

(d) whether Government propose to resume the negotiations from the point those were discontinued and if not, what are the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (d) Discussions with the representatives of the Railwaymen continued till 30th April, '74. On 1st May and 2nd May, the representatives of All India Railwaymen's Federation did not turn up for drafting the minutes. In the circumstances the discontinuance of discussions does not arise.

Supply of furnace oil

32. SHRIMATI MAIMOONA SULTAN : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the present position of demand and availability of furnace oil for use as a base material and as fuel ;

(b) whether there is an acute shortage of furnace oil at present if so, what is the extent of industrial capacity that had to lie idle during the years 1972, 1973 and 1974 so far for want of furnace oil ; and

(c) what steps Government propose to take to augment the supplies of furnace oil ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH NAWAZ KHAN) : (a) to (c) The availability of furnace oil during 1974-75 is being maintained at 4.5 million tonnes for meeting the requirements of the power and industrial sectors against an anticipated demand of about 5 million tonnes.

As a result of sharp increase in prices of crude oil and petroleum products from October, 1973 the availability of furnace oil was also reduced considerably. A general 10 per cent efficiency cut was introduced in January 1974. Except in the case of 33 priority industries an additional 10 per cent cut was imposed for others from

May 1974. This is continuing till date. No case of industrial capacity remaining idle for want of furnace oil has been reported.

महाराष्ट्र में बड़ी रेलवे लाइन का बिछाया जाना

33. श्री आर० डी० जगतप अवरोधकर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राज्य के पिछड़े क्षेत्रों के विकास के लिए पुरली, अहमदनगर, शोलापुर और बेडे में होती हुई जलगांव में रेलवे की नई बड़ी लाइन बिछाने का कोई प्रस्ताव महाराष्ट्र सरकार ने दिया है; और

(ख) यदि हां, तो उस प्रस्ताव पर सरकार ने क्या निर्णय किया है ?

†[Laying of a new broad gauge railway line in Maharashtra

33. SHRI R. D. J. AVERGOANKAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether Maharashtra Government have submitted any proposal for laying a new broad gauge railway line running through Purli, Ahmadnagar, Sholapur and Jalgaon via Beda for the development of the backward area of the State ; and

(b) if so, the decision taken by Government on the proposal ?]

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) जी हां ।

(ख) इस प्रस्ताव का आशय दो बड़ी लाइनें बनाने से है जिसमें से एक अहमदनगर से पुनी तक, दूसरी शोलापुर से मध्य रेलवे मनमाड-जलगांव खंड पर, एक स्टेशन, चालिस गांव तक होगी । अतीत में इस प्रस्ताव की जांच-पड़ताल नहीं की गयी थी । धन की कमी और पर्याप्त यातायात के औचित्य के अभाव में, वर्तमान स्थिति में इन लाइनों के निर्माण पर विचार करना कठिन है ।

†[THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes.

†[] English translation.

(b) The proposal amounts to the construction of two B. G. lines, one from Ahmednagar to Purli and the other from Sholapur to Chalisgaon, a station on the Manmad-Jalgaon section of the Central Railway. The proposal has not been investigated in the past. Due to paucity of funds and lack of adequate traffic justification it would be difficult to consider the construction on these lines at the present stage.]

Shortfall in Freight Traffic on Railways

34. SHRI SHYAMLAL GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the freight traffic on railways during the months of April, May, June and July, 1974 has gone down considerably ;

(b) if so, the extent of shortfall and the reasons therefor ; and

(c) what steps have been taken by Government to make up the loss ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes Freight traffic during April, May and June, 1974 was 36.99 million tonnes as compared to 41.56 million tonnes during the corresponding period of 1973.

(b) The extent of shortfall was 4.57 million tonnes. This was due to reasons very often beyond the control of the Railways e.g. series of strikes, 'Go-Slow' and 'Work-to-rule', public and labour agitations, bundhs, less offering of foodgrains and pulses, industrial stagnation as a result of power cuts etc. and by the All India Railway Strike during May 1974, affecting train movements and immobilising a large number wagons on the Railways.

(c) With the progressive restoration of normal working conditions, every endeavour will be made to make up the losses.

Set up of Railway Board

35. SHRI SHYAMLAL GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) Whether Government is contemplating any changes in the set up of Railway Board ; and

(b) if so, what are the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) No.

(b) Does not arise.

Accumulation of Naphtha Stocks

36. SHRI SHYAMLAL GUPTA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether huge stocks of Naphtha have accumulated in the Esso and Burmah-Shell refineries during the last three-four months ; and

(b) if so, what are the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH NAWAZ KHAN) : (a) and (b) Some accumulation of Naphtha stocks at Esso (now HPCL) and Burmah-Shell Refineries occurred during the last three-four months. This was mainly on account of the reduced upliftments by Fertilizer plants, for various reasons. Production of Naphtha was also increased due to a reduction in demand for Motor Gasolene. With the export of a few Naphtha cargoes from Bombay, the position has normalised from this month.

Meeting of the Organisation of the Petroleum Exporting Countries

37. SHRIMATI SUSHILA SHANKAR ADIVAREKAR :

SHRIMATI SUMITRA G. KULKARNI :