

श्री जियाउर रहमान अंसारी : सभापति जी, मैंने जैना अर्ज किया है, बरौनी रिफाइनरी में तीन मिलियन टन हम आसाम कूड को रिफाइन कर रहे हैं। माननीय सदस्य ने जो यह बात कही है कि उसको कूड नहीं मिल रहा है और वह अपनी कैपेसिटी के अनुसार रन नहीं कर रही है; यह बात सही नहीं है। हम इस बात की कोशिश कर रहे हैं कि जो रिफाइनरीज हमारे पास हैं, उनके अलावा आसाम की जो रिफाइनरीज बन रही हैं जैसे बांगेगाव की रिफाइनरी है या आसाम की ओरह रिफाइनरीज हैं, उनकी कैपेसिटी को बढ़ाकर जो भी कूड की हमें उपब्धि होगी उसको हम उसी में प्रोसेस करेंगे।

श्री योगेन्द्र शर्मा : मैं यह जानना चाहता हूँ कि बरौनी रिफाइनरी की तीन मिलियन टन की कैपेसिटी काबू बनी थी, यह फीगर कृपया आप बता दें।

MR. CHAIRMAN: You cannot have a general discussion.

श्री योगेन्द्र शर्मा : मैं यह जानना चाहता हूँ कि उसकी कैपेसिटी बढ़ाई गई है या बढ़ाई नहीं गई है बल्कि कैपेसिटी शुरू से ही बनी हुई थी, लेकिन उसका इस्तेमाल नहीं किया गया था, इस चीज का स्पष्टीकरण नहीं किया जा रहा है।

श्री जियाउर रहमान अंसारी : सभापति जी, बरौनी में मारजिनल एक्सपेंशन हुआ है और वह डिबोटलनेकिंग की वजह से मारजिनल कैपेसिटी बढ़ी है और उसी तरह से ... (Interruption) उसकी कैपेसिटी 2.5 मिलियन टन की है।

श्री योगेन्द्र शर्मा : क्या उसकी कैपेसिटी शुरू से ही इतनी है? क्या आप जिम्मेदारी के साथ यह बयान दे रहे हैं?

श्री जियाउर रहमान अंसारी : उसकी 2.5 मिलियन टन की कैपेसिटी थी और उसमें हम 2.5 मिलियन टन कूड प्रोसेस

कर रहे थे। डिबोटलनेकिंग के बाद उसमें हम तीन मिलियन टन कैपेसिटी के हिसाब से काम कर रहे हैं। उसी तरह से गोहाटी रिफाइनरी की कैपेसिटी 7.5 मिलियन टन है, लेकिन कुछ इम्प्रूवमेंट के बाद उसकी कैपेसिटी में बढ़ोतरी हुई है और हम इस वक्त 8.2 मिलियन टन कूड रिफाइन कर रहे हैं। इस प्रकार हम देख रहे हैं कि कुछ इम्प्रूवमेंट्स के बाद कैपेसिटी बढ़ाई जा सकती है।

Production of Fertilizers

- 124. SHRI S. W. DHABE:
SHRI R. NARASINHA
REDDY: SHRIMATI
SUMITRA G. KULKARNI:

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

(a) what target had been fixed for production of fertilizers during 1975-76 and what quantity was actually produced during the same year; and

(b) what are the reasons for the shortfalls in production if any

THE DEPUTY MINISTER IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI C. P. MAJHI): (a) and (b) A statement is laid on the Table of the House.

Statement

(a) The original target of production for 1975-76 was 15 lakh tonnes of nitrogen and 3.9 lakh tonnes of P2O5; the target of production of P2O5 was scaled down to 3.0 lakh tonnes after the mid year review. As against this, the production during the year 1975-76 was 15.35 lakh tonnes of nitrogen and 3.2 lakhs tonnes of P2O5.

(b) The question was actually asked on the floor of the House by Shrimati Sumitra G. Kulkarni.

(b) The production of nitrogen during the year was in excess of the target. In the case of P205, however, although the production was in excess of the revised target of 3 lakh tonnes, it was lower than the original target of 3.9 lakh tonnes due mainly to the low offtake of phosphatic fertilizers resulting in a cut back in production, particularly by the units manufacturing a single superphosphate. The low offtake of phosphatic fertilizers was in turn mainly due to high prices.

Government have taken a series of measures to improve the offtake of fertilizers, particularly phosphatic. These includes :—

(i) Reduction in the duty on imported phosphoric acid from 30 per cent to 15 per cent with effect from 1st December, 1975;

(ii) Reduction in the excise duty on single super phosphate from 15 per cent to 7½ per cent with effect from 1st December, 1975.

(iii) Reduction in the price of muriate of potash (MOP) from Rs. 1085 to Rs. 900 per tonne with effect from 18* March, 1976.

(iv) Reduction in the price of phosphatic fertilizers to the extent of Rs. 1250 per tonne of P205 with effect from 16th March, 1976.

(v) Reduction in the price of Urea by Rs. 100 per tonne with effect from 16th March, 1976.

SHRIMATI SUMITRA G. KULKARNI: Sir, the statement explains that the 1975-76 figure of 3.9 lakh tonnes of P205 was revised to 3 lakh tonnes in the mid-year review, in the light of this. I would like to ask the hon. Minister whether this figure has been reduced because the Durgapur Fertilizer Factory has not been producing any fertilizer for the last more than 15 years. That is why the target of 3.9 lakh tonnes has been reduced to 3 lakh tonnes. Is it a fact or not?

SHRI P. C. SETHI: This is not a fact. The Durgapur plant is not a 15-year old plant. This is the most modern plant. Unfortunately the equipment is giving trouble. That is why we have called the foreign consultant who is having an end-to-end survey. The production is slightly increasing. It is about 25 per cent. We hope that we would be able to close the gap in one year and make the necessary changes. Therefore the question of reducing the target does not arise on account of Durgapur Fertilizer Factory. As far as I remember, Durgapur does not have a unit which will produce P205. The question is as to why the figure was revised from 3.9 lakh tonnes to 3 lakh tonnes. The main reason was that there was a complete imbalance of prices *vis a vis* the nitrogenous and phosphatic fertilizers and the price of phosphatic fertilizers was prohibitive. Therefore, the farmers were using mostly the nitrogenous fertilizers which give quick results. But the imbalance in the use of nitrogenous and phosphatic fertilizers ultimately destroys the productivity of the soil. Therefore, we are ourselves keen that the production of P205 should increase. That is why, though the target was revised to 3 lakh tonnes, we have been able to produce 3.2 lakh tonnes. Obviously, the production is there. But the market is not able to lift it. However, the Finance Minister has now given a heavy dose of reduction in the price of P205.

With fingers crossed now we are looking to May and June months when the fertilizer consumption will pick up. We hope now the situation will change.

SHRIMATI SUMITRA G. KULKARNI: I am extremely sorry, Sir, that the hon. Minister is sidetracking the issue. The Durgapur factory which has been there may not be 15 years, and I am not contesting the exactness of the figure of ten years or fifteen years. What I am asking is what the production target is, and

whether it is producing 15 per cent of it or not because, my submission here is that this fertilizer factory is not producing any of its target and that is the only reason why the fertilizer targets were reduced from the 1975-76 original targets in the midyear review. And this fact should be presented to this House because this is the real picture of the issue rather than giving some kind of figures which have been stated here. Will the hon. Minister help us to know when the Durgapur factory was started, when it started production, what the production targets are, and how much is met?

SHRI P. C. SETHI: I am definitely prepared to help the hon. Member provided she keeps a little cool and not be angry with me. But I would say that if P205 was required by the country and if the Indian manufacturers were not able to produce...

SHRIMATI SUMITRA G. KULKARNI: What I am asking is about the Durgapur factory and not P205.

MR. CHAIRMAN: Please allow the Minister to reply.

SHRI P. C. SETHI: In that case, if the P205 consumption by farmers is so high, then we would have imported it. What I am trying to emphasise is that the production capacity for P205 in India is 6.9 lakh tonnes. And if the market can lift it, we can produce at least 4 or 5 lakh tonnes. But, unfortunately, the market is not lifting it. That is why a heavy reduction is given and we hope that we would be able to turn the corner, and the P205 production would definitely be increased if the market can take it.

SHRIMATI SUMITRA G. KULKARNI: Still the question about the Durgapur plant was not answered fully. -

MR. CHAIRMAN: You cannot monopolise the time. Now, Shri Sisodia.

SHRI SAWAISINGH SISODIA: The international price of chemical fertilizers has gone down, consumption of fertilizers was less than the esti-

mated figure, sufficient stock of fertilizers was left unutilised during the last year, and the price is beyond the purchasing capacity of the farmers. The foodgrain prices have considerably gone down. Sir, keeping in view all these facts, I would like to know whether the Chemicals and Fertilizers Ministry, in consultation with the Finance Ministry, will consider a reduction in the prices of fertilizers and whether this was the reason for keeping the target below the level of the various fertilizer factories of our country.

SHRI P. C. SETHI: Sir, as far as production of nitrogenous fertilizers is concerned, we had a target of 15 lakh tonnes and for the first time in the history of fertilizer plants, both in the public sector and private sector, we have not only produced 15 lakh tonnes but we have crossed the 15 lakh figures one month ahead and produced 15.35 lakh tonnes. Therefore, the question that this fertilizer production is not coming up does not arise. The production is coming up. On an average, the capacity utilisation in the plants last year was 59 per cent. Now, the average has come to 70 per cent, and 75 per cent is generally the break-even point. But unfortunately, even at 96 per cent capacity utilisation, the fertilizer plants are losing. The reason is obvious. The fertilizer prices have been reduced. Secondly, the fertilizer input prices have not gone down.

SHRI SAWAISINGH SISODIA: What about the main part of my question?

SHRI P. C. SETHI: About the question of reduction, we have already done it. We have made a reduction in the duty on imported phosphoric acid from 30 per cent to 15 per cent to 7J per cent, reduction duty on single super phosphate from 15 per cent to 7J per cent, reduction in the price of muriatic potash from Rs. 1085 to Rs. 900 per tonne. Reduction in the price of phosphatic fertilizers to the extent of Rs. 1250 has been done. A reduction by Rs. 100 per tonne in the price of urea has

been done with effect from 16th March.

MR. CHAIRMAN: Next question.

Fire Accidents In Suburban Electric Trains in Bombay

*125. SHRI JAGDISH JOSHI: † SHRI IBRAHIM KALANIYA: SHRI KASIM ALI ABID: SHRIMATI SUMITRA G. KULKARNI : SHRI KHURSHED, ALAM KHAN :

Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that cases of accidental fire in suburban electric trains in Bombay have become very frequent;

(b) if so, what are the causes thereof; and

(c) what action Government propose to take to prevent the occurrence of such accidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHAMMAD SHAFI QURESHI): (a) to (c): A statement is placed on the table of the Sabha.

Statement

(a) Recently, there have been three serious fire accidents to suburban electric trains in Bombay area—on 12-2-1976 near Matunga, on 7-3-1976 at Jogeshwari and on 11-4-1976 near Kurla.

(b) According to the provisional findings of the Additional Commissioners of Railway Safety, Central and Western Circles Bombay, the causes of these accidents were:

(i) Fire on 12-2-1976 was due to the ignition of inflammable material which was being carried below the seat level in the right hand side rear end corner of the compartment. The accident is attributed to

negligence of persons other than railway staff.

(ii) Fire on 7-3-1976 was due to latex foam cushion in one of the first class compartments being kindled by an extraneous source, such as a lighted match-stick, either applied to it deliberately or thrown on it in utter carelessness by one of the travellers.

(iii) Fire on 11-4-1976 was due to an electric short-circuit caused by stray wire_s (placed by birds or thrown by some persons from road or foot over-bridges) between the 1500 volt overhead electrical lines pantograph and the roof of the coach. No railway staff has been held responsible for the accident.

(c) In view of the recent fire accidents, special immediate measures have been adopted to prevent fire incidents and to minimise the damage. Some of the steps taken are as under:

(i) Strengthening the insulation arrangements on the roof of the motor coaches.

(ii) Replacing the inflammable material wherever used inside the coaches by non-inflammable material to the maximum possible extent.

(iii) All the maintenance checks have been intensified to ensure that safety devices are in efficient working order.

(iv) Providing additional steel bars on the windows of motor coach driving cabs to prevent unauthorised entry into the motor coach and consequent tampering of the electrical equipment by miscreants.

(v) Thermal sensing devices are being provided to prevent over-heating in resistance compartments.

(vi) Checking the luggage carried by suburban passengers, with a view to preventing inflammable material being carried by the passengers in local

†The question was actually asked on the floor of the House by Shri Jagdish Joshi.