN: And here you have said, "No serious accident involving transportation of chemicals has been reported during the last one year. However, Government is aware of a major accident on 21.11.1991." I think by 'last year' he means 1990. His answer is perhaps, correct. He means 'last calendar year-1990'. We are still in 1991. Last calendar year is 1990. Perhaps, there may not have been any accident in 1990.

**श्री हरबेन्द्र सिंह हंसपाल :** मैंने तो पूछा 2 साल का था। पिछले 2 साल में क्या हुआ?

**श्री सभापति :** 1989 का उन्होंने नहीं बताया, 1990 का बताया है।

SHRI CHINTA MOHAN. Sir, I would like to read his question; "whether it is a fact that chemical companies throughout the country—not in one part of the country—are not following the safety rules while transporting chemicals from one place to another." That is why I have given this reply. Actually throughout the country no accident has taken place. There was an accident... (Interruption) ....

MR. CHAIRMAN: Not throughout the country, in one part of the country.

SHRI CHINTA MOHAN: Yes, it was in one part of the country. There was an accident sometime in Punjab and there was an accident in Thane on 21st November, 1991. There was a tank lorry bearing Registration number MIT 9163 which was carrying Natural Gas Liquified (NGL), not a chemical. It is a petroleum derivative. The vehicle was going from Hazira to Bombay... (Interruptions)... The vehicle while carrying this W.G.L. had turned upside down. After sometime there was a leakage from that. The villagers from that area had come there to collect kerosene under a wrong impression. On the highway there was one Fiat car going. It just stopped. As it was restarting, some spark appeared which caused the gas-tanker to explode and then the people who were in and around it died on the spot. About 85

persons died. As regards safety—we are all very much concerned about the victims of the accidents—safety needs an integrated approach. Not only the Department of Chemicals, not only the Department of Surface Transport, not only the Department of Petroleum, but all the Members sitting here are much concerned about the victims. The police from that area immediately registered the case. As regards the road safety rules, we are trying to regulate them and we will see what best the Government can do.

**श्री हरबेन्द्र सिंह हंसपाल :** मैं यह चाहूंगा मंत्री महोदय अपोलोजाइज करें इस बात के लिए।

**श्री सभापति :** नहीं वह कह रहे हैं कि उनका कैमिकल्स नहीं था।

**श्री हरबेन्द्र सिंह हंसपाल :** वह कहते हैं कि 85 लोग मर गए।

**श्री सभापति :** वह तो मर गए लेकिन उनका जो पहला जवाब था—

It was not carrying chemicals. It was carrying liquid gas.

**श्री हरबेन्द्र सिंह हंसपाल :** कैसे भी मरे, 85 लोगों का मरना बहुत बड़ी बात है चेयरमैन साहब, बहुत बड़ी बात है और मंत्री महोदय यह कहें हाउस के अंदर कि—

No serious accident has taken place.

तो यह बहुत बुरी बात है। मैं चाहूंगा कि मंत्री महोदय इसके लिए 'अपोलोजाइज' करें।

**श्री सभापति :** जब कि अब तो वह कह रहे हैं कि ट्रांसपोर्टेशन ऑफ कैमिकल्स नहीं था। वह मेजर एक्सीडेंट जो था—

It did not involve transportation of chemicals. It involved transportation of gas, liquid gas.

SHRI CHINTA MOHAN; Natural Gas Liquified.

MR, CHAIRMAN; So, these are two different things. So, we cannot question his reply.

**श्री हरबेन्द्र सिंह हंसपाल :** शब्दों की हेराफेरी से 85 लोगों की जानें गई हैं... (व्यवधान)

**श्री सभापति :** आप जवाब पर आपत्ति नहीं कर सकते हैं।

**श्री राम अबधेश सिंह :** शब्द जो इसमें आया है वह 'हैजेर्ड्स' है... (व्यवधान)

**श्री सभापति :** आप तशरीफ़ रखिए। (व्यवधान)

No interruption will go on record.

**श्री हरबेन्द्र सिंह हंसपाल :** श्रीमान्, मेरे पास लिस्ट है। लास्ट इयर जो ऐक्सीडेंट हुआ उसमें 29 लोग मारे गए। इसमें कैमिकल था जो हैजेर्ड्स कैमिकल था। कितने ही लोग होलियम के गोदाम के अंदर रोस्ट हो गए। इस तरह से कई ऐक्सीडेंट्स हुए हैं। मंत्री महोदय ने कहा कि वे स्टेट लेवल डिस्ट्रिक्ट सेफ्टी कमेटी बनाने जा रहे हैं। इन्होंने यह भी कहा है कि—

"The amendment of rules relating to qualifications and training of drivers of carriages carrying goods of hazardous nature is under consideration."

तो मैं जानना चाहता हूँ कि यह 'अंडर कंसिडरेशन' कब तक रहेगा, कब ये 'अमेडमेंट्स रूल्स' में किए जाएंगे?

SHRI CHINTA MOHAN; Sir this question is an integrated question and it concerns all departments, mainly the Department of Surface Transport.

**श्री हरबेन्द्र सिंह हंसपाल :** मुझे लिखकर भेज दीजिए।

SHRI A. G. KULKARNI: I agree with the hon. Minister that the truck, which he has mentioned here, was not carrying

chemical. It was natural gasoline. As far as I know, in Maharashtra the entire chemical industry is situated in Kalyan, Ambernath and Thane areas. You must be knowing it. One is caustic-lye. Caustic-lye is a chemical which is transported by trucks for 300 to 500 kilometres to Aurangabad areas, Kolhapur areas and some other areas. Accidents take place unintentionally because of the mistake of the driver of some such things. I have seen, as my friend has rightly stated, that when caustic-lye truck overturns people are simply roasted because villagers do not know what this is. This is a chemical a very toxic and harmful chemical. Secondly, they also carry, not chemical, rock-oil or something like that. The villagers because of poverty come and try to fill in and somebody puts in fire.

MR. CHAIRMAN; You put your question, please.

SHRI A. G. KULKARNI: Sir, in the case of Thane or in the case of caustic-lye or nitric acid there are no fire-fighting equipment suitably placed so that they can be immediately applied. So, I would like to know from the hon. Minister whether the Government has any proposal to take such steps so that the driver and cleaner must be aware that the gas has to be immediately put off or its toxic effect has to be taken out. I would like to know what steps your Ministry is taking to insist on fire-fighting equipment in the truck itself and whether any training will be given so that such accidents will be stopped.

SHRI CHINTA MOHAN; Sir, to avoid this type of accident, the Department of Chemicals is advising the consumers to have the units close to the manufacturing units so that there will not be any transportation and there will not be any accident during transportation.

SHRI A. G. KULKARNI: Sir, how is it possible? Is it ever possible on earth? Sir, the manufacture of chemicals is a different chemical process. Suppose there is a textile mill doing dyeing. How would you expect the consumer to be nearby?

SHRI CHINTA MOHAN: Sir, not only Kulkarniji, we are all concerned about the poor victims.

श्री अरविन्द गणेश कुलकर्णी : हम तो बोले ही नहीं कि आप बोदर नहीं करते । आप पूरा बोदर करते हैं पर आप कन्फ्यूज्ड हैं ।

MR CHAIRMAN: His question is, when chemicals are carried, will you make arrangement that the fire fighting equipment will go with it? This is his question.

SHRI CHINTA MOHAN: We will do that.

SHRI JAGMOHAN: Will the hon. Minister consider the proposal of suggesting to the State Governments that such vehicles which carry dangerous chemical materials, whether it is chemical or petroleum products or gas, move on the road only during specified hours when there is no traffic rush. If there is a continuous traffic rush, they should move in a convoy which has come fire-fighting equipment. Sir, it is not possible for every individual vehicle. But they should move within a specified period and also go as a convoy. Sir, the second proposal which the Government might like to consider is to colour such vehicles so that even an uneducated person can understand that this vehicle is containing something dangerous, and they should keep some distance from it. It should be followed by some education in the area where such vehicular movement is very common.

SHRI CHINTA MOHAN: Sir, it is a very good suggestion. We will try to implement it.

SHRI JAGMOHAN: If the House could be told as the result of your consideration.

SHRI A. G. KULKARNI: He knows how to...

MR. CHAIRMAN: He has agreed to your suggestion. Now he will look into his suggestion. When you have started giving suggestions, what else he can do? What

do you expect of him? When you have given suggestions he has said that he will give importance to the suggestions of Members of Parliament.

SHRI A. G. KULKARNI: Sir, the hon. Members are putting questions...

MR. CHAIRMAN: You are giving suggestions and he is giving them due weight. He says all your suggestions are valuable and he will give due weight and consideration,

DR. BAPU KALDATE: Due consideration or examination?

MR. CHAIRMAN: Due consideration.

श्री सुरेश पचौरी : माननीय सभापति जी, कैमिस्ट्री का स्टुडेंट होने के नाते मैं आपके माध्यम से सरकार का ध्यान आकृष्ट करना चाहता हूँ कि जो भी घातक रसायन होते हैं जब वे ट्रांसपोर्टेशन के वक्त जमीन पर गिर जाते हैं तो उसके इमीजिएट इफेक्ट बहुत घातक होते हैं। तो क्या सरकार ऐसी व्यवस्था करेगी, केमिकल इंडस्ट्री को ऐसे निर्देश देगी कि जो भी हैजर्डस कैमिकल्स हैं उनका जो ट्रांसपोर्टेशन किया जाए, जिन ट्रकों में ले जाने की व्यवस्था है उन पर ऐसा लिखने की व्यवस्था कर दी जाए कि कौन सा केमिकल ले जाया जा रहा है। उसका नाम उस ट्रक पर दर्ज कर दिया जाए। नम्बर दो में यह पूछना चाहता हूँ कि यदि ऐसी कोई दुर्घटना हो जाती है तो कई बार एक-एक, दो-दो दिन तक लोगों को पता नहीं होता कि किस टेलीफोन पर किस से सम्पर्क साधा जाए और किस केमिकल के जमीन पर गिर जाने से निपटने के लिए कौन से एंटीडोट अपनाए जाने चाहिए। इसका समाधान उनको नहीं मिलता। तो क्या केमिकल इंडस्ट्री को सरकार की तरफ से ऐसा निर्देश दिया जायेगा और साथ ही जो इन्सुर्स और क्लीनर्स हैं उनको ट्रेनिंग देने के साथ-साथ, उनकी क्वालिफिकेशन के साथ-साथ क्या ऐसी व्यवस्था भी की जाएगी कि इस प्रकार के केमिकल के जमीन पर गिरने पर जो इमीजिएट एंटीडोट अपनाये जाते हैं उसके लिए उनको साधन उपलब्ध कराये जा सकें ?

SHRI CHINTA MOHAN: We will definitely instruct the chemical companies to take all possible measures and we will also advise the Ministry of Surface Transport to see that the name of the chemical that is being transported is displayed.

DR. RAJA RAMANNA: The question of transport of chemicals is a well-studied Subject in the west. There have been many international conferences where it has been discussed as to what is to be done in the case of each chemical. The problem in this country is how to implement it. That is where we fail. I would like to know from the Minister whether these things are implemented according to international rules. That is the crux of the matter. What does he propose to do about it?

SHRI CHINTA MOHAN: Sir, the Indian roads cannot be compared to international standards. But we have always tried to improve the roads and the suggestions given by Dr. Ramanna will be considered.

MR. CHAIRMAN: Q No. 403.

**Failure to deposit Provident Fund Dues by  
Dunlop India limited**

\*403. SHRI SARADA MOHANTY: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that dues amounting to lakhs of rupees are pending with Dunlop India Limited which are to be deposited with the concerned Regional Provident Fund Commissioner as Provident Fund dues of its employees:

(b) if So, the details thereof; and

(c) what action Government propose to take for the recovery of the said dues?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI PABAN SING GHATOWAR): (a) to (c) A Statement is laid on the Table of the House.

**Statement**

Till December 16, 1991, an amount of Rs. 37.60 lakhs has been deducted by Mls. Dunlop India, Calcutta, in respect of the provident fund dues of employees of their contractors in West Bengal. In view of orders of stay of the Calcutta High Court in a writ petition (CWP 10527/84 dated 24.7.1984), Mls. Dunlop India could not deposit the amount collected with the Provident Fund but as per orders of the Court have been depositing this amount in a specified account of the State Bank of India, Calcutta. The above writ petition was filed by some contractors of Mls. Dunlop India challenging the powers to recover such dues from contractors employees under the Employees Provident Fund & Miscellaneous Provisions Act, 1952. But in respect of about 9000 of their regular employees in West Bengal, Mls. Dunlop India have been regularly depositing the Provident Fund Collections.

The Regional Provident Fund Commissioner, Calcutta has filed an affidavit in the Calcutta High Court opposing the above stay order. It is learnt that the writ petition was listed for hearing recently but the hearing could not take place.

SHRI SARADA MOHANTY: Sir, I want to know from the Ministry whether Dunlop India Limited has got offices or branches throughout India or only at Calcutta. That is the first part of my question. The second part is, will the Minister state the amount of dues that Dunlop India Limited has to pay towards the provident fund of their employees for the last five years? The 'C' part of my question is whether any action is being taken against them by the Provident Fund Commissioner to recover the dues.

SHRI PABAN SING GHATOWAR: Sir Dunlop India Limited has two factories. One factory is in Tamil Nadu and another in West Bengal. As a provident fund contributor, Dunlop India Limited is regularly depositing the money with the provident fund authorities. There is no case of default from the side of Dunlop India Limited.