

was made by the employee's representative so that such a situation could have been averted?

rr DR. (SMT.) SAROJINI MAHISHI: 'The Union has already given notice to the Labour Commissioner and the Labour Commissioner has given notice. In case it is necessary, certain-ly, the Labour Commissioner will be intervening and trying to settle the matter.'

DISCUSSION UNDER RULE 176 RE RECENT STEEP RISE IN PRICES OF PETROL AND PETROLEUM RODUCTION

श्री जगदम्बी प्रसाद यादव (बिहार) : माननीय उपाध्यक्ष महोदय आज देश में पेट्रोल और पेट्रोल के अन्य उत्पादनों की कमी और महंगाई के कारण जो भयंकर स्थिति उत्पन्न हुई है उस पर मैं सरकार का ध्यान आकषिप्त करना चाहता हूँ।

श्रीमन् माननीय मंत्री महोदय ने बड़े जोरदार शब्दों में दो मुख्य बातों का उल्लेख किया कि वह जो टैक्स बढ़ा रहे हैं उस टैक्स को बढ़ाने का सब से बड़ा आधार उनका यह है कि माव पांच लाख के करीब निजी कार वालों पर ही टैक्स बढ़ा रहे हैं और वह टैक्स बढ़ा रहे हैं पंचपन या छपन करोड़ लोगों के लिये। मैं माननीय मंत्री महोदय से जानना चाहता हूँ कि क्या यह सच नहीं है उन पांच लाख कारों में से सिर्फ दस प्रतिशत माव कारे प्राइवेट लोगों के पास हैं बाकी नब्बे प्रतिशत कारें सरकार के पास, कम्पनियों के पास, सार्वजनिक संस्थानों के पास हैं और सार्वजनिक उपयोग में आने वाले स्कूटर टैक्सो या अन्य परिवहन के रूप में हैं और इस टैक्स से किसी भी तरह से सरकारी कंजम्पशन में कोई कमी नहीं आयेगी कम्पनियों के पास जो कारें हैं उन कारों में पेट्रोल का कंजम्पशन नहीं घटेगा और स्टाफ कारों का भी कंजम्पशन नहीं घटेगा बल्कि इनने अधिक कर के कारण परिवहन के मार्ग में कठिनाई होगी और जिस तरह से शरीर में रक्त की नाली चलती है तो जीवन रहता है उसी तरह से किसी भी देश का ब्लड सर्कुलेशन अगर कुछ है तो वह आवागमन के साधनों से है और आप उस आवागमन के साधन को अवरुद्ध कर रहे हैं। अगर सचमुच में आपके ऐसे आदमी जो जनता जनार्दन के साथ आख मिचौनी का खेल खेलते हैं तो उन्हीं के नाम पर मैं आपको मावधान करना हूँ कि सरकार ने बैंक राष्ट्रीयकरण का एक बार नाम ले कर के चुनाव में सफलता प्राप्त कर ली लेकिन आपके वह चीज नहीं चलेगी। आपने बच्ची का नमाणा देखा, वह जंचा नहीं, जमा भी नहीं और काफी खिल्ली उड़ी और उस पर बुलककार्ट ने नहले पर दहला दे कर यह बता दिया कि यह नमाणा नहीं चल सकता। उसी तरह से यह जो आपकी गलत आत्मक बान है वह नहीं चल सकती। मैं आपसे साफ तौर से जानना चाहता हूँ। तेल के

कंजम्पशन को रोक कर आप रिसोर्सेज बढ़ाना चाहते हैं यह सुन कर सचमुच में यह प्रगल्भता की बात लगती है। श्रीमन् 200 करोड़ से 500 करोड़ रुपया विदेशी धन के रूप में कूड़ आयल और पेट्रोलियम प्राइवेट्स पर खर्च हो जाता है इसे रोकना चाहिये इसमें कोई दो मत नहीं हो सकते लेकिन रोकने का तरीका क्या बनेगा होगा। आप देखिये कि आज इसी दिल्ली में केरोसिन तेल के लिये हाहाकार है पेट्रोल के लिये हाहाकार है गैस के लिये हाहाकार है और यह कोई साधारण लोगों के साथ नहीं बल्कि आज अनेक पालियामेंट के सदस्यों के घरों के गैस के बूले भी बन्द हैं। कोयला तो मंत्री जी के विभाग के कन्मन का नहीं है लेकिन कोयला की भी जो दुर्गति है वह शायद आपसे भी छिपी नहीं है। मुझे लगता है आप बिहार से चलने लगेंगे तो शायद कोयले ही पर चलें जिससे बिहार में जैसे ही कोयला होने लग भी कोयले की कमी है।

श्री श्रीम मेहता: आप तो बिहार से आते हैं आपका क्या कमी है ?

श्री जगदम्बी प्रसाद यादव : या तो वहां रेल चले हमारी सरकार की तरफ से। रेल निकालने में तो उनकी पाकेट बन्द हो जाती है।

तो श्रीमन् मैं आपने माननीय मंत्री महोदय ने इन ब्लड सर्कुलेशन को रोकने की इच्छाजन नहीं दे कर आशङ्क करवा कि इस पर विचार करें क्योंकि इन ब्लड सर्कुलेशन को रोकेंगे तो नतीजा दगा होगा। आपने यह कह कर कि 5 लाख प्राइवेट कारों के मालिकों पर अगर पड़ेगा लोगों की नजर के सामने परदा डाला है क्योंकि इन प्राइवेट कार वालों में कुछ डाक्टर्स होंगे कुछ प्रोफेसर्स होंगे कुछ एम्प्लोज भी होंगे लेकिन साथ ही बड़े बड़े लोगों की कार का जो आप जिक्र करते हैं वे किसी न किसी कम्पनी के डाइरेक्टर या चेयरमैन होते हैं उनके कार का खर्चा नहीं रुक सकता उनको अपनी पाकेट से नहीं देना पड़ता है। आपकी स्टाफ कारें पर चढ़ने वालों का अपनी पाकेट से नहीं देना पड़ता है इसलिये मेरा कहना है कारें नहीं रुकेंगी और पेट्रोल का कंजम्पशन नहीं रुकेगा। एक और प्रमुख और महत्वपूर्ण बात यह कहना चाहता हूँ कि सरकारी कार पर उनका खर्च पड़ेगा त जनता पर टैक्स बढ़ेगा और कम्पनी का खर्चा बढ़ेगा तो कम्पनी जो प्राफिट दिखाती थी वह नहीं दिखा सकेगी और उसके कारण जो मजदूरों को बेरोज के रूप में अधिक पैसा मिलता था उस प्राफिट के कारण वह कम हो जायगा।

श्री उपसभापति : यादव जी अब आप इस पर लन्च के बाद बोलेंगे। अभी 1 बज गया है। आप तो मेरा ध्यान है अभी 10-15 मिनट और बोलेंगे।

The House stands adjourned till
2 P.M.

The House then adjourned for
lunch at two minutes past one of the
clock.

The House reassembled, after lunch, at two of the clock, Mr. Deputy Chairman in the Chair.

श्री जगदम्बी प्रसाद यादव : उपसभापति जी, मैं कंजम्पशन कम करने के सम्बन्ध में बात कह रहा था क्योंकि सभी जी ने कंजम्पशन कम करने की बात पर आग्रह किया था। तो मैं उनसे जानना चाहता हूँ कि इंडियन एयर लाइन्स, एयर इंडिया, रेलवे, पुलिस और कम्पनीज जो पेट्रोल कंज्यूम करती हैं, वे क्या अब कम कंज्यूम कर सकेंगी? इसी जगह पर मैं आप से एक जानकारी जानना चाहूँगा कि भारत वर्ष में पेट्रोल और डीजल का जो कंजम्पशन है, वह कंजम्पशन सरकार द्वारा और सरकारी संस्थानों द्वारा कितना किया जाता है। कम्पनीज और इंडस्ट्रीज द्वारा कितना किया जाता है तथा प्राइवेट लोगों द्वारा कितना किया जाता है? मैं समझता हूँ कि अगर इसका विवरण देंगे, तो सचमुच में आँख खोलने वाली चीज होगी और जो कुछ आप कहना चाहते हैं उसके ठीक विपरीत होगी। इसलिए मैं चाहता हूँ कि आप अपने जवाब में इस बात का उल्लेख करें।

दूसरी बात में कास्ट कम्प्यूटेशन की बात कहना चाहता हूँ। आप को इस बारे में जानकारी होगी और मैंने इस सम्बन्ध में जो जानकारी प्राप्त की है, वह इस प्रकार बैठती है कि जो प्रायल विदेशों से आता है उस पर सब खर्चा लगाकर 41 पैसा पड़ता है और इसमें आपने 7 पैसा बढ़ा दिया है और इस तरह से वह अब 47 पैसा बैठता है। 280 में से 47 पैसा निकाल लेने पर 233 पैसा उत्पादन कर और दूसरे कर मात्र है।

बुनिया के किसी भी देश में इतना कर लगता है? मिट्टी के तेल पर तो पहले ही पैसे बढ़ा दिए गए थे और अब और बढ़ जाएंगे। हो सकता है कि आपके कुछ कम करने से कम हो जाये, लेकिन बिल्कुल कम नहीं होंगे। इसी तरह से गैस में जो एक सिक्विडर पर एक रुपए 60 पैसे बढ़ा दिए हैं वह 7 प्रतिशत की वृद्धि है। जहाँ देहातों में जलने वाली मिट्टी के तेल की लालटेन पर टैक्स लगाया है वहाँ शहरों में जलने वाले गैस के बूल्ह पर टैक्स लगा दिया गया है। यह कितना हाहाकार मचाने वाला टैक्स है इस पर आप विचार करें। श्रीमन्, सबसे बड़ी विचार करने की बात यह है कि आपने ऐसे समय में इस टैक्स का नियोजन किया जब सभी चीजों के दाम में जैसे आग लगी हुई है। जैसे फूस की शोपड़ी में आग लगने पर फ्लेयर-अप हो जाता है या पेट्रोल में आग लगने पर फ्लेयर-अप हो जाता है उसी तरह से आप चाहें जितना कम या अधिक बढ़ाएँ, लेकिन आज सारी चीजों के दाम आग की लपटों की तरह बढ़ रहे हैं। यह इसका सबसे बुरा परिणाम है जिसकी कल्पना मंत्रालय या सरकार तक ने न की थी। आज इसका प्रत्यक्ष प्रहार सब पर पड़ रहा है। यह प्रहार नहीं बल्कि वज्र प्रहार है। इसलिए मैं अपने मंत्री महोदय से आग्रह करूँगा कि वे इस पर विचार करें।

आपने कहा कि नेप्था की हमें आवश्यकता है। मैं जानना चाहता हूँ कि पेट्रोल का नेप्था में क्या प्रयोजन है। नेप्था के लिए मात्र 5 प्रतिशत पेट्रोल आप नहीं बनाते? नेप्था आप पहले भी बाहर से मंगाते थे जिसके कारण

फर्टिलाइजर की कमी रही? आज भी नेप्था के नाम पर आप दाम बढ़ा लें लेकिन किसानों को फर्टिलाइजर पर्याप्त मात्रा में मिल जाय इसका उपाय शायद आप नहीं कर सकेंगे बहाना चाहे किसी का लें। क्या आप आश्वासन दे सकते हैं कि रबी की फसल में या धान की फसल में जितना नेप्था के द्वारा कैमिकल फर्टिलाइजर बनता है वह किसानों को प्राप्त होगा? मैं समझता हूँ कि आप यह आश्वासन नहीं दे सकेंगे और अगर देंगे तो उसकी पूर्ति का कोई साधन आपके पास नहीं है।

श्रीमन्, एक बात मैं कन्ट्रैक्ट के बारे में जानना चाहता हूँ कि किन किन देशों के साथ, किन-किन कम्पनियों के साथ आपका कन्ट्रैक्ट है, सालाना कितने तेल की आपूर्ति का कन्ट्रैक्ट है और उन कम्पनियों ने कितने तेल की कमी और तेल के दामों में कितनी वृद्धि के लिए प्रतिवेदन दिया है?

आपने पेट्रोल इन्टेलीजेंस वीकली का जिक्र किया लेकिन लगता है कि पेट्रोल इन्टेलीजेंस वीकली की बात शायद गलत साबित हो गई इसलिए कि कालटेन्स की कमी नहीं बरों बोल को कमी नहीं और एसो को जो कमी थी शायद उसको भी कमी नहीं रहेगी। इसलिए शायद कमी की बात नहीं, लेकिन आपने इसलिए जिक्र किया कि पेट्रोल के दाम एक वर्ष में तीन बार बढ़ चुके थे, पहले भी आप बढ़ा चुके थे, अब पाँचवीं बार बढ़ाना चाहते थे। बढ़े 7 पैसे और आप बढ़ाना चाहते थे एक रुपया 7 पैसे और उसके लिए आपने इस वातावरण का लाभ लिया, अपनी ही जनता को, अपने ही समाज को घपला देकर लाभ लिया। इसलिए मैं जानना चाहता हूँ कि इन कम्पनियों से आपको क्या खबरें मिली और उनकी आप पर क्या प्रतिक्रिया हुई।

विदेश मन्त्री ने कहा कि इस अरब-इजरायल वार में हमारे देश के लिए तेल पर कोई असर नहीं पड़ेगा और जब अरब नहीं पड़ेगा तो कमी की बात किस प्रकार की गई?

मैं एक बात अरबों की मित्रता के बारे में कहना चाहता हूँ। 25 वर्षों से हमने अरबों से मित्रता की और इस युग में भी हमने अकारण अपने को इजरायल के खिलाफ जाहिर किया, अरबों को युद्ध में समर्थन दिया, लेकिन उन्होंने जब कटौती न किए जाने वाले देशों की लिस्ट बनाई तो उसमें पाकिस्तान का नाम आया, हमारा नाम नहीं आया। तो हम अपनी मित्रता की कसौटी को परखें। क्या हमारी मित्रता की कसौटी बही रबत वाली है जहाँ हमारी फर्जीहूत हुई थी? आज हमारे आँसू पोछे जाते हैं, लेकिन उस आँसू पोछे जाने से भारतीय जनता को क्या। भारतीय जनता को उसके कारण 300 करोड़ रुपए का टैक्स देना पड़ रहा है, क्या यही हमारी मित्रता की कसौटी है?

अगर मित्रता की कसौटी होती तो हम अरब देशों के साथ बाटेंर सिस्टम के साथ तेल की व्यवस्था करते और अगर बाटेंर सिस्टम के साथ हमारे तेल की व्यवस्था हो तो दो सौ करोड़ से पाँच सौ करोड़ विदेशी धन जाने की जो बात आपने कही वह नहीं होती। मैं चाहूँगा कि आप इसे

पर भी ध्यान दें। अगर आप ध्यान नहीं देंगे तो 128 डालर से 3.86 डालर प्रति बैरल जो बढ़ाया गया है इसमें और बढ़ोत्तरी होगी और हमारे देश को कठिनाई होगी।

रिसोर्स के बारे में आपने बहुत जोर दिया। मैं जानना चाहता हूँ कि इसमें आपकी कैसे पूर्ति होगी। आपने कहा कि बी सी करोड़ से 500 करोड़ का हुआ है, वह और भी ज्यादा होगा क्योंकि डिमांड बढ़ती जा रही है। मैंने पहले भी कहा था कि आपको कंजप्शन करने वाले सरकारी साधनों का मैंने नाम गिनाया है उनमें अगर कंजप्शन की कमी नहीं होगी, दिन प्रति दिन वृद्धि होगी तो आप विदेशी धन को यहाँ पर रोक नहीं सकेंगे। अगर मंच मंच आप चाहते हैं विदेशी धन को रोकना तो इसा आपकी यह कहने की हेमियत है, आप कहें कि स्टाफ कार आप डेक्की स्टाफ करने जा रहे हैं। आपके जो लोग स्टाफ कार यूज करते हैं वह टैक्सियों से, आपनी कारों में जायें, तो आपकी बचत होगी। आप कंपनियों के कंजप्शन पर टैक्स लगायें तो आपके रिसोर्स बचेंगे। मैं जानना चाहता हूँ कि रिसोर्स बढ़ाने के लिए आप कैंबिनेट मीटिंग में यह आग्रह करेंगे कि लाइसेंस का नीलाम किया जाए। अगर फोरन ऐक्मिन्स लाइसेंस का नीलाम किया जाए तो 3,000 करोड़ रुपये आपको मिलेंगे। अगर निषीत के लाइसेंस को नीलाम करेंगे तो 3,000 करोड़ रुपये की ज्यादा बचत होगी। आप बचत पर रियायत कीजिए, और कंजप्शन पर टैक्स लगाइये, जो 2,000 से अधिक रुपये खर्च करे उस पर टैक्स लगाने की बात कीजिए। आपके देश में सिर्फ 10 प्रतिशत लोग 60 प्रतिशत लोगों की जो आय है उसके ऊपर कंट्रोल करते हैं।

श्रीमन् उसी तरह से इस देश में निर्णय राष्ट्रीय आय का 10 प्रतिशत बचत है, 90 प्रतिशत उपभोग में जाता है। इस लिए जब तक उपभोग पर टैक्स नहीं करते हैं, तब तक बचत नहीं हो सकती। बचत में टैक्स करके रिसोर्स नहीं निकाल सकते हैं। इसलिए मैं चाहता हूँ कि सचमुच में जो स्थिति है उसको न दिखाइये इससे बड़ी खराब स्थिति जनता की, मजदूरों की होगी। इन साधनों पर लेंगे तो सरकार के खर्च बढ़ेंगे, हमारे ऊपर टैक्सों की भारमार होगी कंपनियों के ऊपर अगर खर्च कम नहीं किये जायेंगे तो मजदूरों की बेरोजगारी बढ़ी नहीं हो सकेगी, उनको मजदूरी ठीक नहीं मिलेगी और इस मंहगाई में उनकी हालत और खराब होगी।

मैं एक बात का और आपसे आग्रह करता हूँ कि देश को तेल के मामले में स्वावलम्बी बनाने के लिए कदम आप उठावें। मैं यह रिपोर्ट देखकर कि देश में तेल के रिसोर्स कम हैं, सचमुच में बड़ा आश्चर्यचकित हो नहीं होता बल्कि मैं उन सारे उच्च पदाधिकारियों पर यह आरोप करता हूँ कि ये सारे पदाधिकारी विदेशी कंपनियों से मिले हुए हैं, उनके पैसे पर बिके हुए हैं। इसी तरह के लोगों ने चीन को भी कहा था कि चीन में तेल का रिसोर्स नहीं है, लेकिन चीन ने नहीं माना। उसने सर्वेक्षण किया और वह चीन जो 1960 में सिर्फ 5 मिलियन टन तेल निकालता था, 1970 में 25 मिलियन तक पहुँचा दिया और 1973 में और अधिक निकाला होगा। इस विशाल देश में किसी चीज की कमी नहीं है। ज़रूरत है कि हम उसका सर्वेक्षण करें, उद्योग करें, परिश्रम करें, उसको निकालने का प्रयास करें। आपके त्रिपुरा में प्रथम में, कैम्बे, बम्बई आदि अनेक जगहों में इसको

निकालने के साधन हैं और साधन अन्य तरीके से भी उपलब्ध किये जा सकते हैं। अमरीका ने कीरोसीन और तेल समुद्र में अणु बम का विस्फोट करके निकाल लिया।

नार्थ सी में इंग्लैंड में अरफ़शोर ड्रिलिंग करके तेल के साधन निकाल लिये हैं। हम भी निकाल सकते हैं अगर हमें सुविधा प्राप्त हो। कम खर्च में तेल मिल जाय तो उसको हम ले लें, लेकिन अगर अधिक दाम लगता हो और अधिक दाम लगने के साथ हमें दुनिया की राजनीति में दबने की स्थिति आये तो वहाँ पर हमें इसका उपभोग करने की आवश्यकता है। आज ओ० एन० जी० सी० जो आप का काम करता है वह भी बेकार पड़ा हुआ है। क्यों न आवश्यक कदम उठा कर हम उसको कारगर बनायें। जब मैं बिहार में विधान सभा का सदस्य था तो मैंने कहा था कि ट्यूबवैल बोरिंग कर के बिहार की चप्पा चप्पा जमीन में सिचाई की व्यवस्था की जाय। उस पर वहाँ एक सचिव ने कहा था कि बिहार में ट्यूब वैल बोरिंग सफल नहीं हो सकती है। फिर वहाँ जब सचिव सरकार बनी और वे मुख्य सचिव हो गये और उनसे हमने कहा कि बिहार में ट्यूब वैल बोरिंग सफल हो सकती है या नहीं। उन्होंने कहा कि हो सकती है। फिर वहाँ एक साल में दो ढाई हजार ट्यूब वैल लगा दिये गये। तो सरकारी अधिकारी अगर विदेशी कंपनियों के हाथ में बिके हुए हैं, फिर भी अगर आप कारगर कदम उठावेंगे तो वे आपके साथ काम करने में आगे आयेंगे।

अब मैं आपसे यह जानना चाहता हूँ कि देश को स्वावलम्बी बनाने के लिए आपने क्या कदम उठाये हैं। मैं यह भी चाहता हूँ कि उत्तर देते समय आप दो बातों की जानकारी हमें दें। क्या आपने अभी तक यह अनुभव किया है या नहीं किया है कि इस तेल की कीमत की वृद्धि करने कि वजह से एक से लेकर सभी चीजों की कीमतों में वृद्धि हो गई है। आप टैक्सों पर चढ़े होने तो आप को यह दर्द महसूस हो गया होता। आप टैक्सों पर नहीं चढ़े हैं और पैट्रोल भी सरकारी हंग से खरीदते होंगे, इस लिए आप को दर्द नहीं हुआ होगा। अगर आप साधारण आदमी होते तो आपकी इसकी प्रभाव का पता लग गया होता। अगर आप देहात में होते और आप की लालटेन को तेल नहीं मिलता, तो आप को इसका दर्द हुआ होता। तो तेल की कीमतें बढ़ाने के कारण और चीजों के जो दाम बढ़े हैं, उसको कम करने के लिए आपने कौन से कदम उठाये हैं। दूसरे इस देश की सचमुच में स्वावलम्बी बनाने के लिए आप कौन से कदम उठा रहे हैं। आज आप इस बात की घोषणा करें कि देश को स्वावलम्बी बनाने के लिए आप हर प्रकार के कदम उठावेंगे। आप का सहयोगी देश कम भी यह कहता है कि भारत स्वावलम्बी हो सकता है। तो मैं यह जानना चाहता हूँ कि देश को स्वावलम्बी बनाने के लिए आज आप कौन सी घोषणा करने को तैयार हैं।

SHRI KRISHAN KANT (Haryana): Mr. Deputy Chairman, Sir, I would have been very happy if I had realised that the present policy decision has been taken in an attempts to curb petrol consumption. But, Sir, I can not do better than quote what Chela[^] pathy Rao has written;

[Shri Krishan Kant.]

"If a crisis cannot be resolved, why not deepen it? This seems to be the novel approach of the Government to the difficult economic situation, confronting the country. There is hardly any other explanation for the latest steep increases in the prices of petrol, kerosene, cooking gas and certain other petroleum goods. The increases are far in excess of what has been necessitated by the increase in the price of crude announced by the West Asian countries. A specious argument of the Government is that by raising the prices of petrol . . . they can discourage the consumption of these items. But they forget that the increases in the prices of petroleum products will further raise the prices of other commodities. Traders want only an excuse to increase prices and the Government have now provided them with a valid reason to do so. . ."

And then he says: "It is the consumers, not producers, traders or Ministers, who will bear the additional burden. The sensible course would have been to introduce rationing which is being thought perhaps as a last resort."

Then in today's National Herald. Mr. Chalapati Rao has written:

"It is indeed sad that a Minister holding an important economic portfolio should be reminded of the tendency of prices to move upward when transport becomes costlier."

Sir, I do not know what the policy of the Government is. There seems to be a confusion rampant for the last 10 years in the whole policy. Even the day before yesterday, the hon. Finance Minister said that we had crossed the hump and the prices were coming down. Here is a statement today from the Economic Adviser of Industrial Development which shows that the prices are going up. Who is advising this Government? On his advice, do the Ministers make one statement after another contradicting each other?

You want to achieve something and you achieve something else. Here is a Minister, Mr. Raghu Ramaiah, who is just now running away. He was the Minister of Petroleum long back. At that time, they allowed naphtha to be exported. We asked at that time why we were exporting naphtha. He violently defended the whole thing. They cannot project what type of industries are going to come up in the country. Have you got any fuel policy? Have you got any coal or oil policy? We claim to have planned for the last 20 years and we are going to have our Fifth Plan. When the West Asia crisis started, President Nixon immediately brought out before the country a National Energy Policy in which he wanted to be self-sufficient by 1980. Where is the energy policy for India? Today, the Planning Commission has come out with some figures concerning the Fifth Plan. Is it a planned economy? It is an economy without any planning at the bottom, top or right. The capitalist economy of America is better planned than what we are planning today. What do you want to achieve by this thing? He says we want to curb consumption. I may tell him that consumption can be curbed, only by creating an atmosphere. I said the other day that the Ministers should set an example by going about in smaller cars. The hon. Minister said that the car could not be changed overnight. The situation changed in West Asia overnight. There were smaller cars there. Why can't the bigger cars go from the Ministers. Deputy Ministers, Secretaries and Deputy Secretaries? They should go to the Tourist Department. Then we would have understood the argument of the Government for increasing the price. We know the background. Within a period of two years, the notion will again go up. I do not want to give example but it has happened the same way every time. At whose cost have you increased the excise? Eighty or eighty-five per cent of the transport is either the Government or private and the cost is put on the company. Money will be going from one Department to another. There will be only big entries.

How will you curb consumption? Have you issued instructions to the private corporations that they can not keep more than a certain number of cars and their consumption will be limited? Have you done the same thing with the Ministries here? We have been having this problem of energy crisis for the last 10 years. Every Class I officer gets a tax exemption of Rs. 250 per month if he owns an individual transport.

And you want to curb consumption. How does it tally with the whole policy? I wish the Government, when it came out with the taxation policy, they could have come out with a blue-print of the whole policy as to how they want to achieve that.

Sir, only in September, Mr. T. A. Pai said that in the Fifth Plan the production of cars will be doubled. And on the 2nd November, the Government came out saying that it want to curb consumption of petrol. How do they tally with each other? If you are really serious about it, you could have followed the example of Soviet Union where for 40 to 45 years, no individuals were allowed to own cars, and only public transport system was there. But we are adding cars.

SHRI C. D. PANDE (Uttar Pradesh): Why not the Ministers. . .

SHRI KRISHAN KANT: I think the Ministers can also go and travel on a bus along with many others as in Sweden.

SHRI PITAMBER DAS (Uttar Pradesh): Nobody would grudge the Ministers' cars provided people have got at least adequate public transport facilities.

SHRI KRISHAN KANT: You are right. The difficulty is my friend, Mr. Pande, would jump when I take the name of Soviet Union.

SHRI PITAMBER DAS: Although he has remained in your company for fairly long time.

SHRI KRISHAN KANT: Sir, regarding the question of loans. I want to ask as to why the Planning Com-

mission provided Rs. 280 crores in the 5th Plan for giving private transport. How does it tally with its policy?

Sir, as Mr. Chaipathi Rao rightly points out, if the Government had done this side by side by providing public transport, the position would have been different. He has drawn the picture of the Delhi Transport Corporation. We, Members, also face the problem. The Government servants and the public also face the difficulty. How are you going to solve the problem? Public transport should have been the first target after Independence. But still confusion is rampant. And we are giving licences for the manufacture of private cars. If you are really serious about consumption of petrol, are you going to ban the issue of any more licences for private cars and for further expansion of production of cars? What is the position today? Have you brought out any energy policy before the country as Mr. Nixon did? I think the Planning Commission has appointed a Committee. But the report is still secret.

SHRI A. G. KULKARNI (Maharashtra): It was for acquiring power.

SHM KRISHAN KANT: Sir, it was in 1962-63 that Mr. Robinson, the great Economist, had come here and gave a report. He said "Please do not go for oil. Go in for coal." Our reserves are there. But our bureaucrats and many of our politicians were saying that when Japan, which has no oil, can go for oil, why not we go for oil. But, Sir, the options for Japan are limited. They have neither coal nor oil. But here we have got abundant supplies of coal. We have not yet gone for use of coal in the manner that we liked. Even the present statement of the Minister does not in any way say about it. He says that we want to conserve petrol for the and for production of fertilizers. Why don't you use naphtha for fertilizers? Why don't you use coal for fertilizers? Even when Mr. Barooah came here, a decision was taken before him about, the collaboration with Japan for fertilizer plants based on naphtha and petroleum products. Why do you go in for that? An/

[Shri Krishan Kant]

there is no decision in our Fifth Plan that production of fertilizers will be based on coal. Why don't you do it? East Germany and East European countries are producing fertilizers on the basis of teak, which is a much inferior coal than what India has got. Why not use coal? Has any decision been taken about that or not? They say, fuel oil. Fuel oil can be better used for production of fertilizers than naphtha. A little better. Naphtha can be used for | Why have you not shifted your production pattern? Yesterday, Mr. Barooah said that they want to conserve naphtha for fertilizers. I do not know the whole approach of the Government.

Sir, take the case of Railways. The biggest consumer of coal are the Railways. They are shifting to diesel: it will be on the basis of imported crude. By virtue of their new policy, the Railways want to do away with steam engines completely and shift over to diesel completely. Wherefrom do you get diesel? The whole policy is completely confused. Coal-based industrial development in this country which is a possible thing and which is an indigenous thing has not been attempted for the last ten years. Why?

The Central Fuel Research Institute has said that instead of ch; to diesel, please change to electrification of railway lines. And you can have best load by power generation at the pit-heads. You can have bi coal at pit-heads.

No decision has been taken. No at-tension has been given to the whole problem. Coal is a very interesting national product. We are importing crude. Now you want to conserve the crude. Our total production of :oal in 1950 was 32.81 million tonnes. In the Second Plan it reached 52.61 million tonnes. In the Third PI; had targeted for 98.5 million trnnes but we achieved only 67.72 million tonnes. When energy crisis was gi ing, consumption was also growing. The Third Plan target was then reduced in the Fourth Plan target. The Fourth Plan target has been fixi

93.5 million tonnes. It is expected that our production in 1973-74 may be 80 million tonnes. It will be much less than the target. Coal you can use as fertiliser. Fuel oil is another product of crude. Fuel oil is being used for production of electric power. Why is not coal being used? Textile mills which can use coal have been using fuel oil for a number of years. The problem has not arisen recently few months back what happened? The textile mills in western India were allowed to shift to fuel oil from coal, which is again from the imported crude. Is this the policy? Is this not rampant confusion? What are the bureaucrats doing? For the last ten years they have been propagating and propounding this anti-national policy of energy. What are these forces? Who are these for-c< s, anti-national forces, who propagated, propounded and forced the Government to have a policy of neglecting coal and using petrol and crude? May I know when the hon. Minister is giving reply today what the energy policy of the Government is? Will the Government lay a White Paper. like the Nixon Government did. as to by what time we will be able to achieve it?

Sir, Mr. B. K. Nehru before leaving the Governorship of Assam said that when people from Assam went to the Industries Ministry and requested them for setting up industries there, the Ministrv told them that they had no transport system and how could industries be set up there. They went to the Railway Ministry for providing transport facilities and they replied that when there are no industries what is the purpose of additional transport facilities? This is all egg and hunt story that is going on in the country. May I know what is the oil policy ef the Government? I want to know what is the whole policy of the Government about our using fuel oil, dieselisation. use of coal, use of er? Will ihe hon. Minster while giving the reply answer all that? What is your policy for the use of cars, production of cars, production of transport vehicles and all that? got a policy then come

forward with it. Otherwise, you have no right to tax the people. According to economic experts, sympatic price-rise has already taken place. Some agencies have already stated that there is 30 per cent price-rise. At a time when we are passing through difficult times, they have chosen to levy the taxes so that the prices do not fall. Is this a conspiracy of individuals or situations or circumstances? Do you want the country to go down and down man to suffer more and mor know, you do not have control over the economy and any small step you take will lead to difficult situations for the common man. Why did you choose this moment? You cannot meet this situation. Why do you Wi to deteriorate it? You are in a hurry to announce this before the Parliament sits. The rise of 7 paise could have been increased to 10 paise, 15 paise, 20 paise or even 25 paise. Why one rupee? There is no logical explanation for it.

Yesterday the Minister said that we are attempting to be self-sufficient in oil. May I know how? For the last ten years, on the basis of ac] ment of oil exploration there has I very insignificant growth in oil exploration. Ten years is a verv long period for this country. Ycung efigf neers, Indian engineers, have the reputation of doing good work just as they did in Ankleshwar. They discovered and developed it in three years, of course with the collaboration of Russians.

Why could you not do anything in the last ten years? Are you serious about oil exploration? What I am afraid ls you are jumping from one pit to another and finally im sea.

Take the question i tion of oil from Assam becausi are coming from Assam. What is the whole history of transportation oil from Assam to Barauni? V was the ccest structure? Why they want higher cost? Wo this thing to the count] day? And we have suffered organisationally. The recommendations oi the Malaviya Committee have nol

been accepted so far. They have only been verbally accepted but not implemented. Are you serious about the oil policy, about the production of oil? know whether he will give us a blue print as to how they are going to do it. We were told that we are not going to do off-shore drilling but we are forced to do it now. The history of the last four years shows that the Government, the bureaucrats are not serious, determined about it and they are hobnobbing some oil lobbies, some bureaucrats. He gave the picture of 4 million tonnes which will be produced in the Fifth Plan. Malaviya, while speaking on the vision yesterday said: Why four million, why not 20 million or why not 12 million? How was it? How had it been arrived at mathfnatically or by graph that four million tonnes be available? How are you going to do it? WiH you give us the blue print? With what determination are you going to sav it? May I know if the Government is serious? Will he tell us what is going to be done? Otherwise, please do not play with the lives of the people, with the economy of the people, with the ecc- ny of the country. People are fast losing faith in the Congress and Congressmen because of the way in which we are doing things. Let us j not play into the hands of those people who are misguiding us. Let us improve the situation in this intry. Let us be wise enough. We and take action and be directed by various lobbies that are working here. Let us see y do not influence us and let rational prices not rise on the basis of no justification.

SHRI C. D. PANDE (Uttar Pra-h): Mr. Deputy Chairman, Sir, the other day when the Parliament, our House opened, there was the first que :nut the price-rising policy oleum products. The hone his job by as soon as there had been a raise in the price of crude, we had to de it. i ii the probe was. made in the tructure, ag I told, ed a very minor part ir are. He said: No.

SHRI D. K. BAROOAH: I did not say 'no'. When you said . . .

SHRI C. D. PANDE: I told you and I had the facts with me. All said and done, nobody can deny that the price of crude has risen three times in three years, from one dollar to 3 dollars and 89 cents today. It is a heavy raise as far as the price of crude itself is concerned but when you compare the price of this raise of crude to the price of petrol in this country, it is absolutely insignificant. The Minister thought—as if he did not know it, he knew it—that the Parliament perhaps will be gullible enough to take his word but the House is very much alert and they pointed out to him that the price, if calculated on the basis of increase—from last day to this day, would be seven paise only. Regarding the extra duty of one rupee per litre, I would have liked the Minister, if he was honest to deal with the Parliament, to say that the commercial rise in price of crude has forced us to raise the price of petrol to the extent of 7 paise per litre and when Parliament came into session next on the 2nd of November but on the 12th of November, he would have said that since we have got another policy of purchase and consumption of petrol, he proposed to levy a duty of one rupee extra over and above one rupee already there, to make it two rupees, could have understood what he thought, perhaps it was the easiest way to sail under the false cover of raise in the crude price to make it Rs. 2.81 paise per litre.

Now this price is a fantastic price. As my hon. friend Mr. Krishan Kumar said, a staggering rise. You have something in your mind to curb the petrol consumption but you can not. The only thing you can control is the minor, insignificant middle-class like me and others in whose cars may be brought to a standstill but others will go on merrily. I have heard many a time from that side of the Treasury benches asking why individuals have a car. Even Mr. Subramanian 4 or 5 years back said:

"No, no; no individual should have a car. They should travel by the public transport".

Now coming to public transport, what is the story of public transport in this country, in the very capital of India, in Delhi? If you go at 6 o'clock to Connaught Place thousands of people are waiting in the long queues for buses. Buses come full and they leave the passengers as they are. It takes two to three hours to clear up that crowd, to enable the people to reach their office, or go back home. Now this is the public transport. There is an alternative system where you can stop the cars and ask them to travel by public transport and even in public transport, what is taxi fares have gone up by fifty per cent. The hon. Prime Minister expressed her surprise and it was in the morning press today that the bus fares should not have gone up. But we do not know. The whole transport in U.P., or Haryana or Himachal Pradesh or in Punjab is almost nationalised. But in U.P. where the fare from here to Nainital was Rs. 25, it is now Rs. 35. Who raised it? It is a nationalised transport.

The hon. Minister says—and I think he is right in that—that the price of diesel has been slightly lowered from 89 paise to 85 paise per litre. That being so, there is no justification whatsoever for any rise in bus transport fare at least in this country. Now, this is the situation where the Government should have at least a sympathetic heart to the difficulties of the people. The middle-class people are being ignored because they are very few. The hon. Minister made an explanation that there are only 5,44,000 cars in this country. Therefore we should not care for them. Let them suffer. Let them pay higher. No. These people and those travel by taxis and those who travel by buses, by public transport in this country, are millions and millions. They do not depend on five lakh cars in this country. Therefore, your lot of curtailment; and having the satisfaction of maintaining cars in line sections and depriving others

of their cars, is not a good satisfaction. You should be in a position to say: "All right. I ride a car; let others also have a car." But if you say, "No I as Minister will have a car and let not C. D. Pande have a car" that is not understandable. In this country, let others also have some taste of better life. If your idea is that, no, unless the poverty is eradicated in this country—which I tell you will never be eradicated to the extent you like—'ly here should have a car ride in his life or his child should go school in a car, that wiH never happen. The only thing you can do i take away my car for the whole life and you will not give a car ride to anybody of the middle-class or lower middle-class any time in life.

SHRI KRISHAN KANT: Our friends want to know what are other tastes of life besides the car. There are various items of taste in life. You spell out other items of taste in life.

SHRI C. D. PANDE: We are mainly concerned with curbing the consumption of petrol. Now he made a statement which to me was rai callous. You see people are cooking their food on the kerosene stoves. Now if the hon. Minister, Mr. Barooah were a student, he would have known that millions of students, lakhs of students in this country, in their hostel rooms, are using stove for making a cup of tea in the mo n-ing. Do you think they can burn cial there? Can they purchase gas there to cook their tea? There are hundreds and thousands of working girls in Delhi who have their one bed, n at the bed they keep a kerosene stove and prepare their tea. That is the si tuation. They have not got the place to have a cooking gas or even where they can burn coal for cooking.

As far as alternative fuel is ci n-erned, who does not know thai in Delhi there is no alternative fuel? Is there Has available here? People h? veto Wa't for 1.0 to 15 clays before fh?y -an j-Qt Indane gas replacement. For the last "even days I have not besn able to pet even a single ounce of coil. There is no coal in my house ai:

children are not able to get proper cooked focd. I have been asking my dealer to send at least one quintal of coal but he says, what can I do? There is no coal with me. So the position is, you cannot supply coal, uinot supply gas and you grudge even the use of kerosene. And kerosene also one cannot get; there is a long queue and one might get one litre after wasting a whole day and the result is he cannot burn a lamp even some tea for his You cannot and you should not be harsh to the people and say that the precious kerosene oil is be-

urnt for the sake of preparing tea. What can they do in smaller homes? I think you should revise your opinion and you should have mercy for the poor working girls and the boys and students in the hostels. There are many people who have got only one room to live in and if they want to prepare their food also there what else can they do? Kerosene stove is the only means of preparing food for such people and if you grudge the use of kerosene by them it will not be very edifying on the part of the Minister or the Government, This is the situation today: you have no alternative fuel, and you are grudging the use of kerosene. You have no good trans- . "s!c-m and yet you grudge the use of a little petrol. Many points have already been deaft with and T do not want to take up much time but you should realise the difficulties of the peoole. Why should you grudge a light amelioration in the condi-; life0 Where that happens you come in the way and you say lould not be done.

As far as taxation is concerned, I io not want to say much on this. This question of taxation without the mission cf Parliament was raised nd the gentleman who was ng the Chair had not the courage to say, yes, it was not right, my hat off to the Speaker of Lok Sabha who said that was d You have resorted to the system of issuing an ordinance fo» impr-in- taxation of Rs. 200 crores at a Hme when within ten days Parliament was going to meet. You hit

[Shri C. D. Pande.] upon this ingenious way of adding Rs. 200 crores to your offers. Could you not have waited for ten days for the Parliament to meet? You had of course every right to raise by 7 paise from the day the crude price was raised but you had no right whatsoever to issue an ordinance behind the back of the Parliament to raise taxes to the tune of Rs. 200 crores. I think you would be well advised not to resort to such measures. I really salute the Speaker of the other House, not the gentleman here who did not have the courage to say that it was a bad thing. He was actually asked by us, what is your opinion and he said, I have no opinion; how can I give an opinion on this point? The House was a witness to that pitiable sight. Anyhow there is at least one sensible person who has given the right ruling. The Government should take the lesson that they should not resort to an ordinance for raising such heavy taxes just before Parliament session begins.

SHRI A. G. KULKARNI (Maharashtra): Sir, the war in West Asia has brought about a crisis and particularly the crisis has affected developing countries including India. The Western countries have also suffered to a large extent, but as has been rightly pointed out, the sufferings of Japan and America can be understood because they have got currency for it. The sufferings of countries like India are on a different footing because we have not got that much foreign exchange to spend on such items and at a cost which is prohibitive. Instead of taking haphazard measures or ad hoc decisions on increasing the price of one item and another item, the entire fuel policy requires to be recast in the light of the experience we have. Perhaps the Minister will say that the report of the fuel policy committee has already been received by the Government. I know since last year the fuel policy committee's report has been with the Government and the Government is sitting on it as usual. What I am suggesting is that the report of the fuel policy committee or the energy committee "has already Recommendations have

been given to the Government and the Government has to address itself very seriously to this problem. I can fully understand that the crisis has developed in such a manner and in such a short time that the Government might have been caught on the wrong foot. I was discussing it with certain of my friends. I was going through some papers. I found an article in the Economic Times of 4-5-1973. It is about six months back. They have, stated therein: more oil in prospect. That means oil was amply available. Iraq has promised more oil. We were going to have more exploration in Iran. This was the position in the month of May, if I may bring it to the notice of the House most humbly. What I am

jesting is that the crisis has developed in such a short time because of the West Asian countries involvement in war. This is a warning. I do not take a panicky view that this will go on for generations and that we will have to live with such a crisis. Arab countries or the Gulf countries will always use the lever of oil for getting their national aims achieved. Having said that, I do not think the difficulty experienced by the Government can be solved by a sudden price rise. Here, my friend, Mr. Krishan Kant, has read out from the editorial of the National Herald. When the real price rise is 7 paise only, the Government has increased the price by Re. 1 or Rs. 1.10. The Government say that this is meant to inhibit consumption. I am sorry to say it may perhaps to the other way about. As has been rightly stated. Government is the major consumer as far as petrol is concerned. Whose consumption has to be reduced? It is the Government's consumption which has to be reduced. I am told that the Ministers are given ten lit-I :day. That is the guideline issued either by his Ministry or the Home Ministry or the Finance Ministry. For an Ambassador car, it is 8 kms. per litre. It is 10 to 11 kms. for a Fiat car. It means about 70 miles or 60 miles. It is more than 50 miles for an Ambassador car and about 70 miles for a Fiat car. I do not know the type of restraint on consumption you are introducing. I would

have understood it if you had said 5 litres. For a Minister to come from home to Parliament and to go back home or to office does not require such a liberal dose of ten litres per day.

It is a very small point for your consideration. But I want to come to more salient features. Sir, my approach to this problem is of a different nature. I do not want to criticise because criticism is already levelled against this sudden rise in prices. I want to take you to the basic problem of the oil and fuel policy of this country and what are the salient features which require immediate attention. The problem to which you have to pay immediate attention is the cut by the Gulf countries and price rise by the three foreign-owned companies and the oil resources from Iraq. It seems that the total budget will come to about Rs. 400 crores which was not anticipated. And this is a greater onslaught on the Plan resources of the Fifth Plan. Naturally, to that extent the Fifth Plan will have more strain though the statement by the Minister of Planning says that there will be no strain for the core sector. But this is, I think, a nightmare because the facts are otherwise. Now the question is that to meet or to save Rs. 400 crores what type of Plan you should have? Sir, you will not take it ill if I say, because there is no personal criticism at all, that the weakest link on our country's economic development is the neglect of the Petroleum and Chemical Ministry so far. How many Ministers have come and gone I do not know. You might perhaps be knowing better. During the last eight years that I have been here in the Rajya Sabha I have seen five Ministers, Deputy Minister, Minister of State and so on.

SHRI N. G. GORAY (Maharashtra): Petroleum is very volatile.

SHRI A. G. KULKARNI: What I want to suggest is that it requires consistently a person who can pursue a fuel policy. And that is why I say that it is the weakest link in the country's economic development and the Cabinet, the Political Affairs

Committee and all the High Command of our party should take it very seriously.

Sir, petrol requires a constant watch because the future economic development, the entire development depends on fuel and energy. Sir, the Malaviya Committee has given its report on the reorganisation of the Oil and Natural Gas Commission. I am sorry to say from this side as a Member of the ruling party I had criticised the organisation of the Oil and Natural Gas Commission. Would you believe it that for the last five years, since Mr. Johnson left, there is no Chairman for the Oil and Natural Gas Commission? There is only a Working Chairman. And you can appreciate what a working Chairman can do. He is only sitting on day-to-day basis. When his transfer will place only God knows. He is only signing travelling bills. What policy can he give to the Oil and Natural Gas Commission?

DR. K. MATHEW KURIAN (Kerala): He is just an officiating for the Chairman. He is not working Chairman.

SHRI A. G. KULKARNI: It is an officiating Chairman, not a Chairman who is responsible for the working of the Oil and Natural Gas Commission. That is what I meant.

Here also I want to say that the Malaviya Report was reported last session. Now the paragraph-wise and column-wise notes are ready with the Petroleum and Chemicals Ministry. This type of study will require another ten years. The report has suggested a powerful jolt to be given to the restructuring of the Oil and Natural Gas Commission inclusive of oil exploration. That is the problem.

Sir, if I am not wrong, we are exploring about 8 million tonnes of crude oil and are importing about 13—16 million tonnes. So the total is about 23 million tonnes. 3 P.M.

And my own thinking is that in the Fifth Plan period our requirement will be between 30 and 35 million tonnes. The total will be a very large

[Shri A. G. Kulkarni.]

figure. Here my colleague, Mr. Krishan Kant, was suggesting about the use of coal. Now, we know that the three new fertiliser plants are based on naphtha. Fertiliser is the life and blood of our agriculture and the economy depends on agriculture in this country. It has also been stated that the plant at Ramagundam is based on coal and two or three other plants, at Talcher and Korba, are also based on coal. I can understand somebody criticising the policy of the Government. But the point is, a fine balance must be maintained between coal-based plants and naphtha-based plants. I have got a cutting here with me in which Dr. T. A. Takov of the USSR who came here, and Kalinin have said that India has enough oil. This was a statement made on 18-3-1973. I have also got with me the statement of 7-5-1973 which says that because of the Iraqi supplies, we will have ample crude oil. Some sources had been found and naturally you had some hopes about it. What I am saying is that there should be a rational and pragmatic approach on oil exploration because these Arab countries, particularly the Gulf countries, will use oil as a lever. It will be in the highest interest of this country that oil exploration should receive the maximum attention from the Ministry and the Government. Some suggestions have been made as regards fuel oil, coal, etc. My suggestion is, instead of raising the price of petrol, is it not possible to change the product-mix of these refineries—the refineries of ESSO and Caltex and your own refineries—so that naphtha is produced more and petrol is produced less? This will be an effective way of checking the consumption of petrol in this country. I feel that instead of raising the price of petrol or kerosene, you could have taken a decision whereby the product-mix of these refineries could have been changed to produce more naphtha. Some fertiliser plants have already been commissioned where naphtha will be required. And naphtha now in the world market is more valuable than gold. The price of naphtha is just like the price of

stainless steel or gold. The value of naphtha surpasses the value of gold. Naphtha is more costly now. Nobody is now prepared to give naphtha to anybody. Recently I had an occasion to visit Japan. I found that there were two or three fertiliser factories based on naphtha. They were able to make purchases in this country and stock it for years. Now even the Japanese are thinking of changing the base from naphtha to some other suitable material which will be cheaply available in the world. So I am gesting that the product-mix of these refineries should be changed.

Another point is regarding these three foreign-owned companies. You have stated something, perhaps diplomatically. You might have thought that to disturb these three oil companies at present will be very difficult because they may not bring crude oil, etc. I feel that such a sensitive item like crude oil at present need not have a policy decision which will disturb the balance of supplies of crude oil. But, Sir, there is an opinion given in January 1973 by one Dr. Michael Tanzer, a world renowned petroleum expert of New York, you might have known about it. I need not repeat it here. It is a very radical opinion. He says that there is no way out for this country unless they nationalise all these three oil companies.

Here is an American expert on oil who is saying like this. I do not want to give his arguments here because unnecessarily that will be defeating the purpose. What I am suggesting is you must change your entire approach. You must adopt a package approach, particularly oil exploration, restructuring and strengthening of the Oil and Natural Gas Commission and strengthening your own Ministry.

My last point is about the product-mix. It should be so changed that production of fertilizer is not the casualty of oil shortage. I only say that we should not take a panicky view of the situation. We should take the situation by the forelock and devise our own policy which will be ultimately in the interests of our country. You must try to reduce the price

of kerosene which is most used in the rural areas. Electricity has not yet reached the rural areas completely. There people mostly depend on kerosene for all necessities either as fuel or for light. At this stage you should not stand on prestige. You should reduce the price of kerosene. That is the most important thing and that is the need of the hour. As regards petrol also, you should change the products mix; reduce petrol and increase naphtha. Then everybody will be satisfied. In Bombay there is one entrepreneur who has produced a car which runs on battery. You might be knowing it. When I was sitting with Mr. Dharia the other day, we were discussing this and we thought that this is a new idea which should be used in this country. So battery-run cars also are possible and petrol is not necessary for running them. All the present cars can be converted into battery-run cars. I request you to take all these suggestions into consideration. Thank you.

SHRI V. V. SWAMINATHAN (Tamil Nadu): Sir, yesterday I listened to the statement of the honourable Minister for Petroleum, Mr. Barooah and today I have been listening to the speeches of the Members. The hike in the price of petrol and other petroleum products have no relation to the rise in the price of crude because the Arab countries have assured us that there will be no cut at all in their export to India. And the oil companies in our country, ESSO, Burmah-Shell and Caltex, have also assured that they are not going to have any cut in their import of crude oil. Our Minister also assured us yesterday through his statement that he is not going to impose any ban on the import side of crude into the country. So either on export or on import there is no cut at all. So merely saying that there is going to be a cut in crude oil to raise prices, of petroleum and other products is not justifiable. My friend, Mr. Kulkarni, said that oil is being used as a weapon by the Middle-East countries. As has been rightly pointed out—many economists have also informed our country—that one day or the other the Middle-East countries

are going to use oil as a weapon. But unfortunately they are not able to punish America which is assisting Israel or punish Israel which is occupying territories of the Arabs. It is only an innocent country like India which advocates the cause of the Arabs which is being punished. When we look into the rise in the prices petrol and other products like kerosene and diesel—the price raised for crude oil by the Middle-East countries—if you calculate it, we can raise only 7 paise per litre for petrol, 8 paise per litre for kerosene and 6 paise per litre for diesel, as has been explained yesterday. But instead of raising the prices proportionately, evenly, to the corresponding rise in the price of crude by the Middle-East countries, our government have imposed excise duty of one rupee for petrol per litre, 20 paise for kerosene, diesel and other products.

I want to say that this cannot be justified by simply saying that we want to curb the consumption of petroleum products. This measure is not quite adequate to curb consumption of petrol because the bulk consumers of petrol and other petroleum products are the Government, Government transport, Government undertakings and other public transport systems. These bulk consumers will continue to consume petrol on the same scale. Take, for instance, the Defence Services. You cannot ask them to stop movement of their vehicles because that is in the interests of defence of the country. If you raise the price of petrol, it is the Government which will have to pay a higher price because these are military book adjustments. My suggestion, therefore, is that unless there is a total ban on the import of crude oil in the country, there will be temptation always on the Government side or on the part of public undertakings to consume more and more petrol.

Yesterday the Petroleum Minister said that we want to save petrol for the production of naphtha. Shri Kulkarni also requested the Minister to change the feed stock of fertilizer plants from naphtha to coal. Even

[Shri V. V. Swaminathan,]

by diverting petrol for production of naphtha, consumption of petrol is not going to be reduced. Because from the Minister's own statement, if we reduce consumption of petrol or save petrol and if that petrol is to be diverted to the production of Naphtha, ill be the re- sult? Naphtha, again, is used only tiliser pla lich are in thsl public sector. Again, Government will have to pay higher price to the fertilizer companies for com petrol into naphtha. Therefore the theory that price rise will help to curb' the consumption is a myth and we cannot believe it. Imposition of heavy duty on petrol and especially kerosene which, as claimed by the nister, is used by thi common man in the rural area is unjustified. I am told that the rise in the price of kerosene is by 40 per cent. That means it will affect 80 per cent of our common people who use kero sene. I was surpn n the Mi nister said that this increase will not affect the common man. It is not the common man but the most common man who is w by this. Onion which was sold at Rs. 1.20 per kg. is now being sold at Rs. 2/- a kg. Ghee which was being sold at Rs. 14/- a now costs Rs. 21/- a kg. You ask the business people on what ground the cost has gone up. They will tel] you that these are transported in Tempos and Lorries and other motor vehic les which arel run on petrol and diesel. Common people are therefore very much affected. Of course, it may serve to be a good revenue source for the Government. It can not serve any other purpose. It will not save substantial foreign ex change. If the Government are in terested in saving, they ought to have nationalised all the foreign oil companies. Even during the i in the last session there was persis tent demand from many hon. Mem bers to nationalise these companies. The world renowned Petroleum ex pert of America Mr. Michael Tanzer had said on the subject. He catego rically cautioned and said that India should aationalise all these oil companies withoiu ition because they have earned" millions

of crores every year much more than their paid-up capital. Indian people have been exploited by these foreign oil companies. Our under developed people were forced to pay millions of crores in foreign exchange the foreign oil companies by fixing very high prices for this im ported . crude. Do these companies deserve any sympathy? These foreign companies were not prepared to touch the crude oil when Russia came forward to supply us at a lo st. These foreign companies to float common equity ares when our Indian people were prepared to invest in their refineries. We know that these foreign companies said that geologically our country is incapable of producing crude oil. But our ONGC produced 2 to 3 million tonnes of crude oil. Therefore, why should we hesitate i dion alise them? They have ned much more than their paid-up capital. Placed in a si milar situation, Cuba nationalised, Iran nationalised; Iraq nationalised and Venezuela nationalised. So many countries have done it. Then iould we not? Why should we hesitate to nationalise these foreign companies if we are interested to save foreign exchange? The alternative, it appears is to impose a ban on the import of crude oil. This cannot be done because less import means less industrial growth in the country. So, we cannot adopt that policy. Let us have rationing. We have! read in the newspapers that U.K. is ready for it and it has practically declared an emergency. Even Austria has imposed a quota sys-(i. In America, the Bill for rationing petrol is pending with President Nixon. We all know that in 1959 in a similar situation in America President Eisenhower imposed a quota system there. We should also introduce the quota system. As Shri Kulkarni said we can ask the owners of cars to consume less, say by 25 per cent. That we can easily do.

We can easily request those who are usin? to use only 75 per cent and can ask them to use even less than t. Thus, Sir, by introducing the rationing system and imposing the quota system we can effectively curb

the consumption of petrol. But you are mixing the issues. The duty imposed on petrol and other products are not in any way related to the price rise in crude oil and that everyone knows that the people are affected by this measure. If anything has risen by way of taxes it is the duty on petrol and that too through an ordinance on the eve of the current Parliament session, when the Parliament was to meet on the 12th of this month. It is something abhorrent, something not decent and it is against the democratic principles. Why are you resorting to such things? If you want money really you must bring forward another Money Bill. There was no emergency to raise taxes and to impose a duty to that extent by means of an ordinance. As Mr. Yadav told, apart from our policy of curbing consumption of petrol, we must also concentrate our attention on attaining self-sufficiency. Sir, in this connection, I want to make a submission to the honourable Minister. In the matter of finding oil in our country we must accelerate and redouble the activities of the ONGC. For the first three or four years or so, that is, from 1956 to 1959 or 1960 it was very vigorous and the ONGC was able to find oil in Gujarat, Assam and certain other areas. But for the past one decade it has not been able to find oil. It has not been able to do it though its earlier efforts were commendable. We are worried about spending something like Rs. 200 crores by importing crude. But, Sir, we are told that the ONGC is thinking of implementing a scheme which costs about Rs. 1200 crores or so, about Rs. 800 crores or so in the Fifth Plan, and we are worried about how the ONGC is going to spend it. We must see that it spends it usefully.

Then, Sir, apart from increasing the activities of the ONGC, we must negotiate with Russia which was willing to give crude oil at lower prices. We must also negotiate with the Middle-East countries because they have also come to a settlement and they have assured that they are not going to cut their ex-

ports to India and we can also persuade the Arab countries to give us oil at lower prices and we can persuade them also to have a dual price system, that is lower prices for under-developed countries like India and higher prices for developed countries like Japan and the USA. Therefore, Sir, by resorting to all these methods, by negotiating with the Middle-East countries, by negotiating with Russia to supply us crude oil at lower prices or to give commodity loans, by introducing ration by imposing quotas and so on we can improve the situation. We cannot really impress upon the people or convince the common man that this is simply to save foreign exchange. So, Sir, we have to resort to all these things.

Lastly, I would submit that we should not hesitate to nationalise the foreign oil companies, because, Sir, even the Prime Minister, Shrimati Indira Gandhi has told that we must treat these economic difficulties as a war time emergency and so, we have to take advantage of this and nationalise all the foreign oil companies. Unless the party in power wants any money for elections, it is high time that they are nationalised without compensation.

Then, Sir, when the State of Tamil Nadu felt the scarcity of diesel, we made a request to the Government and the Minister for Petroleum and Chemicals was kind enough to give us diesel oil last time. This time we have read in the papers and have also received reports from Tamil Nadu that more than 50 pumps have gone dry and, in fact, the other stations are going to become completely dry in a few days. I would, therefore, request the honourable Minister, while thanking him for having sent diesel last time, to send us petrol and the other petroleum products to Tamil Nadu to save Tamil Nadu from any trouble. Thank you, Sir.

SHRI BIRA KESARI DEO (Orissa): Mr. Deputy Chairman, Sir, on the very first day the honourable Minister said that the price of crude

[fcihri Bira Kesari Deo]

has gone up in the world and their policy is to see that there is less consumption of petrol. Of course, Sir, the price of crude has gone up. But it is only a very small amount. In our country, the price of crude has also gone up. But, Sir, to cut the consumption of petrol, the hiking of the price of petrol is not the only way. And I think it is not the proper way.

Sir, there are five lakhs and seventy thousand cars in the country. More than 50 per cent of the cars belong to the Government. Out of the 50 per cent, 25 per cent belong to taxis, and 25 per cent, i.e. nearly one lakh and twenty thousand belong to the private people. Out of these one lakh and twenty thousand nearly sixty thousand belong to the different companies. So, ultimately, in this whole country, sixty thousand cars belong to private people, or to the middle class people.

Sir, in my opinion, all these people who own cars are very much nationalist, and they have got their national spirit. If the Government had requested them, "You kindly don't consume more petrol", I think they would have cooperated with the Government hundred per cent. If the Government had made a rationing of petrol for giving them a monthly quota of, say, 20 litres or 40 litres, I think nobody would have grudged. Sir, in the name of economy, this taxation, this heavy taxation, on the people is a big burden. So many taxiwalas, practically all of them, are highly educated—they are graduates, post-graduates—who have hypothecated their taxis with different banks in this country and they have invested their whole lot in taxis, their whole future in taxis. And, Sir, now you are going to raise the price of petrol so much. The future of these people who own taxis is doomed. They think that they can never recover their money from the taxis in which they have invested.

So, Sir, my humble submission to you and*to the Minister is that for these taxiwalas and 60,000 private

cars at least a rationing system should be made and a proper price should be fixed so that they should not be taxed in the name of econo-my.

Then, Sir, the Minister has hiked the price of kerosene. Cooking gas has just vanished in big cities. These two are essential commodities of life. These are now the necessity of the rich man and also the poor-man. We should at least subsidize the price of kerosene and cooking gas and make it available to the people at a very reasonable price.

The argument of the Minister is that because kerosene was being mixed in diesel oil, so the price of kerosene has been raised. Sir, this is no argument. On the other hand, the price of diesel should have been reduced, so that the people would not have been tempted to mix kerosene into diesel oil.

Sir, our friend Mr. Kulkarni told us that we should not at any cost reduce our fertilizers production. And he gave an alternative that from coal also first-class fertilizers can be produced as it is being produced in East Germany today. Sir, if that is possible, there is nothing like that, because our country is very rich in coal and also our country is very rich in water and power supply and hydro-electric power. So, our trains which are running today on diesel oil should be asked to go in for electric traction and save our much valued diesel oil.

Lastly, Sir, in the Central Government there should be at least one Ministry known as the Ministry of Energy. Today there is a Minister for Petroleum, a Minister for Irrigation and Power and a Minister for Joal. There should be at least one Ministry known as the Ministry for Energy so that we can have a national policy on energy and not this lotch-potch business in which somebody is making one suggestion and somebody else is making mother suggestion.

[The Vice-Chairman (Shri S. S. Mariswamy) in the Chair]

श्री हर्षदेव मालवीय : (उत्तर प्रदेश) : मान्यवर जब उस दिन सहसा आडिनेस निकला और पेट्रोल के दाम बढ़ गये तो हम लोगों को एक धक्का लगा। उस समय आशा ऐसी थी कि अच्छी फसल हो गई है, खरीफ अच्छी रही और मूल्यों का बढ़ना कुछ रुकेंगा, थमेगा और शायद कुछ नीचे भी आ जाएगा। मगर हमको ऐसा लगा कि जो दाम बढ़ाये गये, इसका फंसला करने में कुछ जल्दी की गई। शायद जिन लोगों ने फंसला लिया उन्होंने यह नहीं सोचा कि पेट्रोल के दाम बढ़ाने का क्या प्रभाव और चीजों के मूल्यों पर होगा। सेम्पैटिक राइज जो और वस्तुओं की होगी उनकी तरफ उनका ध्यान नहीं गया और जल्दबाजी में फैसला किया गया। उसके पूरे असरगत नहीं देखे गये और हमको कुछ कुछ ऐसा लगा कि जिस तरीके से हमने रुपये का डिबैल्यूएशन किया था, उस समय हमने कुछ फंसला जल्दबाजी में किया और उसके तमाम पहलुओं का ध्यान नहीं दिया, मेरा ख्याल है कि उसी किस्म की जल्दबाजी इस बार भी हुई।

इतना होते हुए, मान्यवर, मैं इस बात से इंकार नहीं कर सकता कि संसार की स्थिति खराब हो गई है, अरब, इजराइल की लड़ाई ने जरूर सारी दुनिया पर प्रभाव डाला। जिस दिन हमारे यहां पेट्रोल का दाम बढ़ा है, जब अरब देशों ने कुवैत में मीटिंग करके यह फैसला किया कि 'आयल ऐज ए बैपन' इस्तेमाल करेंगे और अपने उत्पादन में 25 फीसदी कटौती करेंगे, उसी दिन जापान में, फिलिपाईंस में, हालैंड में, वेस्ट यूरोप में और अमरीका आदि में सब जगह तहलका आया तो हमारा भारत भी उससे अप्रभुता नहीं रह सकता। जापान ने क्या किया उस दिन? जापान ने पेट्रोल कंजमेशन में 20 फीसदी कमी ला दी और जापान ने अपने सरकारी अफसरों से कहा कि अपने गर्म कपड़े पहनकर आये, हम हीटिंग नहीं करेंगे। फिलिपाईंस ने—जो एक माडरेट देश है, उपग्रही देश नहीं है—तुरन्त आदेश लागू कर दिया कि पेट्रोल की ब्लैक मार्केटिंग जो करेगा उसे कैपिटल पनिशमेंट दी जाएगी। हालैंड में रविवार के दिन लोग सैर करने जाते हैं, जब लोग मोटरों में सैर करने निकले, वहां करीब तीन मिलियन मोटरें सड़कों पर चलती हैं, तो सरकार ने सड़कों पर पुलिस तैनात कर दी और करीब 30 लाख गाड़ियां रोक दी गईं सड़कों को। जो भी कार जाती थी उसको पुलिस वाले चेक करते थे। लोगों को कहा गया कि उस दिन सैर पर जाना हो तो सड़कियों पर जाइये। तो वहां पर यह हुआ।

तो मैं कह रहा था, मान्यवर, कि यह संसारव्यापी संकट था। हमको कुछ जबरदस्ती दाम बढ़ाने पड़े। उनमें शायद न बढ़ाते, कम बढ़ाते यदि सोच समझ कर बढ़ाते, मगर दाम तो बढ़ने थे, इससे हमारी बचत नहीं थी। बी कूड नाट ऐस्कैप इट'। मगर दूसरी बात मैं यह जरूर कहूंगा कि हमारे माननीय बन्धु, डी० एम० के० के न्धु ने बहुत सही बात कही कि दस साल हो गये और तेल खोज की दिशा में कोई प्रगति नहीं हुई। मैं इसको थोड़ा और स्पष्ट करूंगा। जब से माननीय केशव देव मालवीय जी ने यह मिनिस्ट्री छोड़ी है। तब से तेल का कोई नया कुंआ नहीं ढूंढा गया। यह सही

बात है, इतिहास की बात है कि मालवीय जी ने जितना तेल के लिए किया उतना किसी ने नहीं किया। अब मैं आशा करता हूं कि हमारे नये मंत्री बरखा जी अपनी कारगुजारी दिखायेंगे। तो अभी तक वह हमारी कमजोरी रही है।

आज के जो फैसले हुये उसमें दो बातें ऐसी हैं जिन में मिल्वर लाइनिंग याने आशा की किरण दिखाई पड़ती है। इसका एक तो फायदा यह होगा कि जो मिट्टी के तेल का व्यवहार 40, 45 प्रतिशत डीजल को गन्दा करने में होता था, वह काम खत्म होगा और उसका लाभ यह होगा कि जहां कहीं भी पब्लिक ट्रांसपोर्ट बसेज हैं और खास तौर से जिन बसेज में डीजल इस्तेमाल होता है उनमें राहत मिलेगी और तरक्की होगी। उसके बाद जो मिट्टी का तेल इस्तेमाल करने वाले हैं, मैं खास तौर से देहातियों की तरफ इशारा करता हूं, उनको अब मिट्टी का तेल मिलेगा यह एक अच्छी बात हुई। बसेज के दाम बढ़ जायें, पेट्रोल की दिककत हो, तो यह उनके ऊपर असर डालने वाली बातें नहीं हैं। अब मैं आशा करता हूं कि इस नीति को सरकार अच्छे ढंग से चलायेगी। दूसरी यह बात भी बहुत अच्छी है जो हमारे माननीय बरखा जी ने और प्रधान मंत्री जी ने एक दो जगह कही कि जो इससे ढाई या तीन सौ करोड़ आय होगी वह आय खर्च की जायेगी पब्लिक ट्रांसपोर्ट की तरक्की करने पर।

SHRI BABUBHAI M. CHINAI: Not whole of it. They have said part of it.

श्री हर्ष देव मालवीय : बहरहाल, जो भी हो यह फैसला बदला नहीं जाय। जो भी कमिटमेंट सरकार करे, उसपर वह कायम रहे क्योंकि दिक्कतें आती हैं और फैसले बदल दिये जाते हैं। अगर आप यह करें तो देश को कुछ राहत होगी, देश प्रसन्न होगा और देश आप को धन्यवाद देगा।

दूसरी बात मैं यह कहना चाहता हूं कि जैसा कि हमारे कुछ मित्रों ने कहा, डी० एम० के० के मित्र ने कहा, श्री कुलकर्णी जी ने कहा कि यह भी आवश्यक है कि हम अपने देश में तेल को खोजें, तेल को ढूँढ़ें। दो रूसी विशेषज्ञों का कुलकर्णी जी ने नाम लिया। मुझे भी याद है कि वे पहले भारत आये थे। रूसी अखबारों में उनका लेख छपा है जिस का अंग्रेजी अनुवाद मैंने पढ़ा। उन्होंने कहा है कि हिन्दुस्तान में खमीन के नीचे तेल लहलहा रहा है। हमारे पास तेल की कोई कमी नहीं है। प्रकृति ने, भगवान ने हमें बहुत कुछ दिया है। कमी हमारी है, कमजोरी हमारी है क्योंकि हम उसको खूब नहीं पाये हैं। इस लिए बहुत जरूरी है कि हम इस तरफ अपना खूब ध्यान दें।

एक बात मैं और कहूंगा। बहुत से अखबारों में छपा कि पेट्रोल की राशनिस कर दी जाय। उसका उत्तर सरकार की तरफ से यह मिला कि भाई राशनिस मुमकिन नहीं है क्योंकि वह प्रांतीय सरकारों को कारनी होगी और प्रांतीय सरकारें उसके लिए तैयार नहीं हैं। आज हमारे सामने हर तरह के सवाल हैं, पेट्रोल का सवाल है, गेहूँ का सवाल है

petroleum products

[श्री हर्ष देव मालवीय]

चावल का सवाल है और बहुत सी चीजों का सवाल है। आज हम देखते हैं कि हम एक ऐसी स्थिति में पहुँच गये हैं कि जब तक हम अपने देश में एक पब्लिक डिस्ट्रिब्यूशन मशीनरी का संगठन न करें, हमारी हर जगह जा कर के तरक्की रुक जाती है। इस लिए हम को जल्दी से जल्दी एक एफिशिएंट पब्लिक डिस्ट्रिब्यूशन मशीनरी पैदा करनी चाहिए। उस के सुपुर्द करने के लिए हमारे पास काफी चीजें होंगी। अभी आप चावल का प्रोक्योरमेंट करने जा रहे हैं, कल देश में किसी और चीज की कमी हो जायेगी तो हिन्दुस्तान में बिना किसी एक पब्लिक डिस्ट्रिब्यूशन मशीनरी के आप का काम नहीं चल सकता और इस पेट्रोल के मामले से यह सबक हम को लेना चाहिये।

दूसरी बात मैं यह कहूँगा कि हम को कुछ सख्त कदम उठाने की जरूरत है। ब्लैक मार्केटिंग और होडिंग हम को अपने धून में मिली मालूम पड़ती है। हम सब कुछ न कुछ गड़बड़ करते हैं, मगर कुछ कम करते हैं और कुछ ज्यादा। हम को ब्लैक मार्केटिंग के खिलाफ सख्त कदम उठाना चाहिए। लम्बी चौड़ी बातें हम करते हैं दुनिया भर की। आजादी पाने के बाद जवाहरलाल जी ने कहा था : "The black marketers should be hanged by the nearest Lamp-post", तो हम को कुछ करना चाहिए और इसमें हमको बहुत सख्त कदम उठाने की जरूरत है। क्षमा कीजिए यह कहने के लिए कि मिनिस्टर्स की बीवियाँ, मिनिस्टर्स के घरों की महिलाएँ और औरतें, अफसरों की बीवियाँ उन की मोटों में सबजी लेने जाती हैं, तरकारी खरीदने जाती हैं चांदनी चौक और पहाड़गंज बगैरह। इस को आप बंद कराइये खुदा के वास्ते। माननीय बरुआ जी से मैं श्रद्धा करूँगा कि इस बारे में अगर उन को पेट्रोल को बचाना है, उस की रक्षा करना है, तो यह करना चाहिये। दूसरी बात यह है कि जो हमारे डवलपमेंट ब्लाक्स हैं और जो फैमिली प्लानिंग वालों के पास जीपें हैं उन के बारे में मैं अब आप से क्या कहूँ, आप जानते हैं कि यह जीपें जिस काम के लिए दी गयी हैं उस के लिए इस्तेमाल नहीं होतीं और उन पर दुनिया भर के और सारे काम होते हैं। तो मैं कहना चाहता हूँ कि हर डिव. लपमेंट ब्लाक और फैमिली प्लानिंग सेंटर से जीपों को तुरन्त वापस कर लिया जाना चाहिये। वे साइकल पर चले, पैदल चले, बैलगाड़ी पर चले, चरणदास की जोड़ी पर चले, लेकिन वहाँ से जीप वापस कर ली जानी चाहिये। फिर मैं कहूँगा कि मालवीय कमेटी की जो रेकमेंडेशनन्स हैं, मुझे खुशी है कि पहले तो वह पिजन होल में ही रख दी गयी थी, लेकिन जब से बरुआ जी आये हैं तब से उस की चर्चा फिर शुरू हो गयी है। उस की सिफारिशों को हम को जल्द से जल्द पूरा करना चाहिये। फिर कार के परचेज के लिए जो 250 करोड़ रुपया अफसरों को आप देने वाले थे और वह घटा कर सौ करोड़ कर दिया गया था, मैं चाहता हूँ कि उस को भी आप मत दीजिए। अफसरों को मोटर देने की कोई जरूरत नहीं है। उन को आप सौ करोड़ रुपया न दें। वह साइकल खरीद सकते हैं, वह साइकल चलायें और उस के अलावा चरणदास की जोड़ी है, उस पर वे यात्रा करें, लेकिन उन को मोटर खरीदने के लिए आप क्या मत दीजिए।

एक बात और कहना चाहता हूँ कि काश्मीर और हिमाचल भी हमारे प्रदेश हैं और वह पहाड़ी इलाका है। वहाँ का सारा जीवन, वहाँ का सारा व्यापार वहाँ की सारी चीजें वसों पर निर्भर करती हैं। वहाँ कोई रेल लाइन नहीं है आप कटौती करें, लेकिन वहाँ का आप ध्यान रखें। वहाँ का सारा जीवन, सारा व्यापार सारी इकोनामी इसी पर डिपेंड करती है। हो सके तो और भी जगह कटौती कर के वहाँ कुछ और सुविधा दें।

अंत में मैं पुनः अपने डी० एम० के० के मंत्र से सहमत हूँ कि आपको इस्सो, कालटेक्स और बरमाशेल की कंपनियों को तो पूरी तरह से नेशनलाइज कर देना चाहिए। एक प्रश्न परसों, नरसों यहाँ आने वाला था, इस्सो से आप कुछ फैसला कर रहे हैं 74 और 26 परसेंट का, लेकिन मैं कहना चाहता हूँ कि हिस्सेबाजी करने की हम को कोई जरूरत नहीं है। आप इन को नेशनलाइज करें। आप को मालूम है कि साउदी अरब ने हम को तेल देना क्यों रोक दिया ? इस लिए कि इस्सो अमरीकन कंपनी है और इस्सो हिन्दुस्तान में करीब 6 मिलियन बैरल तेल बेचती है। इसी लिए साउदी अरब ने कहा कि इस्सो को हम तेल नहीं देंगे। इस्सो को नहीं देना चाहते इसलिए कि अमरीका वाले कमाएँगे। हमारी अरब पक्षी नीति है इसलिए उसने हमारी कटौती को रोक दिया है। काहे हम इसके पीछे पड़े ? क्या हमारे अन्दर काबलियत नहीं है ? ईराक ने नेशनलाइजेशन कर दिया, इजिप्ट ने नेशनलाइजेशन कर दिया। क्यों नहीं हम भी नेशनलाइज करते ? मैं साफ कह देना चाहता हूँ कि हमको उनका राष्ट्रीयकरण करना चाहिये।

उसके बाद अन्त में यह कहूँगा कि हमारे देश में प्रतिभा की कमी नहीं है, योग्यता की कमी नहीं है। हम इस प्रतिभा का, योग्यता का इस्तेमाल नहीं करते। बरुआ जी बड़े विद्वान आदमी हैं और बड़े समझदार आदमी हैं। मैं माननीय बरुआ जी से निवेदन करूँगा कि रिसर्च, डवलपमेंट के लिए आप पैसा और दीजिए। नौजवान, युग लोगों को लगाएँ और उनको अपने वहाँ प्रायल के सिलसिले में रिसर्च करने का मौका दीजिए। मैं समझता हूँ उससे आपकी तमाम दिक्कतें खत्म हो जाएँगी।

SHRI K. P. SUBRAMANIA MENON (Kerala): Mr. Vice-Chairman, the Government of India comes forward with certain measures with certain ostensible objects. Everytime they come forward with an extortionist taxation they say that it is in order to curb consumption. This is what Mr. Deshmukh used to say, Mr. T. T. Krishnamachari used to say—when he put a heavy taxation on cotton cloth—and that is what the other Finance Ministers also used to say. And now, of course, Mr. Chavan and Mr. Borooah also say that. The point is, extortionism is in the very nature of the Government of India's attitude—extortion of the poorest people.

It is said that cars are being used only by the rich people and a high level of excise duty on petrol will not affect the common man. This is another one of those illusions created by our socialist Government. The point is, Sir, anybody with any common-sense will know that in a situation of developing inflation—or, I should say, galloping inflation—any price increase in any of the mass consumption goods is bound to affect and increase the inflationary pressure further, because it is not as if petrol is being used only by the private car owners. Petrol is being used in a large measure by the taxis, the three-wheeler scooters^ the motor-cyclists and all sorts of people who, perhaps, outnumber the private car owners.

Now let us have a look at the extortionist nature of this taxation. This is the fifteenth hike in petrol prices in the last 10 years. There has been an increase of 197% in petrol prices in the last 10 years. Of the pre-November price of Rs. 1.66 for a litre of petrol, Central excise was Rs. 1.20, that is, 72%. Of the present price of Rs. 2.73, Rs. 2.20 will be the excise duty, that is, 86%. In addition to this, the State Governments also levy sales tax. Then, in the case of kerosene, about 36 paise of the pre-November price constituted the Central excise and other duties. Revenue from Central excise on motor spirit was Rs. 40.46 crores in 1960-61 and rose to Rs. 240 crores in the 1972-73 Budget. An additional duty of Rs. 80 per kilolitre on motor spirit was levied in this year's Budget to bring an additional Rs. 19.20 crores a year. If consumption remains at the same level, an increase of Re. 1 in excise duty should net an additional Rs. 240 crores. Revenue from excise on kerosene rose from Rs. 8.29 crores in 1960-61 to Rs. 142 crores in 1972-73.

Now, you know, Sir, excise duty on kerosene can by no stretch of imagination be considered a measure to curb consumption of the upper classes. But the Government has increased the excise duty on kerosene from Rs. 8 crores in 1960-61 to Rs. 142 crores. At the present level of con-

sumption the increase in duty on petrol and kerosene is expected to yield an additional Rs. 330 crores annually. Last year's Budget estimates for excise duty on kerosene and motor spirit together was only Rs. 382 crores. Now in one year with one stroke of the pen you have increased the excise duty by Rs. 330 crores on kerosene and petrol. This is the sort of socialist Government which we have got here. What else can you say about it except that you are preventing the use of kerosene? It is as if you are putting a ban under the DIR on the use of kerosene. This sort of duty is just banning the use of kerosene.

Now, why is it that we have been brought to this crisis? Everyone who had the interests of the country at heart should have foreseen the utter danger involved in the dependence on imported crude oil. In fact this was very clear. The OPEC came into being about ten years back and they have been getting together and reinforcing their powers to bargain with the oil companies and anybody with any understanding of international politics would have come to realise that the OPEC will not be content with the situation of being beggars from the hands of the foreign oil monopolies and they would demand a proper price for their product which is the only natural resource they have got but our Government influenced by the lobbying of the foreign oil monopolies did not give any attention to the vital question of energy self-sufficiency. Not only that it did not give any attention but it went on indiscriminately increasing the consumption of imported crude oil at the cost of others and mortgaging the future of our people to the foreign oil companies. I had pointed out this thing last year and even this year I had pointed out that instead of relying on a resource which we have in our control, which is there underneath our earth, that is, coal, Government has been giving the go-by to the coal and has been depending on imports of crude not only for motive power for our vehicles but also as feed-stock for our

[Shri K. P. Subramania Menon]

fertiliser factories. What has happened is a large number of fertiliser factories have come up which use either naphtha or imported ammonia as feedstock. This is a suicidal policy: it should have been clear to any Government that dependence on imported naphtha or ammonia is a very dangerous thing but on the other hand we had enough knowhow; the Fertiliser Corporation had perfected its technology regarding the production of coal-based fertilisers and they had prepared a blueprint. Even the Korba plant which should have come up about three years back was curtailed because the oil monopolies lobbied and shifted our emphasis from coal to naphtha and liquid ammonia.

Then there is the question of natural gas. We have got only very little natural gas but what are we doing? This natural gas is being wasted for the production of thermal energy. Anybody with any understanding of the economics of production of thermal energy will know that the use of natural gas for the production of thermal energy is a big waste. This is what the American Gas Appliances Manufacturers Association of USA says. It points out the waste involved in the use of natural gas for firing boilers for thermal plants. It points out that about 65 per cent of the energy value of the gas is lost in the process of converting it into electric energy. It takes twice the energy to heat with gas generated electricity as with gas itself. This is just waste of half the potential energy from natural gas. We do that because we find it easier—we always go for soft options—to start the Gujarat thermal plant with natural gas. If we had used that natural gas as feed-stock for the Gujarat Fertiliser Factory then it would have been a much bigger gain for the country as a whole.

Again, Sir, this country has enough cotton. It can grow more cotton and better cotton, good cotton, but are we encouraging the growing of good cotton? We encourage cuprolac-tum, nylon and terylene.

Now, cuprolactum is produced out of petroleum. Here again for our clothing we have to depend on petrol. Therefore, in every way, the oil lobby in this country has been working in order to see that the economy of this country is dependent on the oil monopolies and on the import of crude from foreign countries. In the meantime, there was a complete stoppage of any worthwhile and effective way of finding fresh resources of oil. Again, you went in for dieselisation. Here again what should have been done is we should have put up huge thermal plants at the pitheads and conveyed the electricity over long distances. They should have been converted into electric trains. Already diesel trains are becoming out of date in other countries, but we are having diesel trains here. Now, it is said that this is an intermediate stage, but perhaps it is wrong. You have set up the infrastructure for the production of diesel engines. The conversion of steam locomotives into diesel locomotives is very difficult and it is costlier to generate power from diesel than from electricity. On the other hand, if we had straightway changed over from coal to electricity, we would have been less dependent on foreign sources for energy for our locomotives. Now, you will be surprised to note that the Soviet Union, which is a powerful country with much larger resources, did not encourage the use of private cars or go in for the mass production of cars, until its fiftieth year when it found out and started producing enough crude oil within its own country. Until that time it did not encourage the use of petroleum in a big way. In fact, it wanted to have self-reliance in respect of energy. That is why they did not encourage the use of cars. But here in our country, in a poor country where 80 per cent of the people get below Rs. 40/- a month, we are encouraging the production of cars. Now, a new Maruti car, the mass production thing, is coming. What a waste . . .

SHRI K. CHANDRASEKHARAN: Do you think that it will come?

SHRI K. P. SUBRAMANIA MENON: If it does not come, it is not because of their wisdom. It is because they cannot bring it. Therefore, in every way we have been squandering our resources. We have been mortgaging our future to the foreign oil monopolists. In this situation, what we should do is this. Why is it that the Government of India is not nationalising the foreign oil companies? During the last twenty years, since they set up their refineries, they have sent out of India more than ten times the seed capital they employed in India. Last year one of these companies declared a dividend of 80 per cent. It is unheard of in any country in the world, but this Government is not prepared to stop this loot. Increasing the price of crude oil is not warranted by the increase in the royalty paid to the OPEC countries. Mr. Michael Tran-zer in his book on "The Political Economy of International Oil" has pointed out that the production cost of one barrel of crude is only 25 cents . . .

SHRI D. K. BOROOAH: Where?

SHRI K. P. SUBRAMANIA MENON: In the Middle-east countries.

SHRI D. K. BOROOAH: It is twelve cents.

SHRI K. P. SUBRAMANIA MENON: I speak from memory. Yes, it is 12 cents, but it is being sold at 3 dollars per barrel. Whatever be the pricing policy, the foreign oil companies are giving less than one dollar as royalty to these countries.

Lastly, Sir, why are we not forcing the coastal refineries to take the Rustom crude, our own crude which is available on Rupee payment. Why cannot the Government of India not force the foreign oil companies to take this crude? That they do not do. And they come here with extortionist taxation. When the foreign companies exploit us they side with them. This is the sort of Government we have got. Therefore, this increase in the petroleum prices is absolutely unwarranted and it should be thrown out.

SHRI BABUBHAI M. CHINAI (Maharashtra): Mr. Vice-Chairman, Sir, in the first instance I want to take this House back to 11 years when I had the honour to initiate a debate on the Petroleum Ministry. What I wanted to say at that time in nutshell I would only say in a minute.

My friend, Mr. Malaviya, said and I agree that we have no doubt so much resources of oil that we have not been able to tap them to the extent that we should have done. Secondly, Sir, I also suggested at that time and gave an example that a country like Australia which was lacking in oil took a policy decision to invite anybody interested in exploiting oil from their land. The net result in Australia was not only they could produce oil for themselves but a time came when they started exporting oil from Australia to all sundry countries. We are in a much better position than Australia looking to the report which we have about our own land.

Secondly, Sir, I want to bring to your notice that I am not one of those who think that for very ill the only medicine and the only cure is national injection. I am not against nationalisation. If it is in the interest of the country, by all means we should have nationalisation. But we must weigh the pros and cons before we think in terms of nationalisation. I am one of those who seldom agree with my friends, Mr. Subramania Menon and Mr. Bhupesh Gupta. But on one point I must agree that the refinery people here have no doubt taken undue advantage of our policies, our weaknesses. And that has landed us into clear waste of foreign exchange to a great extent. The time has come. Sir, when we will have to rethink and redraft our policy so that we may be self-sufficient in oil and oil products as soon as possible. And this is not an impossible task. Let us take the example from others. As my friend Mr. Malaviya just now said, the exploration of oil has more or less been standstill. Why? Because we have not got that zeal, that drive which would in season and out of season

[Shri Babubhai M. Chinai] go in for it. Therefore, my humble suggestion would be that we should take up this problem on a national basis, on an emergency basis and, if may say so, on a war basis.

4 P.M.

With this preamble, I would also like to add that the energy crisis has not come as any great surprise so far as I am concerned. It is being discussed over the past few years both in national and international forums. It was realised long before that the crude reserves of the world might not last for more than 60 to 80 years. The rise in the price of crude oil as well as the cut to different States announced by the Arab States has only heightened the crisis. It is indeed strange that the Government of India did not realise the situation earlier. On the other hand, there have been serious distortions in the overall energy policy. It is highlighted by the short-sighted dieselisation in railway traction and the establishment of fertiliser production on petroleum feedstocks in preference to alternative sources such as coal, the reserves of which we have in plenty. Further, the Government has not taken any step to increase the production of available energy reserves, as I said before. Instead of helping the private sector to modernise coal mines and thereby increase the production, it took over the management and nationalised them. The result is a 30 per cent reduction in production, leading to cancellation of many railway trains—if I am right, about 300 railway trains—under utilisation and breakdown of diesel power generating stations and closure of many factories far away from the coal fields. Today many of the factories are living on a wagon-to-furnace basis. There is shortage of even domestic coal and coke, cooking gas and the like, which my friend, Mr. Pande, narrated this morning. In the circumstances, the Government's plea that they were caught napping is understandable. Even without these recent developments, the immediate costs of crude were reaching the point of unendurability and there was also need to flatten the

rising demand curve. But unfortunately no steps have been taken so far.

I cannot resist in this connection a reference to the dropping of Dr. K. L. Rao from the Council of Ministers. I do not belong to any political party and, therefore, my views may be taken as unbiased. It is true that the Prime Minister of the day has to decide who should be members of the Council of Ministers. I do, however, feel that it is most unfortunate that Dr. K. L. Rao has been made a scapegoat for the power crisis. He was perhaps the first technologist who was inducted into the Government by the late Prime Minister Nehru. He is not only a good engineer but also a good person. He was far from being a politician. Consequently he was unable to persuade his colleagues and the bureaucratic machinery to move fast in the right direction. It seems that the Prime Minister has been ill advised to get Dr. K. L. Rao out of the Council of Ministers. We want men like him in the Government to call a spade a bloody shovel, without fear or favour, to translate this new ideal into reality in just seven more years. The American people have been exhorted to demonstrate the will to meet the great challenge. India has also huge untapped coal and hydro reserves. All that is needed is to change the traditional pattern of thinking and evolve a bold and realistic programme. Intensification of indigenous oil exploration efforts is one obvious answer to this development but only a partial answer. There is need for a fundamental re-assessment of the energy infrastructure in the country's economy. The proposed high-level Energy Board that is to be set up for executing a comprehensive fuel policy should be established without any further loss of time.

The energy crisis must also stimulate thinking on a host of related subjects like alternative traditional and unconventional energy sources, urban development and transport patterns. At the moment there is no total view of all these matters. There must be a review of

policies pertaining to public transport, automobile production, domestic fuel supply, etc. If the current crisis directs thinking along these lines, it would be a case of good coming out of evil.

There is one more important problem. The Government has indicated that if the consumption of petroleum and petroleum products does not come down by 25 per cent there will be a further price rise and there might also be a physical curb such as rationing. The Ministry of Petroleum and Chemicals is of the view that unless a 25 per cent reduction in the consumption of petrol is achieved, it will not be able to ensure at least half of the naphtha that is needed for production of fertilizer. According to the data available, Mr. Minister, the country is deficit to the tune of over 8 lakh tons of naphtha. A twentyfive per cent reduction in the consumption of petrol will help produce over 4 lakh tons of naphtha reducing naphtha deficit by only half. And it is not certain if even this deficit can be met by imports in view of the world shortage of naphtha. So if the country is to have naphtha for production of fertilizer, a minimum of 25 per cent reduction in the production of petrol will have to be achieved.

An examination of the consumption pattern of petrol discloses that the Government, including Defence and the public sector, consumes about 35 per cent, private industry and business another 35 per cent, taxis and three-wheelers about 20 per cent and private car-owners and scooters about 10 per cent. There is no doubt that private car-owners will be forced to reduce their consumption. But it is doubtful if the same thing can happen in the case of the Government. This is despite its intention to keep its own future consumption at the same level in terms of car as before the price rise. I personally feel that the obvious solution lies in a dual price policy. The Government has experimented with this policy in the case of sugar and it is functioning satisfactorily. I have suggested that this should be followed in the case of wheat, rice, etc. I would suggest that

this policy be extended to petrol and petroleum products. This will act not only as a curb on consumption but will also give the much needed relief to the middle-income groups.

Before I have done, I only want to say that so far as oil is concerned, in all countries it has always been a politics—oil is politics—and I wish that the Government should understand that oil is politics and the Government must come out of this rut of politics and see that the country's needs are best met as early as possible and as cheap as possible.

THE VICE-CHAIRMAN (SHRI S. S. MARISWAMY): Before I call the next speaker, I would request honourable Members to be very brief in their observations. There are five more speakers and then the Minister has to reply. Therefore, I would request each Member to confine himself to ten minutes.

Now Mr. Bhupesh Gupta.

SHRI BHUPESH GUPTA (West Bengal): No, not ten minutes. We should get the usual time, 15 minutes.

Sir, not by the dramatic buggy ride from the Prime Minister's residence to her office which did not even survive the return journey, nor by the bullock-cart which pulled our Jan Sangh worshippers of Gomata, can we solve the fuel, energy, crisis, the oil crisis. What we need today is a radical change in the oil and general energy policy of the Government. Unfortunately, Mr. Dev Kant Barooah, effable as he is, and also to an extent forward looking, has not yet found his way to even the essential formulations of a policy change. I would appeal to him to address himself to the challenging task in the days ahead.

Sh, it was a disaster when Shri Asoka Mehta took over the Petroleum Ministry. But I think the hangover of those days is still there and I think it is given to Shri Barooah to wine out the legacy of Shri Asoka Mehta and return to the spirited policy making which we once experienced at the time of Shri K. D. Mala-

[Shri Bhupesh Gupta] viya when he was the Minister in charge despite the attacks all along the line by the foreign oil companies in our country and the rightist elements.

Sir, I must dissociate immediately with the fears that have been expressed about the Arab countries. We need not raise such scare crow. This is the gimmick of the Americans who want to divide us and the Arab people by suggesting that the Arabs are responsible for the crisis that we are facing today or we may face in future. That is not at all so. Most of the Arab countries are our friends. I think, if we pursue the correct policy of non-alignment on the one hand and anti-imperialism, anti-colonialism and anti-neo-colonialism on the other, and stand solidly by the side of the brave sons and daughters of the Arab people resisting aggression and yet seeking a peaceful settlement of their problem, we shall have no difficulty with the friendly Arab countries. The trouble comes really from the manipulations and machinations of the Americans and the British who have their companies in our country.

I need not say much about the prices of petrol etc. because that has already been said. It is well known. But I think I should preface my brief speech by immediately suggesting, to save time, as to what the Government should do without any loss of time. In the first place, rationing of petrol is definitely called for. There is no justification to evade this task on technical or other administrative grounds. If it is an emergency, let the available petrol be equitably distributed and let it be equitably utilised and shared in a manner which serves the social purpose and common good. Therefore, I say that the Government should now be ready for rationing petrol. Consumption cut? Yes, it is necessary. But the rich people will not cut their consumption unless they are forced to do so. What difference it makes to Mr. G. D. Birla or other monopolists and big business elements who have got plenty of money and resources, both open and in the black. If the petrol price goes up even from what it is now to a much

higher level, what does it matter to them?" They can afford it. It will not mean anything to their family budget or other budgets which they manipulate and handle. It is the common man and poor sections of the community which suffer as a result of the existing arrangement and rise in price because it has its impact on other things as well. The burden is passed on to the common man and its negative impact is felt not only in the commodity called petrol, but also in other commodities which have to spend money on transport and other tilings. Already many of the prices are showing the tendency to rise as a result of rise in the price of petrol owing to the Government's arbitrary imposition of excise duty, on the ground that the crude price has gone up. Therefore, I emphasize the need for rationing. Development of internal resources is very, very essential today. Efforts must be made to do so. I know the Government is doing it to some extent; but much more should be done. In co-operation with Soviet Union and other friendly, socialist countries which have enabled us to build our refineries and a huge and big public sector in the oil industry, I think we can go still a long way.

The internal resources should be mobilised. We have, Sir, as has been pointed out by many experts, ample energy resources and oil resources and we must utilise them and harness them. This is very very important. Sir, in this connection I want to mention one thing before I pass on to the next point. Off-shore drilling must be developed and our efforts in drilling had been in the past sabotaged by the Americans, especially by the Standard-Vacuum Oil Company which was exposed in this House and once I had showed many years ago how, after spending nearly ten crores of rupees for oil exploration in the West Bengal Region, the Standard-Vacuum Oil Company produced only zero result and then it was given up. Therefore, one should be careful about it. I think we have got friendly disinterested countries who can help us in the matter of oil exploration.

Sir, the whole idea of developing the fertilizer industry on naphtha or

naphtha-based fertilizer should be given up. Sir, I congratulate those in the Planning Commission who strongly resisted the policy of some people in the Planning Commission who wanted to shift the emphasis from coal-based fertilizer to naphtha-based fertilizer in order to placate the Japanese monopolists and the American and other imperialists. I think these people who were responsible for pushing that line of policy in the name of some expert committee in the Planning Commission and outside should be put in their places and removed from key positions and they stand exposed today and what they have said is only a pack of lies. We want a definite assurance that this kind of a thing in the interest of the monopolists and their friends placed in the Planning Commission and other places would not be encouraged and that the Government, on the contrary, would take measures to stop such things.

Then, Sir, nationalisation of the oil companies has been another longstanding demand by all of us. Sir, I was surprised the other day, the day before yesterday, when the honourable Minister said that there was no proposal for nationalisation. Yet, from the same benches, Mr. Borooah told us some time back and his predecessor also said that there were three proposals in regard to the foreign oil companies and they were these: One was nationalisation, the other was equity participation and the third was buying all those concerns in a particular manner through negotiation. Now we are told that there is no proposal at all. What has happened to these proposals?

SHRI BABUBHAI M. CHIN AI : Nationalisation is dropped; but the other two are going to be implemented.

SHRI BHUPESH GUPTA : What has happened to those proposals? I do not know which proposal they are going to implement. What we demand is nationalisation. This has been voiced several times and I join the demand. Sir, here I must say that in our country today the foreign oil concerns account for 48 to 50 per cent

of the refining that is done and these oil concerns over the last fourteen years or so, all the three of them, have remitted to their respective countries Rs. 1,048 crores, out of which the amount on the marketing account alone is Rs. 742 crores and on refining account Rs. 340 crores. Yet, Sir, their total assets, fixed inventories and other; current assets aggregate to Rs. 62.80 crores! This is the plunder that is going on. Sir, the emergency must dictate to the Government the spirit of action against this kind of plunder, against this treacherous grip over a sector of our economy, the oil industry, and today, Sir, the time has come for a drastic and vigorous action... (Time Bell)... No, Sir, I have started just now and I am making my points very rapidly. Sir, this is not incidental. The international oil companies are responsible for this and these concerns here are a part of the international oil cartels, as you know. On 1st January, 1973, the crude price was \$1.9149 per barrel and four years ago it was only \$1.28 per barrel. Under the Geneva Agreement, Sir, these oil companies agreed not to pass on the entire burden of taxes, royalty increases, etc. to the consumer. But they have never implemented or honoured that particular agreement.

Thirty oil companies reported 49 per cent rise in their profits in the first half of this year, through market manipulation, artificial scarcity and other malpractices. Indian and foreign oil concerns have been parts of it. The average rise in imported prices of crude went up by 8 per cent, but the consumer price went up by 10.5 per cent. This is the international figure. A barrel of typical Gulf oil crude costs ten US cents to produce, but sells on the Gulf at \$2.50, the extra \$2.40 representing Government taxes and royalties of \$1.60 and seller's profits of 80 per cent.

Now, here we find that seller's profits have gone up. Here we find calculations by experts, American and other experts, that profit is 800 per cent of the cost of production. Eight hundred per cent! This is how the loot is going on. Therefore, I say that some steps should be taken in this connection.

[Shri Bhupesh Gupta]

Before you ring the bell, I must say one or two things.

Firstly, the hon. Minister was giving very good lectures about affluent people using cars. I was very much humoured when I listened to that lecture. Yesa we should not encourage the use of cars by private individuals. But then nationalize all your automobile industry in the country and pass on to the production for meeting the requirements of the people, otherwise you will not be able to solve the crisis. How can you tackle it? We in the modern society are not going back to the days of bullock carts. We have to move with times and it is, therefore, necessary to ask the people to move also. Unless they in towns and other places are provided with necessary transport facilities, how can you tackle the problem? We should shift from producing cars, private cars, big and small, to producing buses, minibuses and such other things for the common people. In this connection, I would like to voice the demand for giving up or at least postponing all these projects of so-called small cars. Small cars are not so small. They are becoming bigger and bigger. Originally, it was stated that it would cost Rs. 6,000. Now it may go up to Rs. 12,000 or Rs. 18,000. I have no quarrel with any individual concern in my mind. I have a kind of proposition to approach the problem. We must mobilize all our resources for producing, as I said, buses, mini-buses, etc., for use by common people, and, above all, by nationalizing the Hindustan Premier, Fiat and other standard companies which are there. That should be the policy. Otherwise, you will never achieve anything.

Therefore, I say that the Government should adopt such an approach I know, we are short of crude. You will be surprised to know that out of the 16 million tonnes crude that we import, 7 million tonnes of crude is imported by three foreign oil companies. You can easily imagine what kind of scope they have got for manipulation, pressures, for creating artificial scarcity and even black marketing sometimes as they have done in the past.

We have known how the ESSO, Burmah Shell and others have violated the existing laws of the land for expansion of their refineries in disregard of the Government directions. Therefore, that must be done. Otherwise, you cannot tackle it. We should not have tried to create an artificial scarcity and scare in the country. We should not have taken the wrong step just for the sake of wrong step. On the contrary, the world is facing the oil crisis. America is really alert. Ten per cent of their oil requirements come from the Arab world. They have to reduce the consumption by 2 million barrels per day. Some say it is 1.5 million barrels. In all other countries of Europe, such things are happening. People are taking different measures. We need not imitate them. We must take the assistance of our ; socialists friends in the Arab world and develop ways and means of cooperating with them in a better way and we must so reorganise our economy by nationalisation and otherwise by rationing and by taking necessary steps so that we can meet the crisis. This is how we should face the situation.

Before I sit down, I deplore the Government's action in proclaiming an ordinance 10 days before the Session. This was a cowardly act. You should have come here and discussed. What have you gained in these eight days. It was an affront to Parliament. It was an insult to our democratic institution. It was a lack of faith in your people. You should have consulted the Opposition in the inter-session period as to what should be done in the situation, how the situation was developing and what steps you were contemplating. They could have consulted the Opposition about the imposition of this levy. The burden will undoubtedly fall on the common man. Why then did they not have the courtesy of consulting the opposition parties and taking counsel with them in order, if possible, to evolve a common policy and the opposition would have told them at that time not to go ahead with the ordinance but to wait till the Parliament met so that we could take a decision through the normal democratic process. I would ask

my friend, Shri D. K. Borooah, not to be so hasty in such matters. He should not be made a scapegoat if the policy failed. He is a new comer to the Ministry from the Government House. He has been given petroleum which is an explosive matter. He must realise that and he must not cause explosion either for the nation or for himself. Thank you.

SHRI K. CHANDRASEKHARAN (Kerala) : Mr. Vice-Chairman, Sir, the only heartening feature in the Petroleum Ministry's policy today appears to be the incessant smile put up by the Petroleum Minister. It is not possible to understand as to how and why this price hike has been announced.

SHRI MAHAVIR TYAGI : It has been done to meet their budgetary deficit.

SHRI K. CHANDRASEKHARAN : Sir, it is stated that the present requirement of this country is of the order of 22 million tonnes. We are producing 7 million tonnes and we are importing 15 million tonnes. Only three causes can justify the present policy that has been initiated by imposing the price increase instead of rationing. The idea purposefully appears to be to see that less of consumption is maintained in this country. If that is the reason, may I ask the hon. Minister in all humility as to where the snag lies? We are producing 7 million tonnes. This year and next year we will produce less quantity or increase the quantity and maintain the quantity we are producing. We are importing 15 million tonnes. Are we going to import in the current and next year much less than these 15 million tonnes? Or, a third reason can be that we may maintain these fifteen plus seven, that is, twenty-two million tonnes. But there is likely to be a sudden exorbitant increase in the consumption of petroleum products in this country, and, therefore, that has got to be met by the revolutionary action as has been taken by the Government of India at present.

Sir, a few hours before the price hike was announced, from the point

of view of day, just one day earlier, the Consultative Committee of the Ministry of External Affairs was meeting in Room No. 53 of this Parliament House, and the External Affairs Minister, Mr. Swaran Singh, was presiding over it and some of us who are members were participating in the discussions. We have asked Mr. Swaran Singh as to whether the oil news that appeared from Saudi Arabia that Saudi Arabia was trying to impose a cut of 30 per cent in the matter of exports to India was correct. The External Affairs Minister replied by stating that we are importing 3.85 million tonnes a year from Saudi Arabia, and 30 per cent would come to 1 million tonnes less, and if this cut is imposed, we will be importing 2.85 million tonnes. The External Affairs Minister assured us that either the news was wrong or if the news was correct, the matter would be taken up at diplomatic level and he was sure that the cut would not be there. He also alternatively stated to us that even if the cut was there, he will see to it that this much quantity of crude oil was surely made available to this country from Iraq and Libya. In fact, that cut is not going to be there. I do not know where the snag lies. Now that the cut is not there and the hon. Minister of External Affairs has stated that we will be able to tap new sources of supply from Iraq and Libya, may I know from the hon. Minister of Petroleum as to whether we are likely to import more quantities of oil from Iraq and Libya to maintain the quantities that we are importing from Saudi Arabia. And if that be the case, the price hike that has been announced is something which is absolutely unjustified.

Sir, I would also take this opportunity to reiterate the contention that I put forward in the Consultative Committee meeting of the External Affairs that even though our relations with the West Asian countries have been quite good, particularly the Arab world why is it that the Arab world makes these threatening gestures to us? Is it a question of one-way traffic or a question of two-way traffic so far as international relations particularly with the Arab world are concerned?

SHRI SHAH NAWAZ KHAN : There is no such threatening gesture.

SHRI K. CHANDRASEKHARAN : I am happy to know that there is no such threatening gesture. And if, on the other hand, there are welcoming gestures, that is all the more the reason why the hon. junior Minister should be able to tell me as to why this price hike has been imposed and as to why this sort of indirect ration is being imposed?

SHRI MAHAVIR TYAGI (Uttar Pradesh) : The shortage of petrol and other things was only a pretext. Factually, the Government wanted to raise their revenue and, therefore, they levied this unheard of duty. And 280 per cent is the excise duty today. Then, Sir, may I know from the hon. Minister who concluded yesterday by his written answer to the major question of yesterday regarding petroleum by saying that the Government of India was considering other alternatives. He also indicated that the question of alternatives was being seriously looked into and added that its implementation will be on a crash basis. The hon. Minister did not tell this House yesterday as to what this alternative would be and what is the procedure of crash implementation that he proposes to have.

Sir, the present situation is one of emergency. I suppose that the alternative that the hon. Minister indicated yesterday would be an alternative which the country would have here and now and not after five years or after a decade and the crash implementation that the country would have, would save the country from the oil crisis which Govt. thinks in any case has come. The hon. jr. Minister thinks that we are not having a very welcome attitude towards the Arab world. May I state that no country in the world, no major country in the world, is self-sufficient so far as oil is concerned, because, oil on account of natural reasons is confined to certain areas? Burma and Indonesia were producing about 25 million tonnes of

oil prior to the second World War. But today they are producing hardly 6 million tonnes of oil. We have heard reports that Indonesia has invited other countries to help them for purposes of oil exploration. Mr. Nixon has stated that by 1980 the United States of America will have an alternative source. I do not know, Sir, whether we are building up any alternative source either in our country or in some other countries of Latin America where possibly this could be done.

Sir, I submit that the price hike that has been imposed is absolutely unjustified, both from the point of view of kerosene as well as from the point of view of petrol. The wholesale index price of kerosene if in 1961-62 it were to be taken as 100, in January 1971 it was 176.2, in January 1972 it was 185 and in September 1972 it was 203.2, and now it would be much more.

Sir, the hon. Minister told this House during Question Hour in answer to Supplementaries that kerosene was slightly being misused. Since the misuse had to be prevented, the price of kerosene had to be stepped up to the price of diesel. May I ask the hon. Minister as to why the price of diesel was not further reduced? The hon. Minister was galore yesterday telling this House that the price of diesel, which is the requirement of the common man in this country, had been reduced. If that is the case, why is the price of diesel not further reduced when the price of kerosene has gone up from 100 in 1961 to somewhere about 203 in September 1972. I submit that there is a deliberate misunderstanding of the factual position so far as the Government is concerned.

Then, Sir, look at the anomaly so far as the diesel price is concerned. The price of diesel was notified as increased. After some days the price of diesel was reduced. But, by that time most of the State road transport corporations in the country had increased the bus fares. Now the bus fares are not being reduced. They have stated other reasons for not reducing the bus fares. It is just like the Indian Airlines telling us after

the Bangladesh tax was withdrawn, that Bangla tax will still be retained in some other form for some other purposes.

Now, so far as petrol is concerned, hon. Members have already stated various reasons as to why the hon. Minister's statement on the basis of six lakhs cash cannot be accepted. Almost everything including vegetables is transported from rural areas to the cities by petrol vehicles. Similarly, commodities of day-to-day consumption are transported from cities to the rural areas by petrol vehicles and the prices of all such articles have registered an increase after the price of petrol has been given a raise. Sir, 90 per cent of the petrol that is now consumed in this country is consumed by Government vehicles, by public sector vehicles, by private sector business vehicles. Hardly 10 per cent is used by others including the taxis. If the reason that the hon. Minister has stated for the introduction of the price hike is some sort of compulsory rationing reduction in the use of petrol, is that reason going to weigh with any of these major causes of increase in consumption? Do you think honestly that the Government consumption would be decreased? The public sector vehicles and the Government sector vehicles are going to have more consumption of petrol. Every public sector manager has decided from day before yesterday that hereafter his children will go to school only in the public sector vehicle and not in his own car. The price of petrol has been increased but there will be more inflation on that account and more of the consumption by the 90 per cent users of public sector vehicles. So far as the remaining 10 per cent who are the taxi users or the taxi owners, private individuals, the doctors and lawyers and other classes of society, they will be hit. They will also somehow maintain the same quantity of consumption that they had been consuming. The result would be that the very purpose for which this rationing was introduced and the price hike was introduced would be completely defeated.

One more point and I am done. The excise duty has been increased by one and it is expected that this will bring in Rs. 360 crores. Sir, I accuse the Government that this is but a deliberate device to raise money to pay the Government servants who have got to be paid much more than yesterday on account of the Third Pay Commission's Report. The Third Pay Commission Report, the implementation thereof, is going to be done by this unwise petroleum policy and the amounts that are going to be realised are going to be diverted to the public servant for the purpose of increased pay-scales. I submit, Sir, that this is yet another slap on the peoples' face and the Government will have to take a return one day or the other.

कुमारी सरोज पुरुषोत्तम खापड़े (महाराष्ट्र) : उपाध्यक्ष जी, आजकल की महंगाई की ओर देखते हुए लोगों को सिवाय मीठ के और दूसरा कोई रास्ता नहीं दिखाई दे रहा है यदि उनके घर में कोई नौकरी पर न हो।

कल तक तो सामान्य व्यक्ति टैक्सी या स्कूटर में घूम फिर सकता था, लेकिन जब से पेट्रोल के दाम बढ़ गये, तब से जिनकी अपनी मोटर गाड़ी हो वह भी मेरे ब्याल से 5-10 लीटर ही अपनी गाड़ी में डाल सकने की हिम्मत करते होंगे। पेट्रोल के कारण अपने आप ही घूमने फिरने पर पाबंदी लग गई है। आप और हमारी तो बात छोड़िये, लेकिन सामान्य जनता की कठिनाइयों की सिर्फ कल्पना ही ठीक होगी। उनका जीना भी मुश्किल हो रहा है। अनाज के दाम तो बढ़ रहे हैं, लेकिन मांस ही मांस आजकल स्कूटर और टैक्सियों के किराये भी बढ़ते जा रहे हैं। जिस विज्वसनीय संघ द्वारा ऐसा ज्ञात हुआ है, मुना है कि किरोसीन आयल भी पेट्रोल पंप पर ही दिये जाने का विचार है। आखिर आप इस प्रकार से कब तक जनता का अन्न देखना चाहते हो ?

श्री गणेशी लाल चौधरी : इधर आकर बैठिये कुमारी जी !

कुमारी सरोज पुरुषोत्तम खापड़े : उधर आकर बैठने की जरूरत नहीं है। यहां से बोल सकती हूं।

आज खुले आम पेट्रोल पंप पर हम देखते हैं कि किरोसीन आयल डीजल में मिलाया जाता है। उस पर कोई रोकथाम नहीं लगाई जा रही है। कई बार हमने पेट्रोल पंप पर किरोसीन आयल के टैंक-टुक जाते हुये देखे हैं। कल आप पेट्रोल पंप पर अगर किरोसीन आयल के पंप शुरू करें तो फिर अंधेरी नगरी का कारोबार होगा। मुझे ऐसा लगता है कि आप अप्रत्यक्ष रूप से पेट्रोल के व्यापारियों को किरोसीन तेल देकर डीजल तथा पेट्रोल में मिलावट करने का प्रोत्साहन देते हैं। इस लिए पेट्रोल पंप पर किरोसीन पंप देना मुनासिब नहीं होगा। देश के हित में नहीं होगा।

(कुमारी सरोज पुरपोलम खाते)

श्रव आइये आप गरीब देहातों की जनता की तरफ। अधिक से अधिक इस देश को जनता गांवों में रहती है, मोहल्लों में रहती है, मेन रोड से दूर रहती है, और आपके पेट्रोल पम्प नेशनल हाई वेज पर बने हुए हैं। इधर दुकान पेट्रोल पंप ही शहर के अन्दर बना होगा। पेट्रोल पंप पर किरोसीन पंप देने से गरीब जनता को काफी परेशानी होगी, जिस का हमें गैरव ख्याल रखना अत्यंत जरूरी है। मोटर गाड़ी वाले जो लोग हैं उनके यहां तथा समाज के कुछ ही लोगों के पास गैस जैसे खाना चलाने की आधुनिक सुविधाएं होंगी। उनकी किरोसीन की एक दो लीटर की जरूरत गैस खतम होने पर ही पड़ेगी, लेकिन आज तो सिर्फ देहातों में ही नहीं बल्कि शहरों में भी सगल गरीब जनता पत्थर तथा लकड़ी के कापले की खगोटियों पर तथा किरोसीन आयल के स्टोवों पर खाना पकाती है। ऐसी गरीब जनता को विशेष कर महिलाओं को, पेट्रोल पंप पर, गांव के बाहर किरोसीन के लिए क्यू में खड़े रहना पड़ेगा। जनता के सामने कई एक समस्याएं हैं। आखिर वह किस किस चीज के लिए और कौन कौन सी क्यू में खड़ी रहे। पेट्रोल पंप तो सारे ही शहर के बाहर बनाये हुए हैं। बस्तियों से दूर, शहर से दूर, किरोसीन के लिए आने जाने के लिए गरीबों की परेशानी बढ़ाने के बजाये बहेगी अवस्था। गांवों में, देहातों में पेट्रोल पम्प तो शायद ही हों। वहां तो बिजली के बजाय किरोसीन आयल के दिये जलाने हैं, उनकी निश्चित हमसे ज्यादा परेशानी होगी। मैं सरकार से अनुरोध करूंगी कि जिन की ओर आप की ओर हम को ध्यान देना अत्यंत आवश्यक है, उनकी परेशानी को मद्देनजर रखते हुए वह सही कदम उठाये।

मैं सरकार से इस लिए भी अनुरोध करूंगी कि पब्लिक डिस्ट्रिब्यूशन सिस्टम जो है उसे विश्वास में ले कर देहातों में, गांवों में, घर घर में किरोसीन आयल पहुंचाने में उसकी मदद अवश्य ली जाय। यह पब्लिक डिस्ट्रिब्यूशन सिस्टम का कार्य अत्यंत प्रशंसनीय कार्य समझा जा रहा है। भविष्य में आशा है कि यह कार्य और अधिक प्रशंसनीय समझा जायेगा यदि वह अपनी जिम्मेदारी समझ कर सरकार को सपना और सहयोग प्रदान करे। अगर कोई किरोसीन का चिल्लर व्यापारी या बोक व्यापारी चाहे वह इंडियन आयल का हो या इस्सो का हो या बरमाणेल का हो, यदि यह स्थिति का माजायज फायदा उठा कर मनाफा खोरी या कालाबाजार करते हुए नजर आये तो उस के खिलाफ सरकार को कड़ी से कड़ी कार्यवाही अवश्य करनी चाहिये और उस के प्रति सरकार को किसी प्रकार की दया या ममता नहीं रखनी चाहिये। पेट्रोलियम या किरोसीन का दाम बढ़ाने का उद्देश्य यही है कि पेट्रोल का कंजप्शन कम कर के अधिक से अधिक नाफता का उत्पादन किया जाय जो फटिलाइजर बनाने के काम में आता है। सरकार की इस पालिसी का मैं स्वागत करती हूं। फटिलाइजर की कमी होने से एग्जीक्यूटिव पर उस का बुरा असर पड़ रहा है। इस लिए अधिक फटिलाइजर के उत्पादन के लिए अधिक मात्रा में हैम की नाफता की आवश्यकता होगी और पेट्रोल का कंजप्शन कम करने से ही यह बात आसानी से संभव हो सकती है। डीजल के भाव कम करने से शहरों तथा

ग्रामीण क्षेत्रों में डीजल से जो वाहन चलते हैं उन पब्लिक ट्रांसपोर्ट बसेज का किराया नहीं बढ़ाया गया है और इस निर्णय का मैं स्वागत करती हूं।

श्री गणेशी लाल चौधरी : गरीबों पर ही इस का ज्यादा खतरा पड़ा है इस लिए क्या आप स्वामत करती हैं इसका ?

SHRI DWIJENDRALAL SEN GUPTA (West Bengal): Vice-Chairman, Sir. I shall be prepared to correct myself if the data I am placing before this House is found to be incorrect. The authorities who know something about petrol have told me that the price of one litre of refined petrol . . .

SHRI GANESHI LAL CHAU-DHARY (Uttar Pradesh): Are we sitting up to six?

THE VICE-CHAIRMAN (SHRI S. S. MARISWAMY): No; he is the last speaker and then the Minister will reply.

SHRI D'WIJENDRALAL SEN GUPTA. ... is only 47 paise whereas our Government at present charges Rs. 2-87 per litre. So the element of taxation involved in the price of one litre is Rs. 2.40 since the exact price of petrol is only 47 paise. At present only 7 paise per litre is the increase in the price of refined petrol. How does the Government justify the increase of Rs. 1.07 while already there was heavy taxation on it? I am neither speaking for the rich nor for the higher middle class as our Prime Minister has categorised. On the 11th of this month the Prime Minister while addressing the members of the Congress Parliamentary Party said, well, this is an innocent measure which would affect only the rich and the higher middle class; in other words it will advance the cause of Garibi Hatao. I do not understand this logic. If it were so why did the Government of India wait so long for this seven paise increase and why this taxation? Why was this moment chosen? Why was the price of kerosene increased now? It is not a commodity used either by the rich or the upper middle class. It has been done in the name of prohibiting the mixing of kerosene with diesel oil. What was the particular

charm in choosing this occasion? I have got an answer. I shall be glad if the hon. Minister corrects me also on this point. The people's mind is not very analytical. They see there is a war in West Asia and people knew that the West Asian countries that supply petrol have made some sort of restriction. So to confuse the people this was considered to be the most opportune moment.

This is a fraud and I must seriously object to this atrocious penal provision that has been introduced by the Government in the name of fixation of the prices of petroleum items. It has been argued that it will have no repercussion on trade and industry as such, that the increase in the price of petrol will have no repercussion. Now, who uses scooters? Have not the Government increased the fare of scooter per metre? Have not the Government increased the fare of taxis which are not used by the rich people of the higher middle-class people? They have their cars. It is the lower middle-class which uses a taxi on occasions of emergency, say, an ailing patient has to be removed to hospital. Ambulance is not available. Or, one has to reach office just in time. He is already late for some reason. He takes recourse to the luxury of a taxi. Has he got to pay 50 per cent more? What does it mean? Is it not correct that even the fare of the bus, which is understood to be consuming diesel, has been increased? In Calcutta there was a strike by the buses and the Government conceded a fare increase for them. If petrol is not used by buses, why did not the Government tell them in their face that they have no justification for any fare increase? Why did not the Government take any action when the buses went on strike and when the taxis went on strike? They run the buses and taxis on licence from the Government. If their claim was not justified, there was no point in conceding it. If their claim was not justified, there was no point in their remaining silent over it. Petrol is an index from which you can look at the trend of price of every commodity. The industrial complex has a strong bearing, a direct bearing on

it. It is by means of lorries or trucks that things are carried. They are loaded or unloaded from a particular point, call it a railway station or call it a port. Lorries and trucks are used for that. It cannot be said that the use of lorries and trucks is banned and petrol is not to be used there. Petrol is used there. It is also the expert opinion that diesel affects the longevity of the vehicle, whereas petrol does not. If, from the point of view of the life of the vehicle, someone does not like to use diesel and wants to use petrol, can it be said to be very wrong? It cannot be said to be wrong.

5 P.M.

Mr. Vice-Chairman, therefore, if we look into the matter from the point of food distribution, if we look at it from the point of industrial production, the element of cost for loading and unloading is bound to increase and is bound to react on prices in general which the consumer will have to pay.

Mr. Vice-Chairman, Sir, the next point of great importance is this. Can I get an assurance from the Minister that when there will be an international lowering of the price of petrol this taxation will be reduced? Sir, on some plea on the other the price of some commodity is increased but it is never decreased. What is going to happen in the near future? How the Government wants to tackle the process of inflation will have a direct bearing to the price increase of kerosene and petroleum.

Let me come to kerosene. In Calcutta the Chhatra Parishad, the students' wing of the Congress, I mean the ruling Congress, called a hartal which was successful. What was their point? In the rural areas the students use kerosene oil for preparing for their examinations and also reading at night. Now that the kerosene price has increased, it has affected students directly. It appeared in yesterday's papers that the hartal was a complete success. May I know what the Minister is going to do for these rural people, the students and for those who use kerosene as their only source for light for reading purposes at night. Today

[Shri Dwijendralal Sen Gupta] only a fringe of the total populated area is covered by electricity. So the remaining portion has got to be lit by kerosene. And if this kerosene price increases what happens to the common man in the rural areas? So, Mr. Vice-Chairman, Sir, there is still time for the Government to rethink over this matter and withdraw the price increase which has been imposed.

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): Mr. Vice-Chairman, Sir, I am thankful to the hon'ble Members for discussing a very important problem, important not only for my Ministry or the Government but for the entire economic situation of our country. They have had different points of view and not all points of view agreed with each other. Nonetheless there is a great deal of truth in what they said and I can share their anguish and anxiety in order that the common man may not suffer unduly due to price hikes.

Sir, it is an old definition, but a very apt definition of democracy that in democracy you can do the greatest good to the greatest number. This was not said by anybody who believed in class struggle. It was said by somebody who abhorred class struggle. Even Bentham who did not accept the philosophy of class struggle at all came to the conclusion that in democracy you can do the greatest good to the greatest number. You cannot do good to all because of the physical constraints, physical difficulties.

Sir, there has been a somewhat distorted view of the purpose of this price hike I do not think the hon. Members have done it intentionally because a man may judge a situation or an issue by his own experience. The hon. Member, Mr. Yadav, would agree with me that in the capital city of Patna, the main transportation, in addition to the public buses which run on diesel, is the rickshaw. I do not think there are more than 50 taxis in the city with a population of five to six lakhs. And

I have not seen many people going about in taxis in Patna. But there are areas with a lot of taxis. . .

SHRI A. G. KULKARNI: Bombay.

SHRI KRISHAN KANT: You have touched on a very good point. The Delhi rickshaw-wallahs want that the restrictions in the city of New Delhi should be removed. Will you recommend to the Government that rickshaws should be allowed to ply in New Delhi so that we can move about in cheaper transport?

SHRI JAGDISH PRASAD MATHUR (Rajasthan): You have decided to discourage rickshaws.

SHRI D. K. BOROOAH: Let me please explain. You can decide many things but you cannot do them because of the facts of life. It varies from place to place. Now there are some areas where kerosene may not be important. There are areas, rural areas, which have been fully electrified. (Interruptions). Let me tell you. Mr. Chandrasekharan comes from a highly advanced State.

SHRI KRISHAN KANT: You have not replied to my question.

SHRI D. K. BOROOAH: I will come to that. Therefore, electricity is important, Indane gas is important, kerosene as cooking fuel is important. But there are areas like my district where we did not have electricity at all till 1957. Even to-day hardly five per cent of my district is electrified.

SHRI GANESHI LAL CHAUDHURY (Uttar Pradesh): Sir, Even that is not available.

SHRI D. K. BOROOAH: I know. I come from an area where electricity is limited to a very small number of people. Kerosene is very important there. Large areas of Eastern U.P. have not been electrified. I can speak for Bihar certainly. I have spent two years there and also participated in the administration. Large areas are absolutely without any light except kerosene light.

Now, why did we equalise the price of diesel and kerosene? The problem before us so far as the requirement of the rural areas is concerned, is not only the high price but also availability. As hon. Members have said, kerosene has been scarce even before this price hike in different parts of Assam, in different parts of Bihar, in different parts of U.P. and certainly in other parts of India also. Why? Because there was not enough kerosene to go by. Out of a total production of three million tonnes of kerosene and 8 lakh tonnes of imported kerosene, 45 per cent, or between 40 and 45 per cent has been going for adulteration of diesel. That takes away about 45 per cent of the kerosene. So, to that extent kerosene becomes unavailable to the cultivator, to the student in the school or for any purpose that they might utilise it.

Mr. Pande said that I grudge the middle-class man using kerosene as cooking fuel. Why should I grudge it? I know Bombay, Greater Bombay alone consumes 15 per cent of the total kerosene production of India. They use it as cooking fuel. But what can they do there? There is no alternative

SHRI KRISHAN KANT: You give them coal.

SHRI DWIJENDRALAL SEN GUPTA: Where is coal?

SHRI D. K. BOROOAH: I am coming to it. I certainly need all your sympathies. All of us have to sort out this problem together

DR. K. MATHEW KURIAN: All crocodile tears.

SHRI BHUPESH GUPTA: Mr. Borooah, I am very glad to hear what you said, all of us should sort out the problem together . . .

SHRI K. CHANDRASEKHARAN: Where is the opportunity?

SHRI BHUPESH GUPTA: Mr. Borooah, I wish you remembered it on the 2nd of November.

SHRI D. K. BOROOAH: Why did we do it? Since 1963 it has been our effort, it has been the effort of all

our economists, all the economic research studies, which revealed that one of the reasons why there has been a chronic shortage of kerosene either in the countryside or in the urban areas is the price differential. Diesel was . . .

DR. K. MATHEW KURIAN: The trouble with your Government is your economists were trying to use an economy which is distorted by imbalances. You can succeed not by reducing consumption, but by reducing the price.

SHRI D. K. BOROOAH: I am not going to be involved in an economic discussion. My specific problem was how to make kerosene oil available to the countryside . . .

SHRI GANESHI LAL CHAU-DHARY: Will the hon'ble Minister ensure that this extra kerosene oil will go to the rural areas?

SHRI D. K. BOROOAH: That is what exactly I am trying to tell you. It is not as if . . .

SHRI BHUPESH GUPTA: A large part of kerosene is mixed with petrol. If you raise the price, then there will be a tendency to mix more. Kerosene may go there.

SHRI D. K. BOROOAH: No, you are mistaken. I will tell you

SHRI BHUPESH GUPTA: Why?

SHRI D.K. BOROOAH: You do not know the countryside. The problem is the price of kerosene was 20 paise cheaper than diesel. Middle distillates and kerosene and LDO are interchangeable . . .

SHRI MAHAVIR TYAGI: Why not petrol?

SHRI D. K. BOROOAH: Petrol is lighter and you cannot mix it. It does not give propulsion. Therefore, I have to go into another production. I will go into that. Middle distillates, kerosene, diesel and LDO are interchangeable. Diesel can be mixed with kerosene. Diesel can be mixed with LDO and kerosene can be mixed with LDO. . .

SHRI DWIJENDRALAL SEN GUPTA: It can be with petrol also.

SHRI D. K. BOROOAH: No, I will come to that. The problem is very simple that if you equalise the price, then there will be no incentive for anybody to use kerosene for diesel, the price being the same. The only main incentive was the price differential of 20 paise. And in Delhi there is no sales tax on kerosene. There is sales tax in Haryana, U.P. and Punjab. So whatever kerosene was available to the people of Delhi, it used to go to either Haryana or Punjab because there the profit margin was 27 paise per litre. . .

SHRI GANESHI LAL CHAU-DHARY: I will advise the honourable Minister to -raise the price of water so that it may not mixed up with milk, and we may get pure milk.

SHRI D. K. BOROOAH: That is only a simile, and a simile is no argument . . .

SHRI BHUPESH GUPTA: Mr. Borooah, I do not support him on this. But much of your time you spend by giving similes.

SHRI D. K. BOROOAH: No, Not in the House.

What, I was saying was the main purpose was that we would like to make kerosene available to the countryside. The reason was there was shortage of kerosene in the countryside and because of shortage higher prices were paid by the villagers for kerosene. That shortage was of the order of about 1.5 million tonnes. If this much kerosene is released from diesel back to kerosene, we will have one-third more of kerosene available to the countryside. Earlier also there was one-third. That means the availability will almost be doubled. The choice was whether we should make it available with a small rise in price or not. Originally it was 28 paise. Then it was slashed to 18 paise . . .

(Interruptions)

DR. K. MATHEW KURIAN: Why don't you increase the purchasing power of the people in the rural areas?

SHRI D. K. BOROOAH: I am telling you that even today in the country-side people are paying higher price. I went round myself in my State and found people paying higher price. I asked why? They said it is not available. When the thing is in short supply, prices tend to rise.

SHRI KRISHAN KANT: Here in Delhi kerosene is mixed with water and sold.

SHRI BHUPESH GUPTA: You said that when things are in short supply, prices tend to rise. There is only one exception to that. The talent in the Ministerial Council is in short supply, but the price is never raised.

SHRI D. K. BOROOAH: Very wise view. If we double the supply of kerosene to the country-side, even if the price is a little higher, it will bring help and relief to the rural people.

SHRI

J, P. VADAV: How it will be possible?

सप्लाई सफाईयन्त्र नहीं कर सकते तो समूचे कन्ट्रीसाइड में कैसे करेंगे ?

SHRI D. K. BOROOAH: Do not pare Delhi with villages. In villages kerosene is used for lighting purposes. Here our requirements are more and they are difficult to meet.

Secondly, what is the purpose for which we wanted not to reduce consumption? It is not possible. What we wanted to do was to reduce the spiral of consumption of petroleum products. Today it is 22 lakhs. There are various estimates according to which it may be 35 million tonnes in 1978. In fact there are other assessments which say that it could be even 40 million tonnes.

SHRI MAHAVIR TYAGI: Was it only for that purpose and not for the purpose of raising extra revenue to make good your deficit?

SHRI D. K. BOROOAH: Please wait a little. We think that we cannot immediately curb it. But certainly we can put a curb on the spiral that is taking place in the consumption of petroleum products in the country. The price has gone up. The day I took over it was \$2.26. Now it is \$3.28. Our bill from Rs. 200 crores would go to Rs. 500 crores. If it goes on like this, it will be about Rs. 1,400 crores in 1978.

All the other countries are doing that and, therefore, we thought of doing it . . . (Interruptions). . . It is not this country alone, but the other countries, the rich countries, are also doing it.

SHRI A. G. KULKARNI: The whole world is doing it.

SHRI MAHAVIR TYAGI: No country is doing that.

SHRI A. G. KULKARNI: What do you know, Mr. Tyagi? Every country in the world is doing that.

THE VICE-CHAIRMAN (SHRI S. S. MARISWAMY): No interruptions, please. Let the Minister reply. Why should you speak in the middle?

SHRI D. K. BOROOAH: The point is, you see, we have to put a curb somewhere. Now, how to do it? Petroleum products are used for two purposes. They are used for industrial and agricultural purposes. Fuel oil is one of those products which we use for generation of power. Then, diesel is used for the entire transportation. The entire automotive transportation is mostly on diesel and it is very difficult to contend against their facts and figures. But basically we know that there are about 400 trucks as against about 70,000 diesel-driven trucks and annually we are producing about 50,000 diesel-driven trucks as against 10,000 trucks and buses, petrol-driven. So, very easily about 80% of our automotive system, that is to say, the public transport system, whether it is public transport system or private transport, is by diesel. Therefore, any curb on diesel would slow down the pace in transportation as well as in agricul-

ture, because 30% of the diesel is used by our cultivators, not in all parts of India, but in many parts because in many parts mechanics are not there and there diesel is not used by the cultivators. But in large areas, particularly in areas where there is advanced agriculture, which provide this country food for our very survival, diesel is used in large quantities and one-third of the diesel is used by the cultivators in this country. So, it was thought that diesel could not be touched. Then, LDO is also used. All the irrigation pumps use LDO. The honourable Member from Tamil Nadu, Shri V. V. Swaminathan, was kind enough to thank me for what I did. When there was a 75% cut in power supply in Tamil Nadu, their entire transport system was completely paralysed and their agriculture and industries also were facing a very big strain. I, therefore, sent a tanker from the high seas to Madras and that helped them considerably to ameliorate the situation. So, diesel is very important and it cannot be touched and it would be very difficult for us to touch diesel, to curb the consumption of diesel, unless we want to slow down the pace in transportation or slow down agricultural or development in small industries. Then you cannot touch LDO also which is used for the irrigation Dumps. Last year, when there was a power failure, the demand for power pumps was great. We gave to Western U.P. 60% more diesel, to Punjab about 50% more diesel and to Madras a substantial quantity—I do not remember the figures. But Mr. Madhavan praised me and issued a statement praising me. But that is neither here nor there.

SHRI BHUPESH GUPTA: It is everywhere.

SHRI D. K. BOROOAH: What I said was, therefore, that diesel is so important for industrial and agricultural development that it will be risky to touch it . . .

SHRI GANESHI LAL CHAU-DHARY: Reduce the price.

श्री जगदम्बी प्रसाद यादव : पहले तो बढ़ा दिया बाद में कम किया ।

SHRI D. K. BOROOAH: We have reduced the price by 4 paise . . . (Interruptions), I have not made up my mind for eternity. I will certainly listen to the voice of reason and change it accordingly, if necessary . . .

(Interruptions)

SOME HON. MEMBERS: Very good.

SHRI D. K. BOROOAH: What I said was that diesel cannot be touched, fuel oil cannot be touched, unless we change the entire policy of power generation . . .

SHRI KRISHAN KANT: That is very essential.

SHRI D. K. BOROOAH: I will come to that also. In Gujarat, we are not importing any fuel. I have objection to utilization of imported fuel oil for power generation because coal is the basic source of energy in this country and it should continue to be so. But in Gujarat what happens is that we are producing what is known as 'residual fuel oil' and we utilize it for the plant. But even so, it may be that some day we shall also switch on to coal. But, in the ultimate analysis, the basic thermal power in this country must be generated by coal and supplemented by hydro . . .

SHRI KRISHAN KANT: Fuel oil can be used for fertilizers.

SHRI D. K. BOROOAH: I will come to that. That also we are thinking about.

Another problem, the main problem, in this country is fertilizers. In this House there has been a lot of criticism on this. Everybody who wants the production to increase in this country knows that it cannot be done without adequate supply of fertilizers. That is a fact of life. In my State they do not use it, because Nature has been bountiful . . .

SHRI BHUPESH GUPTA: Do you mean to say that your State can produce even without fertilizers?

SHRI D. K. BOROOAH: Nature has been bountiful . . . (Interruptions). Even in Bengal, fertilizers are not used in large quantities as in western India . . .

SHRI OM MEHTA: Without fertilizers, Bengal has produced Bhupesh Gupta . . .

(Interruptions)

SHRI BHUPESH GUPTA: In my State there are fertilizers, and black-marketed fertilizers . . .

(Interruptions)

THE VICE-CHAIRMAN (SHRI S. S. MARISWAMY): Please don't interrupt.

SHRI D. K. BOROOAH: What I was saying was that in this country now our fertilizer plants were based on naphtha.

SHRI KRISHAN KANT: Wrongly.

SHRI D. K. BOROOAH: I do not know . . .

SHRI BHUPESH GUPTA: You should know . . .

SHRI D. K. BOROOAH: You say that I am new to this country . . .

SHRI BHUPESH GUPTA: You are not new. You are as old to this country as you are old in age. You are old to Parliament . . .

SHRI D. K. BOROOAH: You say that I am new to this Parliament . . .

SHRI BHUPESH GUPTA: You have also been in Parliament . . .

THE VICE-CHAIRMAN (SHRI S. S. MARISWAMY): Please sit down.

SHRI D. K. BOROOAH: What I said was that it was based on naphtha. But conditions were different . . .

SHRI BHUPESH GUPTA: Because somebody wanted you to do this. Mr. D. P. Dhar, Mr. Shiv Kumar Chakravarty, Mr. Pathak objected . . .

(Interruptions)

THE VICE-CHAIRMAN: Please don't interrupt him.

SHRI D. K. BOROOAH: I do not know . . .

(Interruptions)

SHRI BHUPESH GUPTA: Sir, on a point of order. He says that he does not know. . .

(Interruptions)

SHRI D. K. BOROOAH: I said that I have no comments to offer. I have to speak on my own subject rather than on other subjects.

What I was saying was that we are short of fertilizers. We are short of naphtha. The price of naphtha has gone up from 16 dollars per ton to 60 dollars per ton in these two or three years. With the result that naphtha has become unavailable and you cannot buy it for love or for money. Before I came here, I received two telegrams from our suppliers that they can give us crude but not naphtha, because the price of naphtha has gone up to \$ 150 per ton in western countries, particularly in Japan; because of very stringent pollution laws they are turning to naphtha, and not fuel oil. Fuel oil contains sulphur and sulphur dioxide is the root of pollution. Therefore, in many countries, fuel oil, furnace oil, burning oil have been banned. Therefore, they have to use naphtha. apart from the necessity of utilizing fertilizers and Petro-Chemicals. Therefore, the prices of petrochemicals, naphtha, GMT. etc. have gone up considerably. Therefore, you cannot get naphtha for love or for money.

Apart from the existing fertilizer factories, Durgapur is coming up now. Kosi is coming up, and a few others. They are all based on naphtha. There is also the Mangalore Fertilizer Factory. Sometimes, one feels as it was some divine dispensation in the delay of production of fertilizer factories, because we are greatly short of naphtha.

It is very difficult to find out where you can get naphtha.

श्री जगदम्बी प्रसाद पादव : माननीय मंत्री जी ने माफता की बात तो कही लेकिन मैं जानना चाहता हूँ कि पेट्रोल के परमिटों में आप माफता कितना मंगाते हैं और पाये कितना मंगाया जायेगा ?

डा० डी० के० बरूआ : मैं नहीं बताना चाहता हूँ।

Naphtha and petroleum is the same thing. Through a process of tetraethyl lead (TEL) naphtha becomes petroleum. The octane content of naphtha is 76. You can put Barauni naphtha into a car and drive it. It is basically the same thing. Tetraethyl lead (TEL) converts naphtha into petroleum.

SHRI KRISHAN KANT: Out of the 20 million tonnes that you are having, naphtha is 4 per cent and petrol is 7 per cent. It means that even if you convert 25 per cent petroleum into naphtha, you will have very little for naphtha.

SHRI D. K. BOROOAH: I have got the figures. This year, we are short of naphtha. Next year, the position will be worse.

SHRI A. G. KULKARNI: You can change the product mix also.

SHRI D. K. BOROOAH: Naphtha and petroleum is the same thing. By a little transformation through a process known as tetraethyl lead Naphtha is converted into petrol. I think the consumption of petrol is likely to come down by 25 per cent. From the information available from Sha-kurbasti there has been a reduction of 24 per cent which includes Government as well as individual consumption. It is the main distributing point here. Somebody said that you would get only 4 lakh tonnes of naphtha. Now, what is 4 lakh tonnes of naphtha? It is 8 lakh tonnes of urea. If you produce 5 -tonnes of food per one tonne of urea, it is 4 million tonnes of food. Apart from that, whatever else is produced from naphtha is not available in the market. The price of urea has gone up so high that we had to raise it up by Rs. 90 per tonne recently. Therefore, we have to reduce the consumption of petrol come what may. It is necessary so that this year and the next year we may produce more naphtha in order that we can provide at least half, if not full, of the additional requirement of naphtha.

SHRI KRISHAN KANT: Why are you not shifting fuel oil which is 2695 of the oil production?

SHRI D. K. BOROOAH: There are two ways of reduction in consumption. It can be done by straight rationing. But rationing is the responsibility of the States. We discussed this matter with the Chief Secretaries. There were detailed discussions between the Planning Commission, my Ministry and other officers. They said that majority of the States including Bihar, U.P., Madhya Pradesh and Maharashtra which has a large number of cars, thought that it would be a burden which they could not bear and that it would require a lot of time. That is why we could not go in for rationing. The other alternative was price hike.

We are trying it out. We hope we will succeed. And if we succeed, there will be a saving of 4 million tonnes in this country.

SHRI MAHAVIR TYAGI: Excise duty is already more than Rs. 2.

SHRI D. K. BOROOAH: It is. But somebody said that the Arabs get 12 cents. That is not a fact. The posted price is fixed by the State Government. And the posted price for Saudi Arabian oil like the Iranian crude oil is \$5.91 cents. Out of that, they take a major portion. The Arab countries are no longer children that they can be hoodwinked by these companies. They have come up of age now. They are fighting back. They already have a whip-hand. And before long, they will have complete control of oil industry. Therefore, in the present situation, this is the only best thing that we could do. But there are some purposes. One was production of naphtha, production of diesel, production of fuel oil, and availability of kerosene. These are the principles to which we gave a lot of thought and a lot of consideration. And we also had our anxious moments and anguishes. But we thought that, given the constraints, this is the only way in which we can solve the problem.

AN HON. MEMBER: What about oil exploration?

SHRI D. K. BOROOAH: I will come to that later. After all, oil policy has to be a long-term policy. Therefore, if we go on increasing consumption, we must also go on increasing production. I quite agree, Sir, that since Mr. Malaviya left this Ministry, there has not been that kind of enthusiasm which was evinced by him and by the Ministry under his regime.

Mr. Thakhev and Dr. Kallen came here. I had long discussions with Dr. Kallen here and in Moscow. All these experts came to the conclusion that we can produce 4 million tonnes more of crude in the next five years. It is the Soviet experts, in consultation with our experts, that gave us this view that we can produce 4 million tonnes provided we change our rigs because this country is not an oil-rich country. Here, the Oil India has 258 wells and produces only 3 million tonnes, and the depth to which we have to drill is about 15,000 feet whereas in Iraq, two wells give them 10 million tonnes, and the drilling is up to 2,500 ft. These are the basic differences. We have ordered new rigs from the Soviet Union and also from Rumania. And we have planned for producing 4 million tonnes extra on the advice of the Soviet experts. This is as simple as that.

So far as the Oil India is concerned, they have a very small field. They produce 3 million tonnes. We are thinking of negotiations so that we can have controlling shares in that. It is 50 : 50 now. And we can expand that also. It is a good organization. We can utilise it for development in that part of India.

As regards off-shore drilling, we have already started it. It is a very complicated affair. It is easier said than done. The Great Britain started in 1962 or earlier. Even then, they are expecting to get one million tonnes by 1980, and it is a matter of luck also; Italy has the most powerful national organization for oil production, exploration and refining. They have been trying to get oil in the Mediterranean. They have not

been able to get any oil. Today Italy has 184 million tonnes of refining capacity with one million tonnes of crude of their own country.

They are drilling elsewhere. Brazil is drilling elsewhere. Such a large country produces only ten million tonnes. Since it is not an oil rich country, they are drilling in Iraq, therefore, we have also decided to go abroad. All countries are now drilling everywhere. No country is now confined to its national borders in the matter of drilling. So, we are going to Iraq. We have already taken a location. I have myself seen that location. We have already sent our men there. We are going to start with the exploration in December. Then, we have also had consultations with the Government of Algeria. Algeria is one of the very prospective areas. They are already producing sixty million tonnes. We are going there also. So far as off-shore drilling is concerned, we are starting on our own at Bombay High and we are negotiating with other companies also in different parts of the world, so that they will function as general contractors. These terms and conditions are being discussed. This is a very serious matter. I thought that as my esteemed colleague had said that I should not be hasty, I will take his advice and hasten slowly in this matter.

SHRI BHUPESH GUPTA: Which matter?

SHRI D. K. BOROOAH: In the matter of oil exploration. Sir, somebody asked a question about the strengthening of the Ruston crude. Ruston crude is a highly sulphurous crude. Off-shore crude in that area is highly sulphurous. As you know, Sir, it is the character of the crude that decides the pattern of the refinery. At that time our refineries were built only for light Iranian and light Arabian crude which had a sulphur content of 1.3 and 1.6. Ruston crude has more than 2. It is somewhere about 2.2 or 2.3 per cent. Iraqi crude is also slightly highly sulphurous. So we have decided to use Barauni crude. So we can do it in our own country. We were utilising this earlier also. Earlier what we

used to do is that we used to bring light Iranian crude. Now we can bring it straight instead of exchanging with Gandhak crude. We are selling Gandhak crude in order to buy crude replacement from light Iranian crude.

Sir, Malaviyaji had submitted a report. He had proposed many changes. Those changes have been considered. Many of them have been taken in hand. What is being considered now is the financial position, because, it was thought that they would need about 400 crores in ten years and this money was not available to the O.N.G.C. Fortunately, the high price of crude will make it available to the O.N.G.C. So, O.N.G.C. can get this money of about 40 crores a year over a period of ten years.

SHRI A. G. KULKARNI: Four hundred crores without putting their hands into the Government kitty, along with an energetic Chairman.

SHRI D. K. BOROOAH: Sir, I thought I should not appoint the Chairman. I thought this matter should be considered by a very high-powered committee, consisting of highly qualified persons. So, a Committee was appointed under the Chairmanship of Mr. P. N. Haksar and Dr. Nag Choudhari, Dr. Raman, Shri Ravi Mathai and Shri Moolgao-kar as Members. They have told me that in a short while, may be in a fortnight's time, they will be able to give their recommendations and as soon as the recommendations are made, we will go ahead with full steam so far as the O.N.G.C. is concerned.

Sir, there is one point that I would like to answer. A question has been asked as to what you would do with the money that would be collected. It has been decided that a substantial part of it could be used for the development of public transport.

If the taxes become heavy it is all the more reason why public transport should be made available to the middle and poorer classes. Because many of the transport authorities—State transport authorities—did not have the resources, they could not

[Shri D. K. Borooah]

do it. Now, because of the slight reduction in diesel prices, they will be slightly better off and if finance is made available to them I am sure at least in big cities or on long distance routes they will be able to provide better and more adequate transport. And I suppose that will take away a lot of hardship from the citizens.

A question was raised about scooters. There are about seven lakh scooters, mopeds and motor cycles. The majority of them are scooters and mopeds and certainly the expenditure will go up. It is difficult to say how much it will be, but it might go up, on an average, by Rs. 20 or Rs. 25 per month for individual scooters. So, we are working out some sort of a concession either on excise duty for tyres or on registration fee in order to relieve the burden.

SHRI A. G. KULKARNI: How much relief would it be? It will be only marginal.

SHRI D. K. BOROOAH: It might be marginal but

SHRI KRISHAN KANT: Cycle-rickshaws?

SHRI D. K. BOROOAH: This policy does not lie in my hands, but I do not see why cycle rickshaws should not be allowed to go to any place where any other transport could go. When I was the Governor of Bihar, an hon. Member came to the Raj Bhavan in a cycle-rickshaw and at the gate the sentry stopped him. But I said "No, he has as much right to come to the Raj Bhavan in a rickshaw as in a car".

श्री जगदम्बी प्रसाद यादव : रिक्षा वालों को भी तेल की ज़रूरत पड़ती है ।

SHRI BHUPESH GUPTA: You would have done better if you had gone out of the Raj Bhavan in a cycle-rickshaw.

SHRI D. K. BOROOAH: I used to walk.

श्री जगदम्बी प्रसाद यादव : ट्राइल करके देखिये ।

SHRI Dt. K. BOROOAH: I used to walk beyond Raj Bhavan also.

Now the point is, what shall we do about the whole matter? It is not a pleasure for us to raise the prices; it is not a matter of pleasure for us to worry the people or to worry ourselves, but we have no choice.

One hon. Member asked: If our friendship with the Arabs is so good, what is the difficulty? The difficulty is not about availability. They made it available to us. They have not made it available to many countries in the world, including Japan, Italy and Holland. All these countries are now going without oil; they are freezing in cold. They have cut down automobile transportation; there is no automobile transportation on Sundays altogether. But we have not been put to that difficulty. So far as the price is concerned, they have fixed a price. The price is the same for other countries also; even for friendly countries they charge the same price.

The point was raised whether we would have some discussion about dual price. It is certainly an important matter. It can be considered at a very high level, I suppose.

SHRI KRISHAN KANT: He seems to be concluding.

SHRI D. K. BOROOAH: I am not concluding.

SHRI A. G. KULKARNI: What is the fuel policy of the Government?

SHRI KRISHAN KANT: Are you coming forward with a White Paper on transport policy, fuel policy, oil policy, coal policy . . . ?

SHRI A. G. KULKARNI: Rickshaw policy?

SHRI KRISHAN KANT: You promised ...

SHRI D. K. BOROOAH: No, no: I did not promise anything. There has been a lot of discussion about these matters; a Fuel Policy Committee was appointed pointed with Dr. Chakravarty as the

Chairman. He has submitted an interim report and the full report is being submitted now. We have gone into it and there has been a thinking that there should be a National Energy Board to integrate the work of all the ministries and provide guidelines in order that we can have a common and integrated fuel policy.

What would be the characteristics of that fuel policy? Firstly, so far as my Ministry is concerned, I have explained what the fuel policy is. It is, try to produce as much as we can offshore, on short and abroad. This is the first. Sir earlier we were dependant upon the oil companies. This is the first time in February or a little earlier we started buying directly from the Arab countries. And the reason why today we at least have got oil even though at a high price is due to the fact that the Arab countries are friendly; they have been our real friends and I think everybody in India ought to be aware of this fact that it is because of their friendship that we continue to get the oil which we want although the price is high. They are charging high price because for them it is a wasting asset. We have to look at it from their point of view also. So far as availability is concerned there should not be any difficulty but the price is high. Therefore we have to limit consumption and see that the consumption spiral does not go up very fast. Otherwise we will be landed in very great difficulty. We will have all the needs but no money to fulfil those needs.

श्री जगदम्बी प्रसाद यादव : अगर फ्रेंडली है तो बाटें सिस्टम क्यों नहीं कर लेते ?

डा० डी० के० बरुआ : क्या भेजिएगा, चना ?

श्री जगदम्बी प्रसाद यादव : स्माल स्केल इंडस्ट्री की बहुत सी चीजें भेज सकते हैं, इलेक्ट्रोनिक्स भेज सकते हैं ।

डा० डी० के० बरुआ : उनको जो चाहिये वही तो लेंगे ।

श्री जगदम्बी प्रसाद यादव : मोर देन टू डजन मेट्रीरियल्स जो भेज सकते हैं ।

संसदीय कार्य विभाग तथा निर्माण और खावास मंत्रालय में राज्य मंत्री (श्री श्रीम मेहता) : यादव जी, आपको क्यों न भेज दें ?

L/J(D)SRSS—595—12-2-74—GIPS

श्री जगदम्बी प्रसाद यादव : हमें भेज दो तो कल्याण हो जायेगा, लेकिन भेज नहीं सकोगे, अभी मंत्री को ही घूमने से फुर्सेन कहाँ है ।

SHRI D. K. BOROOAH: So far as the national fuel policy is concerned, it has to depend upon coal as an alternative source of power. In fact, coal is the basic source of power and oil is only alternative power.

SHRI OM MEHTA: What about water?

SHRI D. K. BOROOAH: Of course, hydel power is also there but because of the vagaries of rainfall hydel power becomes uncertain and the gestation period is also longer. Therefore we have to take an integrated view.

There is an other think also. In Calcutta about a hundred years ago a Gas Company was started and people were supplied with coal gas. All over the world cooking gas in urban areas is the town gas produced by the municipal authorities. Here we started it some years ago but somehow we forgot about it. In Bombay also there was a coal gas unit and they also supplied coal gas but it did not expand. So this is one answer. There is another answer also. In Delhi formerly people used to cook with soft coke. But now people do not get soft coke and the price of soft coke is much higher than even today's enhanced price of kerosene. Kerosene even today compares favourably with soft coke but because of the non-availability of soft coke, soft coke has been replaced by kerosene and therefore the strain on kerosene has increased. So we have to make available supplies of coal in all areas. We must have dumps in every big city. We must have an integrated policy or power by which coal will replace oil and oil will remain only as a helpmate.

THE VICE-CHAIRMAN (SHRI S. S. MARISWAMY): The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at fifty-five minutes past five of the clock till eleven of the clock on Thursday, the 15th November, 1973.