

evolved, though no formal agreement was concluded:—

(i) Implementation of Miabhoy's Award in toto.

(ii) Cadre review and upgradation of Class III and Class IV Staff.

(hi) Job Evaluation within the framework of the Pay Commission's recommendations.

(iv) Appointment of a Committee to go into anomalies arising as a result of Pay Commission's recommendations.

(v) Certain policies with regard to employment of casual labour.

(vi) Opening of fair-price shops in railway colonies housing more than 300 families.

(b) After the May 1974 Strike there was no progress on the remaining demands.

#### **Laying of Pipelines from Bombay High to Trombay**

\*306. SHRI LAKSHMANA  
MAHAPATRO, SHRI BHOLA  
PRASAD, SHRI YOGENDRA  
SHARMA:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that this Project Investment Board has decided to lay oil and gas pipe lines from Bombay High to Trombay via Uran;

(b) whether Government's attention has been drawn to a news report to the effect that natural gas worth about 15 to 20 crores of rupees will have to be burnt away every year if this decision is implemented; and

(c) if so, what are the details in this regard and what action Government propose to take in the matter?

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THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c) While such a report has appeared in a section of the press the facts are as follows:

The Government have approved the proposal to lay oil and gas pipelines from Bombay High field to Trombay via Uran where a shore terminal would be set up. The gas pipe line would help utilise the Bombay High gas which would otherwise have to be flared. It is not, therefore, correct to say that the PIB's recommendations would lead to the flaring of the gas worth Rs. 15 crores to Rs. 20 crores. Rather, when the gas pipeline is laid, it would help save and utilise gas worth Rs. 22 crores during 1978-79. The decision regarding the laying of the gas pipeline from Bombay High to Trombay via North Bassein and Uran, has been taken after a series of inter-ministerial meetings and in consultation with the State Governments of Gujarat and Maharashtra. The cost of these pipelines will be about Rs. 219 crores and the pipelines are expected to be laid by May, 1978. Taking note of the needs of the State of Gujarat, Government are committed to transporting free gas from South Bassein offshore field to Gujarat through an appropriate pipeline system, for which purpose, ONGC has been asked to take up necessary feasibility studies.

#### **Setting up of a Caustic Soda Factory in Bihar**

\*307. SHRI BHISHMA NARAIN SINGH : Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state;

(a) whether the Central Government have issued a letter of intent to the Bihar State Industrial Development Corporation for setting up a Caustic Soda factory in the district of Palamau in Bihar; and

( b ) H -so, what progress has so far been made in setting up the company and by when it is likely to start functioning?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) : (a) and (b) Yes, Sir. A new company in the joint sector has been incorporated to implement this project. Land has been acquired and arrangements for water for the project have been made. Technical consultants for the project have also been appointed. Agreement for the supply of power is likely to be signed with the Bihar Government very shortly. It is not possible at this stage to indicate the date by which the company will go into production.

#### **Lose to Railway due to road transport**

♦308. SHRI KHURSHED ALAM KHAN:  
SHRI IBRAHIM KALANIYA:  
SHRI MOHAMMAD USMAN  
ARIF;

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways are gradually losing all high rated traffic to the road transport; and

(b) what are Railways' plans to achieve co-ordination with the road transport in order to avoid wasteful competition?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) No, Sir.

(b) The need for formulating an integrated National Transport Policy to avoid wasteful competition has been engaging the attention of the Government of India in the Ministry of Shipping and Transport who are

already working out the details of the Policy in consultation with various Ministries concerned including, the Ministry of Railways.

#### **Reconstruction of Darwah-Pusad railway line**

\*309. SHRI DEORAO PATIL: Will the Minister of RAILWAYS be pleased to refer to the answer to the Starred Question 135 given in the Rajya Sabha on the 17th May, 1976 and State;

(a) whether Government have since decided to take up survey work for the construction of Darwah-Pusad railway line; and

(b) if so, by when the proposed survey work is to be taken up?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) No.

(b) Does not arise.

#### **Ratio of employees belonging to the Scheduled Castes and Scheduled Tribes in the Railways**

\*310. SHRI S. W. DHABE : Will the Minister of RAILWAYS be pleased to state:

(a) what is the present percentage of employees belonging to the Scheduled Castes and Scheduled Tribes in Class I, II, III and IV posts to the total number of posts in each Class in the Railways; and

(b) what steps Government propose to take to clear the backlog in the quota of posts reserved for the Scheduled Castes and Scheduled Tribes in each Class of posts?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b) A statement is laid on the Table of the Sabha.