

RAJYA SABHA

Monday, the 25th February, 1974/the 6th
Phalguna, 1895 (Saka)

The House met at eleven of the clock,
Mr. Chairman in the Chair.

ORAL ANSWERS TO QUESTIONS

Economy in petrol consumption

*91. SHRIMATI SITA DEVI:†

SHRI SAWAISINGH SISODIA:

SHRI SYED HUSSAIN:

SMT. LAKSHMI KUMARI CHUN-
DAWAT:

SHRI MAHENDRA BAHADUR
SINGH:

SHRI SANAT KUMAR RAHA:

SARDAR GURCHARAN SINGH
TOHRA:

SHRI SANDA NARAYANAPPA:

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

(a) the quantity of petrol saved in
various States and Union Territories on ac-
count of economy measures taken after
the recent price rise in petrol;

(b) the break-up of saving under official,
semi-official and public categories;

(c) what steps have been taken by Gov-
ernment and semi-official organisations to
cut down consumption of petrol and petro-
leum products; and

(d) what amount of foreign exchange
will be required to meet the requirements
of petrol and petroleum products during
the year 1974?

THE MINISTER OF PETROLEUM
AND CHEMICALS (SHRI D. K.
BOROOAH): (a) and (b) The price of
petrol was increased with effect from
3-11-1973. The consumption of petrol
(motor spirit) during the months of No-
vember and December 1973 and January
1974 was 19.2%, 16.9% and 23.8% respec-
tively less than in the corresponding
months of the previous year.

The breakup of savings Statewise and
under official, semi-official and public cate-
gories is not available as statistics in this
regard are not maintained.

(c) The Government have advised all
the State Governments, all the concerned
Ministries of the Government of India

†The question was actually asked on
the floor of the House by Shrimati Sita
Devi.

and all the Public Sector Undertakings to
exercise strictest control on the consump-
tion of petrol in their vehicles. The fol-
lowing measures were suggested to achieve
economy in the use of petrol:

(a) Road touring of officers by vehi-
cles should be controlled to the maxi-
mum possible extent.

(b) To review the fleet strength and
fleet utilisation with a view to reducing
the number of vehicles.

(c) To discourage the use of staff cars
for short runs.

(d) To encourage the use of staff cars
jointly by the officers instead of their
travelling individually.

(d) Petrol (motor spirit) is not being im-
ported into the country. The foreign ex-
change requirements to meet the full needs
of petroleum products during 1974 are
anticipated to be approximately Rs. 1,200
crores.

SHRI A. G. KULKARNI: Sir, these
are all rituals. Why is he reading the
rituals?

MR. CHAIRMAN: That is all right.
That may be your view.

श्रीमती सीता देवी : माननीय मिनिस्टर साहब
ने जो उत्तर दिया है वह बिल्कुल वेग है। मैंने
प्रश्न के (ए), (बी), (सी) भाग में कुछ
स्पेसिफिक क्वेश्चंस पूछे थे और उन्होंने कोई भी
स्पेसिफिक जवाब नहीं दिया। मैं यह जानना
चाहती हूँ कि क्या गवर्नमेंट ने मिनिस्टरों के
लिये भी और आफिसर्स के लिये भी कोई खास
इंस्ट्रक्शन ईश्यू किया है कि वह लोग 10 लिटर
या 20 लिटर या इतने तक पेट्रोल इस्तेमाल कर
सकेंगे और क्या इस किस्म से जो हमारे सेंट्रल
गवर्नमेंट के आफिसर हैं और जो प्राविसेज में
आफिसर हैं उनको भी इंस्ट्रक्शन ईश्यू की है
और अगर की है तो उनका क्या इम्प्लीमेंटेशन
हुआ है और उनका क्या रिएक्शन है, यह बताइये।

श्री डी० के० बरूआ : हर एक मिनिस्ट्री को
कहा गया है कि उनको कंजंपशन कम करना
चाहिये, हर एक स्टेट गवर्नमेंट को लिखा है ...

श्रीमती सीता देवी : कम करना चाहिये,
यह नहीं, बल्कि यह बतायें कि आपने कोई स्पेस-
फिक चीज कही है कि इतना करना चाहिये।

यह एक वेग चीज हुई कि कम करना चाहिये। मैं यह जानना चाहती हूँ कि महीने में 10 लिटर, 20 लिटर या 50 लिटर या कितना किसी मिनिस्टर के लिये या आफिसर के लिये ऐसा कुछ निश्चित किया है या नहीं किया गया है ताकि पेट्रोल की बचत हो सके।

श्री डी० के० बरूआ : मिनिस्टर के लिये तो कर दिया।

श्रीमती सीता देवी : कितना किया ?

श्री डी० के० बरूआ : महीने में 300 लिटर।

श्रीमती सीता देवी : हां, यह बताइए न।

श्री डी० के० बरूआ :और बाकी को कह दिया कि उनका सब में कम से कम 15 परसेंट कट होना चाहिये। स्टाफ कार्स में कम से कम 15 परसेंट कम होना चाहिये उनका, क्योंकि ऐसा नहीं है कि पेट्रोल बन्द कर के कामकाज बन्द करना है, कामकाज भी चालू रखना है, इसलिये बाकी स्टाफ कार्स के लिये कहा है कि 15 परसेंट करना चाहिये।

श्रीमती सीता देवी : अब मिनिस्टर साहब ने यह कहा कि उन्होंने निश्चित किया है 300 लिटर तक, तो मैं यह जानना चाहती हूँ कि यह जो आपने निश्चित किया है क्या वह पूरी तरह से इम्पलीमेंट हुआ है या नहीं ? और यह भी बताइए कि पेट्रोल की इस तंगी को देखते हुए क्या गवर्नमेंट ऐसा कोई विचार करती है कि सब के लिये ही, चाहे वह टैक्सी वाले हों, चाहे मिनिस्टर हों, चाहे आफिसर्स हों, कोई राशन मुकर्रर कर दिया जाय ताकि लोगों को असुविधा भी न हो और काम भी चल सके ?

श्री डी० के० बरूआ : मिनिस्टरों के लिये 300 लीटर अलाटमेंट कर दिया है। इस से ज्यादा खर्च करेंगे तो उसके लिये उनको पेमेंट से देना पड़ेगी।

श्रीमती सीता देवी : अपने पास से।

श्री डी० के० बरूआ : अपने पास से। अभी तक इतनी इतिला है कि 15 परसेंट तक कमी हुई है। कोई कोई मिनिस्ट्री में इससे ज्यादा कमी हुई है, जैसे पेट्रोलियम ऐंड केमिकल मिनिस्ट्री में। लेकिन राशनिंग के बारे में यह सोचा गया कि यह बोझ स्टेट्स गवर्नमेंट्स के ऊपर पड़ेगा। इस बोझ में खर्चा भी बहुत पड़ेगा और इसको संभालना भी आसान नहीं होगा हमने यह सोचा है कि वह कम हो जायेगा और अगर कम नहीं होगा तो हम जरूर करेंगे। लेकिन अभी वह मौका नहीं आया है कि राशनिंग चालू करें।

श्रीमती लक्ष्मी कुमारी चूडावत : मिनिस्टर महोदय यह बताने की कृपा करेंगे कि "चैरिटी बिगिन्स फ्राम होम" में वे विश्वास करते हैं या नहीं। मैं यह जानना चाहूंगी कि उड़ीसा के गवर्नर साहब गवर्नर्स की कांफ्रेंस में भाग लेने के लिये जो अपना चार्टर्ड प्लेन ले कर के आये थे वे क्या डेली फ्लाइट में नहीं आ सकते थे। अभी मिनिस्टर साहब ने बताया कि 300 लिटर मिनिस्ट्रों के लिये रखा गया है और इससे ज्यादा खर्च करें तो उनको अपनी जेब से देना पड़ेगा इसका मतलब यह हुआ कि पेट्रोलियम की कमी नहीं आयेगी जिस की हमें दिक्कत है। केवल वह रुपया उनकी जेब से निकलेगा। वास्तव में पेट्रोलियम की कटौती की जाय; इसके लिये सरकार आफसरों के लिये, मिनिस्ट्रों के लिये और गवर्नमेंट के लिये क्या मजबूत स्टेप उठा रही है।

श्री डी० के० बरूआ : गवर्नर्स के बारे में मेरे पास कोई इतिला नहीं है, इस लिये मेरे लिये कुछ कहना संभव नहीं है। लेकिन यह सोचा गया था कि जब अपनी पाकेट से लोग खर्च करते हैं तब कम करते हैं। इसी लिये 300 लीटर का लिमिट रखा गया है और इससे ज्यादा खर्चा होगा तो अपने पास से देना पड़ेगा और जब अपने पास से देना पड़ेगा तो लोग होशियारी करेंगे।

श्रीमती लक्ष्मी कुमारी चूडावत : मेरे पहले प्रश्न का जवाब नहीं दिया। क्या विशेष उद्दान

करने पर रोक लगाई जायेगी जैसे गवर्नर्स वगैरह मीटिंग अटेंड करने आते हैं ।

श्री डी० के० बरूवा : आपने जो कहा है वह अभी सुना है । उसके बारे में देखना पड़ेगा ।

श्रीप्रती लक्ष्मी कुमारी चूडावत । इम्पोर्टेड गाड़ियां इस्तेमाल करते हैं ।

श्री डी० के० बरूवा : इम्पोर्टेड गाड़ियां मिनिस्टर इस्तेमाल नहीं करते हैं । मिनिस्टरों ने बड़ी बड़ी गाड़ियां छोड़ दी हैं और अब वे छोटी छोटी गाड़ियां इस्तेमाल करते हैं ।

SHRI SANAT KUMAR RAHA: Sir, I have got some information that many trucks, buses and scooters have stopped their operations due to price-rise in petrol. I want to know from the Minister whether he has got any record regarding the percentage of saving in consumption by the public road transport such as trucks, buses, scooters, etc. because it has affected the passengers.

SHRI D. K. BOROOAH: Sir, I have given the figures earlier. Overwhelming majority of our trucks and public buses do not run on petrol but they run on diesel. So far as taxis and scooters are concerned, certainly there has been some constraint but, it seems, people have got used to it and have settled down to a particular pattern. So, not many objections or criticisms have come from that side. On the whole, perhaps in this country, with our limited resources, we have done better than many of the more advanced and richer countries in the West.

SHRI BABUBHAI M. CHINAI: Sir, may I know from the hon. Minister as to what steps Government has taken or proposes to take to conserve the consumption of petrol and its products? May I also know whether any experiments have been conducted to find out substitutes for petrol from sugarcane waste on a commercial basis?

SHRI D. K. BOROOAH: Sir, the substitute of oil as fuel in terms of thermal power or what is known as B.T.U. would be coal. During the last decade or two large areas where coal was being used have been replaced by oil. So, it is necessary to go back to the use of coal in these areas. D.G.T.D. has arrived on certain priorities for the consumption of oil. They have stated that those industries which were formerly running on coal should revert

back to coal. Those industries whose boilers can take coal should immediately revert back to the use of coal and those industries whose boilers may need some alteration before coal can be used by them may be given some time. They have also stated that those industries which cannot run except on oil like continuous process industries, chemical industries, etc. should be given top priority in the matter of oil. These are the three major steps that have been taken.

So far as the question of substitution is concerned, coal can substitute oil in many areas. It is also possible that by gasification of coal, oil may be extracted from it. Some steps have already been taken and I understand the Coal Ministry is looking into this.

So far as the question of utilisation of power alcohol from sugarcane waste is concerned, as the hon. Member knows, power alcohol is at present being used in chemical industries and drug industries. In fact, in the past we had to import some power alcohol for these industries. So, I do not know whether there will be any surplus after providing for the requirements of chemical industries and drug industries.

SHRI NABIN CHANDRA BURAGOHAIN: Sir, may I know from the hon. Minister whether Government is adopting any policy to decrease the supply points of petrol with a view to lessening the consumption of petrol to meet the oil crisis?

SHRI D. K. BOROOAH: Sir, as I have mentioned earlier one of the purposes of reduction of petrol supply was to utilise that part of it for naphtha. In fact, we have been told to do so to some extent because whatever reduction in consumption of petrol could be automatically achieved will add to the quantity of naphtha. So, that is the only thing we can do.

MR. CHAIRMAN: Shri G. R. Patil.

SHRI G. R. PATIL: Sir, May I know from the hon. Minister...

SHRI NIREN GHOSH: Sir, may I...

MR. CHAIRMAN: What has happened? I have not gone to the next question.

SHRI G. R. PATIL: Sir, may I know from the hon. Minister what will be the production of crude oil in India by the end of 1974. Our country had entered into an agreement with Iran and Iran had agreed to supply us more oil. I want to know whether the situation will ease by the end of the year.

SHRI D. K. BOROOAH: Sir, if we function on the basis of last year's rate of consumption, we would be short by about three million tonnes. Iran has agreed to supply one million tonnes. So, we will be short by about two million tonnes. But, we hope to make good this through bilateral contracts with other countries.

SHRI NIREN GHOSH: Sir, does the Government recognise that they were pursuing a totally wrong policy in respect of oil which was largely in the interests of foreigners? I want to know whether it is a fact that Government have tried to cut consumption of oil by 15 per cent of what is consumed by taxis and private vehicles. Eightyfive per cent is used for fertiliser and petro-chemical complexes. So, the major portion stands unaffected. That being the position, I would like to know whether, according to your suggestion, those industries which could do it immediately have already reverted to coal instead of using oil and, if so, you name them. With the price hike you have put a further tax of one rupee. Would that tax be done away with or drastically reduced? I also want to know whether coal-based petro-chemical complexes would be considered to be set up in the Dhanbad-Asansol coal belt and whether any further naphtha-based fertiliser plants would be stopped forthwith.

SHRI D. K. BOROOAH: I want to answer his question from the end. The new fertiliser factories would be based on naphtha. They are going to be based on fuel oil but there are already three plants in the making which are going to be based on coal and we are considering the construction of two or three more fertiliser factories based on coal. The point that industries which can use coal should go back to coal is a very wholesome advice. In fact, the Cell has already taken this decision and they are identifying those industries which can go back to coal immediately and those which may take some time after some modifications in their boilers. So far as the question about petro-chemical projects based on coal is concerned, it is a fact that it is within the range of possibility and even with the high price of crude oil, it is also within the range of not only scientific or technological possibility but also, perhaps, within economic possibility. That aspect also is being considered.

SHRI K. B. CHETTRI: Is the Minister aware as to how much petrol was consumed in the recent old car rally in Delhi and whether it was necessary in view of petrol shortage? Was it absolutely necessary to have this rally?

SHRI D. K. BOROOAH: I need notice for this question.

MR. CHAIRMAN: All right.

श्री एन० एच० कुम्भारे : सभापति महोदय, आटो-रिक्शा पर साधारण जनता, गरीब आदमी जरूरत पड़ने पर चलता है और आटो-रिक्शा का किराया इतना ज्यादा बढ़ गया है कि वह सर्व-साधारण गरीब आदमी की शक्ति से बाहर हो गया है तो क्या इसके बारे में सरकार ने विचार किया है या कोई योजना बनाई है उनको रियायत देने के बारे में ?

श्री डी० के० बरूवा : यह जो सदस्य महोदय ने बताया, बिल्कुल सही बताया है। जब तेल का दाम बढ़ जाता है तो उससे चालित वाहन का किराया बढ़ जाता है, उसका खर्चा बढ़ जाता है। मैं यह कहना चाहता हूँ कि जब तक खुद हमारे मुल्क में काफी क्वान्टिटी में तेल पैदा न होने लगेगा तब तक इसके बारे में कुछ करना असंभव है।

نیری سید حسین : میرا نمبر دوسرا

تھا میں لیٹ آیا اس کارن نہیں بول سکا۔ خیر میں یہ جاننا چاہتا ہوں کہ جو ابھی پٹرول کی کمی ہوئی اس کے کرائسز کو ہم نے فیس کیا۔ ہماری اسٹیٹ جموں اینڈ کشمیر میں ٹورزم انڈسٹری بہت ضروری ہے اور اس کے لئے بچھلے سال پٹرول کی کمی کی وجہ سے لائسنس پیدا ہوئی جس سے ہمارے ٹورسٹوں کو بڑی تکلیف ہوئی۔ تو کیا منسٹری اس بارے میں کوئی پریکاشن لیگی ہماری اسٹیٹ جموں اور کشمیر جو ٹورزم انڈسٹری پر زیادہ ڈپینڈ کرتی ہے بچھلے سال کی طرح اب پٹرول کی تکلیف تو نہیں ہوگی۔

† [श्री संयद हुसैन : मेरा नम्बर दूसरा था मैं लेट आया इस कारण नहीं बोल सका। खैर मैं यह जानना चाहता हूँ कि जो अभी पेट्रोल की कमी हुई इसके काइसेज को हमने फेस किया। हमारी स्टेट जम्मू एण्ड काश्मीर में टूरिजम इंडस्ट्री बहुत जरूरी है और इसके लिये पिछले साल पेट्रोल की कम्पनी की वजह से लासेनेस पैदा हुई। जिससे हमारे टूरिस्टों को बड़ी तकलीफ हुई—तो क्या मिनिस्ट्री इस बारे में कोई प्रोकाशन लेगी। हमारी स्टेट जम्मू और काश्मीर जोकि टूरिजम इण्डस्ट्री पर ज्यादा डिपेंड करती है—पिछले साल की तरह अब पेट्रोल की तकलीफ तो नहीं होगी।]

श्री डी० के० बरूवा : आपका सवाल बहुत सही है। मैं जरूर इसके बारे में कुछ करने की कोशिश करूंगा।

Railway accidents

- *92. SHRI KALI MUKHERJEE:
SHRI A. G. KULKARNI‡
SHRI CHANDRA SHEKHAR:
SHRI GURMUKH SINGH MU-SAFIR:
SHRI NIREN GHOSH:
SHRI J. S. TILAK:
DR. Z. A. AHMAD:
SHRI KRISHAN KANT:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway accidents during the last one year;

(b) the main causes of these accidents; and

(c) the number of persons killed and injured in these accidents and the amount of compensation paid?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) During 1973 there were 799 train accidents in the categories of collisions, derailments, level crossing accidents and fires in trains on the Indian Government Railways.

† [] Hindi translation.

‡ The question was actually asked on the floor of the House by Shri A. G. Kulkarni.

(b) The causes of these accidents are as follows:

Cause	No. of accidents
1. Failure of railway staff	409
2. Failure of persons other than railway staff	152
3. Failure of equipment	127
4. Sabotage	8
5. Accidental	58
6. Cause could not be established	20
7. Cause not yet finalised	25

(c) In these accidents 179 persons were killed and 649 injured.

An amount of Rs. 1,40,447 has so far been paid as compensation.

SHRI A. G. KULKARNI: Sir, it is really shocking to hear the figure of accidents out of which about 70 per cent is due to human failure, particularly of the railway staff. In view of the deteriorating discipline in the Railways and the all-pervading corruption in the Railways, I think either the Minister or the Railway Board has to sack himself and feel ashamed for...

MR. CHAIRMAN: Are you putting a question or not?

SHRI A. G. KULKARNI: I am putting the question straightway but at least first I must condemn...

MR. CHAIRMAN: No, no; you cannot condemn in Question Hour.

SHRI A. G. KULKARNI: Why should I not condemn?

MR. CHAIRMAN: Because this is Question Hour. You put the question.

SHRI A. G. KULKARNI: I am putting the question but I want to condemn the Railway Ministry. So I want to know from the Railway Minister, in view of the figures he has given and the all round deterioration in the Railway Administration, whether he thinks it proper to appoint a Committee to review all these accidents and find out a solution which will improve the efficiency in the system and the human factor involved in these accidents.

SHRI MOHD. SHAFI QURESHI: I have already stated earlier in this House that if we compare the figures of the last ten years the rate of accidents in the