

of the Board of Editors, History of the Freedom Movement in India and a nominated Member of this House from 1957 to 1968. For his services to the nation Dr. Tara Chand was awarded Padma Vibhushan in the year 1970. He was a highly respected Member of this House.

Shri Krishnakant Vyas was born in 1910. Shri Vyas who started his career as a journalist, was correspondent of several Hindi, Gujarati, Marathi and English newspapers. He took active part in the freedom movement in the former princely States. He was a member of the Provisional Parliament 1950-52 and later on of this House from 1952-56. He will be remembered in this House as a person of fine qualities.

Diwan Chaman Lall, born in 1892, was educated at Rawalpindi, Paris and Oxford and was called to the Bar from the Middle Temple, London. A well known Trade Unionist, he was President of several service Trade Unions (Railways, Posts, Telegraphs, etc.). He suffered imprisonment thrice for participating in the freedom movement. He was a member of the Central Legislature from 1923 to 1931, Punjab Legislative Assembly from 1936 to 1945 and was elected leader of the Congress Party in the Punjab Legislative Assembly in 1945. He again became a member of the Central Legislature in 1945 and then of the Constituent Assembly in 1946. He served the nation in many capacities. He was a member of several delegations and was our Ambassador to Turkey. Though a Bar-at-Law, Diwan Chaman Lall started his career as a journalist. He founded the English Daily "The Nation", Lahore. He was member of our House from 1952 to 1968. An able parliamentarian and a forceful speaker, he took active part in the proceedings of the House. In his passing away, the country has lost an ardent patriot.

We deeply mourn the passing away of Sarvashri Lalji Pendse, Barkatullah Khan, Dr. Tara Chand, Krishnakant Vyas and Diwan Chaman Lall.

I would request the members to stand and observe a minute's silence in respect to the memory of the late Member.

[Hon. Members then stood for one minute]

Mr. CHAIRMAN : Secretary convey to the members of the bereaved families our sense of grief and sorrow.

ORAL ANSWERS TO QUESTIONS

पेट्रोल तथा पेट्रोलियम के उत्पादों के मूल्य में वृद्धि

* 1. श्री जगदम्बो प्रसाद यादव :

श्री मुन्दर मणि पटेल :

श्री लोक नाथ मिश्र :

श्री के. सी. पंडा :

श्री चन्द्रमौलि जगरलामूडी

श्री देवानन्द शर्मा :

श्री महेंद्र कुमार मोहता :

श्री श्याम लाल गुप्त :

श्री सूरज प्रसाद :

क्या पेट्रोलियम और रसायन मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या सरकार ने हाल ही में पेट्रोल तथा पेट्रोलियम के उत्पादों के मूल्य बढ़ा दिए हैं;

(ख) यदि हाँ, तो इसके क्या कारण हैं;

(ग) पिछले 3 वर्षों के दौरान पेट्रोल तथा पेट्रोलियम के उत्पादों के मूल्य कितनी बार बढ़ाये गये हैं;

(घ) पेट्रोल विदेशों से किस भाव खरीदा जाता है और देश में किस भाव बेचा जाता है; और

(ङ) देश में पेट्रोल की मासिक खपत कितनी है; इसकी मांग में किस दर से वृद्धि होती रही है और इस मांग को पूरा करने तथा साधारण उपभोक्ता के लिए पेट्रोल तथा पेट्रोलियम के उत्पादों के मूल्यों में कमी करने के लिए सरकार द्वारा क्या कदम उठाये गये हैं या उठाये जाने का विचार है ?

the price of petrol and petroleum products.

SHRI P. YADAV :
SHRI SUNDER MANI PATEL :
SHRI LOKANATH MISRA :
SHRI K. C. PANDA :
SHRI ANDRIMOULI :
SHRI ABUL KALAM AZAD :
SHRI BANANAND AMAT :
SHRI K. MOHITA :
SHRI SHYAMLAL GUPTA :
SHRI SURAJ PRASAD :

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

(a) whether Government have increased the price of petrol and recently petroleum products;

(b) if so, the reasons therefor;

(c) the number of times the price of petrol and petroleum products has been raised during the last three years

(d) the price at which petrol is purchased from abroad and sold in the country; and

(e) the monthly consumption of petrol in the country, the rate at which its demand has been increasing and the steps taken or proposed to be taken by Government to meet the demand and bring down prices of petrol and petroleum products for ordinary consumers?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) : (a) Yes, Sir.

(b) To compensate oil refineries operating on imported crude, including public sector refineries, for increases in prices of crude oil and on account of increases in Basic Excise Duties on Motor Spirit and Kerosene/Aviation Turbine Fuel.

(c) Since 1-6-1970 the prices of various bulk refined petroleum products have been increased four times due to increases in crude oil prices.

[] English translation.

(d) Petrol (i.e. Motor Spirit) is not imported. Only Naptha is imported. However, presently both the products i.e. Petrol and Naptha are in scarce supply and thus not available for imports to the requisite extent even at substantially enhanced prices.

(e) Monthly average consumption of Light Distillates i.e. Petrol and Naptha combined and their growth rate have been :

Year	Monthly average consumption '000 M.T.	Per cent variation over previous year
1971	228.50	+15.6
1972	247.66	+8.4
1973 (Jan./Aug.)	259.00	+4.8

In view of the increasing foreign exchange expenditure on this account, no reduction in prices is possible and curbs would the consumption of some of products the would be increasingly necessary, so that inputs, essentially needed for Diesel Oil, such as Naptha, High Speed Diesel Oil, continue to be available to Diesel Oil etc., continue to sustaining economic extent required for

A statement on the price and supply position of crude oil is also laid on the table of the House.

STATEMENT

The recent developments in the world oil situation must have caused great concern to the Hon'ble Members and, therefore, I am taking the first opportunity to take this esteemed House into confidence. There are two aspects of this question which have exercised us, the rise in world prices, and the embargoes and cuts imposed by Arab oil producing countries. I will deal with the latter, first.

The House is aware of the use of oil by the Arab world as a deliberate act to bring pressure on countries who have

supported Israel and have been unfriendly to the Arabs in their just struggle for asserting their legitimate rights and liberating their territory occupied by Israeli aggression. Hon'ble Members are equally aware of the firm and consistent support that India has given to the Arab cause for the last 25 years; in the recent armed conflict we again stood by the Arabs and our stand was widely acknowledged in the Arab world. The ties of mutual friendship and co-operation between India and the Arab countries are thus beyond question and are based on principles which constitute some of the guidelines of our foreign policy.

On 28th October, an American journal called the "Petroleum Intelligence Weekly" put out an item which gave a list of 9 countries which were exempted from oil cuts imposed by Saudi Arabia. This magazine is a vehicle of technical and topical information on oil matters and has wide circulation in world oil circles. The oil company ESSO, which imports crude oil for its Bombay refinery from Saudi Arabia, about the same time which formed Government of the cuts and according to them, had been imposed on pleading *force majeure*, notified at roughly imports by about 25 per cent. This news of 55,000 tonnes per month cut to the world was a source of bewilderment in India and it seemed to categorise India as an unfriendly country.

My distinguished colleague Sardar Swaran Singh addressed a communication to the Foreign Affairs Minister of Saudi Arabia, and diplomatic enquiries were made with other Arab countries. The response from the Arab countries has been most re-assuring. Their leaders expressed surprise at any such discriminatory action against India. They have re-affirmed their friendship with India and their confidence in our policies. His Majesty the King of Saudi Arabia himself sent a message to his Embassy in Delhi which was communicated to the Ministry of External Affairs on Friday, 9th November

confirming that there will be no cuts in oil supplies to India which will continue as before. There have been no other notifications of oil cuts in respect of imports from other countries. As far as the Government is concerned, we cherish above all, the friendship which the Arab world have reaffirmed which we fully reciprocate; it is a friendship which is and will be fortified by our policies and our deeds.

Caltex and Burmah-Shell have also intimated to us that there would be a reduction in their total availability of crude oil as a result of substantial cuts in product countries. On our questioning, Caltex have clarified that even though they are importing large quantities of oil into India from Iran, the other Gulf countries for their franchisees and customers in this region and that the overall availability will be strictly prorated; they have also stated that no part of the crude oil availability would be diverted to USA at the cost of India and other countries. We have now received intimation from Caltex that there may be no cut as they may be able to supply replacement crude oil from other sources to make good their overall availability.

As for Burmah-Shell they have stated that any reduction in their overall availability would be strictly pro-rated, their refineries in UK and Singapore would also be subject to the same percentage cut as their refinery in India and that they would do their best to avoid any cut. There has been no reduction in crude oil imports by Burmah-Shell so far. There has also been no reduction in crude oil imports from Iran for the Cochin Refinery under an existing contract with a French company from the National Iranian Oil Company for the Madras Refinery and in imports from Iraq.

As for the oil prices, the subject has been discussed in this House on a number of occasions. In the last three years,

the prices have more than trebled from \$1.28/bbl in 1970 to \$3.86/bbl at present. Consequently, the foreign exchange requirements have steeply increased from Rs. 200 crores last year to just under Rs. 500 crores in the current year. Such large increases in foreign exchange outgo on account of oil alone are obviously unacceptable. We have, therefore, to adopt measures to curb the consumption of oil products for personal use. The measures that we have taken would undoubtedly cause some hardship, but the country will have to put up with such hardships if we have to ensure the continuing availability of naphtha, high speed diesel oil, light diesel oil, furnace oil etc., essentially needed economic inputs, by way of fuels and feedstocks for ensuring unimpeded economic growth. The decision that we took was not an easy one, but we had no other alternative. We could have rationed these products, but that would have created many more problems. Petrol, for instance, is not a basic necessity and one does not normally ration things which are not basic necessities. Many of the States were opposed to it. Besides we envisage the need for curbs in the next 5 or 10 years and introduction of rationing for such long periods would seem undesirable. I hope people owning personal vehicles will respond in the right spirit and reduce consumption drastically. Every liter of petrol saved will give us naphtha which our fertiliser factories will convert into urea. There is a world-wide shortage of naphtha and unless we curb the consumption of petrol, we will not be able to operate our fertiliser plants to capacity. However, if reduction in the consumption of petrol does not come about, we may reluctantly have to enforce rationing. Many other countries have already done so. We are also trying to block the loopholes in the use of cars for official purposes and by business houses.

As for kerosene, we consulted the State Governments and were told that most of the States could not introduce rationing in smaller towns and in rural

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areas without equating the price of kerosene with high-speed diesel oil, because large quantities of kerosene which was cheaper than high speed diesel oil by about 20 paise per litre, were being diverted for mixing with HSDO. The extent of this diversion during the current year has been estimated at 45 per cent of the total kerosene sale, i.e. almost 1.8 million tonnes of kerosene. We do appreciate the difficulties that would arise with the increase in kerosene oil prices and for this reason we have made some adjustment in excise duty subsequent to the price increase of 2nd November, which will reduce the burden on kerosene consumers and incidentally on the HSDO consumers as well. For the first time, we have created conditions for the free availability of kerosene at controlled prices throughout the country by eliminating the incentive for its use in mixing with HSDO. All the kerosene which was being mixed with high speed diesel oil will now be available for sale in the rural areas, until, now, almost 70 per cent of kerosene was consumed in big cities or mixed with HSDO and not more than 30 per cent went into the rural areas. We are now taking crash measures for arranging its sale at the maximum number of existing pumps—there are already 11,000 pumps in the country mostly serving smaller towns and the rural areas. This will be in addition to existing sale channels. Reduction in the price of HSDO will benefit the cultivators who consume some 30 per cent of the total HSDO consumption. We have taken steps to increase its production to ensure its continuing free availability. Its present stocks are an all time high.

It would be appreciated that oil products have to be priced broadly on the basis of the price at which we are able to import crude oil. At the same time, we have to mobilise resources for the Fifth Five Year Plan. It would not, therefore, be possible for us to absorb increases in crude oil prices by reducing excise duty. That apart, an ordinary consumer would have little incentive for economy unless he pays the true costs of the energy. With further continuing

increases in crude oil prices, we would have to tackle this national problem as a challenge to our capabilities. Besides curbs which will have to be intensified, we will also have to develop alternative sources of energy. A comprehensive plan in this regard is being finalised and put through on a crash basis.

‘पेट्रोलियम और रसायन मंत्री (श्री डी० के० बरुवा) : (क) जी, हा ।

(ख) पेट्रोल और मिट्टी के तेल/विमान पेट्रोल के मूल्यों के कच्चे तेल एवं मूल उत्पादन शुल्कों में वृद्धि हो जाने के कारण आयातित कच्चे तेल पर चल रही तेल शोधनशालाओं, सरकारी क्षेत्र की शोधनशालाओं को सम्मिलित करते हुए, की क्षतिपूर्ति हेतु ऐसा किया गया ।

(ग) 1-6-1970 से विभिन्न प्रयुक्त शोधित पेट्रोलियम उत्पादों के मूल्य, कच्चे तेल के मूल्यों में वृद्धि हो जाने के कारण चार बार बढ़ाये गए हैं ।

(घ) पेट्रोल (अर्थात् मोटर स्प्रीट) का आयात नहीं किया जाता है । लेकिन वर्तमान में दोनों उत्पादों अर्थात् पेट्रोल और नैफ्था की कमी है तथा इनका यथावत् बड़े हुए मूल्यों पर भी आवश्यक मात्रा में आयात करना संभव नहीं हो पा रहा है ।

(च) ‘लाईट डिस्टिलेट्स’ पेट्रोल और नैफ्था को औषध मायिक उपयोग तथा उत्पादन दर निम्नलिखित है :—

वर्ष	मासिक औसत उपभोग '000 एम० टी०	एक वर्ष में % विभिन्नता
1971	228.50	+ 15.6
1972	247.66	+ 8.4
1973 (जनवरी/ अगस्त)	259	+ 4.8

इस बारे में लगातार बढ़ते हुई विदेशी मुद्रा के व्यय को ध्यान में रखते हुए, मूल्यों में कमी होने की संभावना नहीं है और कुछ उत्पादों के उपयोग में नियंत्रण रखना निरन्तर आवश्यक होगा ताकि आवश्यक

[] Hindi translation.

शक्ति/सभरण सामग्री जैसे नैफ्था, हाईस्पीड डीजल तेल, लाईट डीजल तेल, आदि की उपलब्धि जो आर्थिक विकास के लिए आवश्यक है, घनी रहे ;

कच्चे तेल के मूल्य एवं सप्लाय स्थिति के संबंध में एक विवरण पत्र भी मन्त्रालय पर रखा गया है ।

विवरण

विश्व की तेल संबंधी स्थिति में हाल ही की घटनाओं से माननीय सदस्यों का बहुत चिन्ता हुई होगी । अतः मैं इस समय को विज्ञापन में लेने का प्रथम अवसर प्राप्त कर रहा हूँ । विश्व मूल्यों में वृद्धि तथा तेल का उत्पादन करने वाले अरब देशों द्वारा लगाई गई रोक तथा कटौतियाँ इस प्रश्न के दो पहलू हैं जिन्होंने हमें चिन्ता में डाल दिया है । पञ्चादुक्त के बारे में मैं पहले कहूँगा ।

उन देशों, जिन्होंने इमराइल का समर्थन किया है और जो उन के न्याय संगत अधिकारों का दावा करने तथा इमरायली आक्रमण द्वारा कच्चे तेल में किये गये उनके इलाके को स्वतन्त्र करवाने में अरब देशों का विरोध करते रहे हैं, पर दबाव डालने के लिये अरब देशों द्वारा तेल का एक संयुक्त कार्यवाही बनाने के बारे में समय को जानकारी है । पिछले 25 वर्षों से भारत द्वारा अरबों के आन्दोलन में दिये गये दृढ़ तथा युक्तिसंगत समर्थन के बारे में भी माननीय सदस्यों को जानकारी है ; हाल ही के युद्ध में हम ने फिर अरबों का साथ दिया है और अरब देशों ने हमारे इस निर्णय की व्यापक रूप से मराहता की है । अतः भारत तथा अरब देशों के बीच मित्रता तथा सहयोग के संबंध पर संदेह नहीं किया जा सकता और वे उन मिहान्तों पर आधारित हैं जो हमारी विदेश नीति के कुछ निर्देश-चिन्हों में से हैं ।

28 अक्तूबर को ‘पेट्रोलियम इन्टेलिजेंस वीक्ली’ नामक पत्रिका में एक समाचार प्रकाशित हुआ था जिस में उन 9 देशों की सूची दी गई थी जिन को साऊदी अरब द्वारा लगाई गई तेल की कटौतियों से छूट दी गई थी । यह पत्रिका तेल के मामलों में तकनीकी तथा सामयिक सूचना का माध्यम है और विश्व के तेल क्षेत्रों में इस का वितरण व्यापक है । इसी नामक तेल कम्पनी, जो अपनी बम्बई स्थित शोधनशाला के लिये

नाऊरी श्रव से कच्चे तेल का आयात करती है, न उसी समय कटौतियां, जो उनका अनुसार लगाई गई थी, के बारे में सरकार को सूचित किया था और अमरवैता प्रकट करने वाले आयात में लगभग 25 प्रतिशत (लगभग प्रति मास 25 000 मीट्रिक टन) तक की कटौती अधिसूचित कर दी थी। यह समाचार बाद में विश्व प्रेस का भेज दिया गया था और भारत में घबराहट हो गई; क्योंकि हमने ऐसा नहीं हुआ कि भारत का एक विरोधी देश का प्रेस में रखा गया था।

मेरे प्रतिष्ठित साथी सरदार स्वर्ण सिंह ने साऊदी अरब के विदेश मंत्री को एक पत्र भेजा और अन्य अरब देशों में राजनीतिक पूछताछ की गई। अरब देशों के उत्तर में बहुत ही आश्वासन मिला है। उनके नेताओं ने भारत के विरुद्ध इस प्रकार की भेदभावपूर्ण कार्यवाही नहीं है, इस पर आश्चर्य प्रकट किया है। उन्होंने भारत का नया मित्रता तथा हमारी नीतियों के प्रति अपने विश्वास का फिर से समर्थन किया है। मउदी अरब के पहलमहमद महराराजा ने दिल्ली में स्थित अपने दूतावास को स्वयं एक मन्देश भेजा था, जो शुक्रवार, 9 नवम्बर को विदेश मन्त्रालय को प्राप्त हुआ था। उस में हम बात की पुष्टि की गई है कि भारत की जो जाहो नव की सलाह में कोई कटौती नहीं होगी और सलाह पहले की भांति जारी रहेगी। अन्य देशों से आयात के बारे में तेल की कटौतियों की कोई अधिसूचना नहीं हुई है। जहां तक सरकार का संबंध है, यह सब कुछ होने के बावजूद, हम मित्रता की कदम करने हैं, जिसके लिये अरब देशों ने आश्वासन दिया है और हमें इसका पूर्ण रूप से गहमा है, यह एक ऐसी मित्रता है जिसे हम अपनी नीतियों एवं कार्यों द्वारा दृढ़ करेंगे।

कालटेक्स तथा बर्मा-शैल ने भी हमें सूचित किया है कि तेल का उत्पादन करने वाले अरब देशों द्वारा उत्पादन में की गई भारी कटौतियों के परिणामस्वरूप उनकी कच्चे तेल की कुल उपलब्धि में कमी हो जायेगी। हमारे पृष्ठ पर, कालटेक्स ने स्पष्ट किया है कि यद्यपि वे भारत में ईंधन के कच्चे तेल का आयात करने हैं, ता भी इन क्षेत्र में अपनी सम्बद्ध कम्पनियां तथा ग्राहकों के लिये वे खाड़ी के अन्य देशों से भारी मात्राओं का आयात कर रहे हैं और कि उपलब्धता को सक्ती से अनुपात

में बांटा जायेगा, उन्होंने यह भी बताया है कि कच्चे तेल की उपलब्धि के किसी भी अंश को भारत तथा अन्य देशों की कीमत पर अमरीका की नहीं भेजा जायेगा, हमें अब कालटेक्स में सूचना प्राप्त हुई है कि शायद कोई कटौती न हो; क्योंकि अपनी समस्त उपलब्धि को पूरा करने के लिये वे अन्य स्रोतों से कच्चे तेल की सलाह करने में समर्थ हो सकेंगे।

जहां तक बर्मा-शैल का प्रश्न है, उन्होंने बताया है कि उनकी समस्त उपलब्धि में कमी, सक्ती से अनुपात में बांटी जाएगी, जिसे नया सिंगापुर में स्थित उनकी शोधनशाला में उसी प्रतिशतता से कटौती की जाएगी जिस में भारत में स्थित उनकी शोधनशाला में की जाएगी और कि वे कोई भी कटौती न करने का भरमबा प्रयत्न करेंगे। बर्मा-शैल ने अभी तक कच्चे तेल के आयात में कोई कमी नहीं की है। मद्रास शोधनशाला के लिये नेशनल ईरानियन आयल कम्पनी में फास की एक कम्पनी के साथ हुए वर्तमान करार के अन्तर्गत कोचीन शोधनशाला के लिये ईरान में कच्चे तेल के आयात तथा ईराक में आयात में भी कोई कमी नहीं हुई है।

जहां तक तेल के मूल्यों का संबंध है, इस विषय पर इस सदन में कई बार बार्तालाप हुआ है। गत तीन वर्षों में कीमते तीन गुणा, अर्थात् 1470 में 120 डालर प्रति बैरल से इस समय 386 डालर प्रति बैरल तक बढ़ गई है। तदन्तर, विदेशी मुद्रा की आवश्यकताओं में गत वर्ष 200 करोड़ रुपये में चालू वर्ष में 500 करोड़ रुपये में कुछ कम की अत्यधिक वृद्धि हुई है। केवल मात्र तेल के संबंध में बाहर जान वाली विदेशी मुद्रा में इस प्रकार की अत्यधिक वृद्धि स्पष्ट रूप से अस्वीकार्य है। अतः, हमें व्यक्तिगत प्रयोग हेतु तेल उत्पादों की खपत को कम करने के लिए उपाय अपनाने हैं। जो उपाय हमने अपनाये हैं उनसे निसर्बेह रूप में कुछ कठिनाइयां उत्पन्न होगी किन्तु नैफ्था, हाई-स्पीड डीजल तेल, लाइट डीजल तेल, भट्टी का तेल इत्यादि के रूप में ईंधन तथा सम्भरण सामग्री, जो कि अत्यावश्यक आर्थिक निवेश है, की निरन्तर उपलब्धि को बनाये रखने के लिए देश को इस प्रकार की कठिनाइयों का सामना करना ही होगा। जो निर्णय हमने लिया वह सफल नहीं है। किन्तु हमारे पास कोई और विकल्प नहीं था। हम इन उत्पादों का राशन

कर सकने थे, किन्तु उससे अनेक और समस्याएँ उत्पन्न होती। उदाहरण के रूप में पेट्रोल एक आधार-भूत आवश्यकता नहीं है तथा आधारभूत आवश्यकता न होने वाली वस्तुओं का सामान्य रूप से राशन नहीं किया जाता। कई राज्य इसके विरोधी थे। इसके अतिरिक्त हम आगामी 5 अथवा 10 वर्षों में कटौतियों की आवश्यकता समझने हैं और इनकी लम्बी अवधि के लिए राशन करना आवश्यक होना। मैं आशा करता हूँ कि अपनी निम्न जाड़ी रखने वाले व्यक्ति इसे स्वीकार करेंगे और उपभोग को अत्यधिक मात्रा में कम करेंगे। बचत किये गये पेट्रोल के प्रत्येक लिटर को मात्रा में हमें वैश्या उपलब्ध होगा, जसमें हमारे उर्वरक कारखाने यूरिया में परिवर्तित करेंगे/तैयार की कमी विश्व व्यापी है जब तक हम पेट्रोल के उपयोग में कमी नहीं करेंगे हम अपने उर्वरक कारखानों का पूर्ण क्षमता में चलाने में समर्थ नहीं हो सकेंगे। तथापि यदि पेट्रोल के उपभोग में कमी नहीं हो पाती तो हमें इच्छा के विरुद्ध राशनिंग लागू करना होगा। बहुत न देशों ने पहले ही ऐसा कर दिया है। हम सरकारी कार्यों एवं उद्योग चरणों के द्वारा कार्गो के उपाग में नुटियों को रोकने के लिए भी प्रयास कर रहे हैं।

जहां तक मिट्टी के तेल का सवाल है, हमने राज्य सरकारों से परामर्श लिया जिन्होंने बताया कि कई राज्य छोटे शहरों और ग्रामीण क्षेत्रों में हाई स्पीड डीजल तेल के साथ मिट्टी के तेल के मूल्यों की बराबर किये बिना राशनिंग लागू नहीं कर सके; क्योंकि बहुत बड़ी मात्रा में मिट्टी के तेल, जो कि हाई स्पीड डीजल तेल की अपेक्षा 20 पैसे प्रति लिटर सस्ता था, को हाई स्पीड डीजल तेल में मिश्रित किया जा रहा था। आलोच्य वर्ष के अन्तर्गत इस प्रकार मिश्रित किये जाने वाले मिट्टी के तेल की मात्रा का अनुमान मिट्टी के तेल की बिक्री का 45% लगाया गया है/अर्थात् लगभग 1.8 मिलियन मीट्रिक टन मिट्टी का तेल/मिट्टी के तेल के मूल्यों में होने वाली वृद्धि के परिणामस्वरूप कठिनाइयाँ अवश्य आयेंगी। और इसके लिए हमने 2 नवम्बर की मूल्य वृद्धि के बाद उत्पाद शुल्क में कुछ समायोजन किया है, जिसमें मिट्टी के तेल की उपभोक्ताओं तथा हाई स्पीड डीजल तेल के उपभोक्ताओं पर भी पड़ने वाले भार में कमी आयेंगी। हमने हाई स्पीड डीजल तेल के साथ मिट्टी के तेल के मिश्रण की संभावनाओं को दूर करके प्रथम बार

ऐसा वातावरण उत्पन्न कर दिया कि जिसमें देश भर में नियंत्रित मूल्यों पर मिट्टी का तेल खुले रूप में उपलब्ध हो सकेगा। मिट्टी के तेल की वह समस्त मात्रा जिसे हाई स्पीड डीजल तेल के साथ मिश्रित किया जा रहा था, अब ग्रामीण क्षेत्रों में बिक्री के लिए उपलब्ध हो सकेगी। अब तक लगभग 70% मिट्टी के तेल का उपभोग बड़े शहरों में हो रहा था अथवा उसे हाई स्पीड डीजल तेल के साथ मिश्रित किया जा रहा था और ग्रामीण क्षेत्रों में 30% से अधिक नहीं पहुंच पाता। हम अब अधिकतम संख्या में वर्तमान पेट्रोल पम्पों पर इसकी बिक्री के लिए क्रेन उपायों की व्यवस्था कर रहे हैं। देश में अधिकतर छोटे शहरों एवं ग्रामीण क्षेत्रों में सप्लाई कर रहे पम्पों की संख्या 11,000 है। यह बिक्री के वर्तमान माध्यमों के अतिरिक्त होगा। हाई स्पीड डीजल तेल के मूल्य में कमी में कृपकां बों, जो कि हाई स्पीड डीजल तेल की कुल खपत के 30% भाग का उपभोग करते हैं, लाभ होगा। हमने इसकी खुले रूप में उपलब्धि को सुनिश्चित करने हेतु इसके उत्पादन में वृद्धि के लिये कदम उठाये हैं। इसका वर्तमान भंडार पहले की अपेक्षा अधिक है।

आप इससे सहमत होंगे कि तेल उत्पादों के मूल्यों का निर्धारण स्थूल रूप में उस मूल्य पर होता चाहिये, जिस पर हम अशोधित तेल या आयात कर सकें। इसी के साथ हमें पाँचवीं पंचवर्षीय योजना के लिये मात्रा का गतिशील बनाना होगा। जब हमारे लिये उत्पाद शुल्क को घटा कर अशोधित तेल के मूल्यों में वृद्धियों का मिलाना संभव नहीं होगा। इसके अतिरिक्त एक माध्यम उपभोक्ता को जब तक कि वह ऊर्जा के लिये वास्तविक लागत का भुगतान नहीं करता, बचत के लिये प्रोत्साहन कम मिलेगा। अशोधित तेल के मूल्यों में निरन्तर और होने वाली वृद्धियों की इस राष्ट्रीय समस्या को अपनी योग्यताओं के लिये चुनौती समझ कर सुलझाना होगा। कटौतियों के अतिरिक्त जिन्हें कि और भी अधिक संभव बनाना होगा, हमें ऊर्जा के अन्य स्रोतों को भी विकसित करना होगा। इस संबंध में एक व्यापक योजना को अंतिम रूप दिया जा रहा है और उसे क्रम आधार पर लागू किया जायेगा।

[Many lion. Members Mood up]

MR. CHAIRMAN : I will request hon. Members to show their hands.

SHRI BHUPESH GUPTA : We are ready to show a flag even.

SHRI DWIJENDRALAL SEN GUPTA : It is better there should be a discussion.

(Intel ruptions)

SHRI PITAMBER DAS : Rather than spend time on questions and answers why don't we straightway have a debate on this? You might fix the time.

SHRI BHUPESH GUPTA : The Question may be proceeded with but this is a matter which should be debated on a proper motion. Government itself should come forward with a request to you for a debate. This is a very serious situation through which we are passing, and people are suffering.

MR. CHAIRMAN : I propose to go on with the question because I would like to give opportunity to as many Members as possible.

SHRI PITAMBER DAS : later on we may have a debate.

MR. CHAIRMAN : That we shall see later. Mr. Yadav.

श्री जगदम्बी प्रसाद यादव : क्या सरकार को पता है कि विदेश मन्त्रालय समिति में विदेश मंत्री जी ने यह कहा था कि इस देश में ऊड़ आमतल के सवध में कोई भी कठिनाई नहीं है और हमीनिये इस पर चिन्ता करने की कोई बात नहीं है। आपने जो तेल की कीमत बढ़ाई है, वह जिस हिमाव से बढ़ाई गई है, उस हिमाव से आपने मान पैसे बढ़ाने के बजाय 100 पैसा टैक्स लगा कर उसकी कीमत 107 पैसा बढ़ा दिया है। इसका नतीजा यह हुआ कि आज देश भर में करीब तीन रूपय लीटर के हिमाव में पेट्रोल विक्र रहा है। क्या आप को पता है कि इस

पेट्रोल और तेल की कीमत बढ़ाने के कारण देश के बाजारों में चीजों के भाव बढ़ाने की होड़ लगी हुई है और इसका नतीजा यह हो रहा है कि देश में आज सभी चीजों के दाम बढ़ते ही चलें जा रहे हैं।

SHRI D. K. BOROOAH : I am not aware of what the Foreign Minister said in the Consultative Committee because I was not present there but what he told me was that he said that there was no difficulty about supply but so far as the price rise is concerned, it is inevitable because although supplies are available the prices have increased.

श्री जगदम्बी प्रसाद यादव : किस तरह से ?

SHRI N. K. SHEJWALKAR : By how much ? कितनी प्राइस बढ़ी है ?

SHRI D. K. BOROOAH : So far as the question of supply is concerned, I think the Foreign Minister was involved only about some curtailment by Saudi Arabia. Now Saudi Arabia has said that there is no cut on their supplies. (Intelruptions) The hon. Member referred only to the price of petrol.

श्री जगदम्बी प्रसाद यादव : क्या मिट्टी के तेल के बारे में भी ?

SHRI D. K. BOROOAH : He said the price of petrol has increased to Rs. 3. But in Delhi the price is Rs. 2.78.

SHRI SHYAMIAL GUPTA : No; the price in Delhi is Rs. 2.81.

SHRI D. K. BOROOAH : Rs. 2.78 is fixed price in Delhi. I will come to that. But the point is the hon. Member has not mentioned that the price of diesel oil has been reduced.

श्री जगदम्बी प्रसाद यादव : दिल्ली के नाम से समूचे देश का नाम ले लीजिए।

SHRI D. K. BOROOAH : So far as the kerosene is concerned it has been increased by 18 paise so that kerosene

and diesel prices are more or less equalised because 45 per cent of the kerosene is being diverted to diesel. It is a known fact. It is established by various studies that . . . (Interruptions). It is not an argument; it is a fact.

(Interruptions)

MR. CHAIRMAN : Order, please.

SHRI D. K. BOROOAH : The hon. Member has been very much concerned about the price of petrol.

SHRI I. P. YADAV : Petrol and kerosene.

SHRI D. K. BOROOAH : I am coming to that. So far as petrol is concerned . . .

SHRI BHUPESH GUPTA : The hon. Minister is repeatedly saying, "I am coming to it", but he is not coming anywhere yet.

SHRI D. K. BOROOAH : There are only 5,80,000 cars in this country and a little less than 50 per cent would be owned by the Government. So, it is only . . .

DR. BHAI MAHAVIR : The Maruti car will also come.

SHRI D. K. BOROOAH : If it will come, it will come. (Interruptions) Today the increase in the price of petrol touches only a fringe of the population whereas . . .

(Interruptions)

DR. BHAI MAHAVIR : Taxis, scooters?

SHRI D. K. BOROOAH : You are thinking of Delhi.

(Interruptions)

SHRI BHUPESH GUPTA : On a point of order. The Minister has said that the increase in petrol price touches only a fringe of the population. Has he considered the economic implications of it? Has he worked them out?

SHRI D. K. BOROOAH : Yes, we have.

(Interruptions)

श्री जगन्मोही प्रसाद यादव : टैक्सी-भाड़े में वृद्धि, स्कूटर के भाड़े में वृद्धि हमारी परिवहन गाड़ियों के किराया में वृद्धि यह किमको एक्केट कर रही है ? यह करोड़ों-दरौड़ सावरण लोगों को प्रभावित कर रही है।

MR. CHAIRMAN : Please sit down.

SHRI D. K. BOROOAH : Sir, when I said I that there are 5,80,000 cars in this country, that certainly relates to a very small percentage of the population of this country.

SHRI KALYAN ROY : What about rmbulances?

SHRI D. K. BOROOAH : T will come to that.

SHRI MAN SINGH VARMA : What about taxis'

(Interruptions)

SHRI LOKANATH MISRA : Sir, there is so much of unrest in the Opposition because on vital issues the Ministers get away with all kinds of misstatements. Kindly pull them up when they make a mis-statement.

SHRI BHUPESH GUPTA : My impression by listening to the reply is that he has come to Parliament riding an ass.

MR. CHAIRMAN : Please sit down. Let the Minister go on now.

SHRI BHUPESH GUPTA Did he come to Parliament riding a donkey today?

(Interruptions)

MR. CHAIRMAN : Yes, -ltase continue, Mr. Minister.

SHRI D. K. BOROOAH : Sir, the prices of petroleum products are related to the price of crude oil. The price of

crude oil on the 4th February, 1973 was two dollars and six cents per barrel. Today it is three dollars and eighty-six cents per barrel

SHRI C. D. PANDE : It has a minor part

SHRI D. K. BOROOAH : Not a minor part. According to the principles accepted in this House and by the Government, the price of crude is reflected in the price of petroleum products

SHRI C. D. PANDE : On a point of order, Sir.

MR CHAIRMAN : You will not allow one question to be completed" No point of order in this, please. I am not allowing the point of order Please sit down

SHRI C. D. PANDE : Sir, the Minister said that the crude prices created this position I am saying, it is only a minor part

MR CHAIRMAN This is no point of order Please sit down

SHRI D. K. BOROOAH : What I was saying is that we have accepted' . . .

श्री जगदम्बी प्रसाद यादव . लीटर में बत्ता दीजिये और बीसमें कितनी उमकी आती है यह भी बत्ता दीजिये ।

SHRI D. K. BOROOAH : बत्ता है ।
The principle that we have followed is very simple There are certain kinds of petroleum products which are necessary for industrial and agricultural development of this country One of them is fuel oil The other is diesel oil and another one is LDO These are necessary to keep the wheels of industry moving and for the development of agriculture. Therefore, we have thought that the price of these products should be

(Interruption JM Sim DmjenJ'alal
Sen Gupta)

MR CHAIRMAN : Please sit down. You have not allowed him to complete his sentence.

श्री जगदम्बी प्रसाद यादव . आप लीटर पर कितना उत्पादन कर के रूप में पैसा बढ़ाये है यह बत्ता दीजिये ।

SHRI D. K. BOROOAH : The prices have been hiked for one simple reason We have to reduce the consumption of petroleum products in the country like all the other countries of the world, because the prices have gone so high that our foreign exchange (oil) for purchase of crude has gone up from Rs 200 crores per year to Rs. 500 crores this year Therefore, we have to increase the price and also to reduce the consumption as far as possible (Interruptions) I know the problem is on what items, on what products we will put the price hike Diesel oil has been reduced .

SHRI D. K. BOROOAH : I am not

श्री जगदम्बी प्रसाद यादव नाक-साफ बत्ता दीजिये कि लीटर पर कितना पैसा आपन बढ़ाया है ।

श्री सभापति . आपने एक सवाल का पूरा जवाब अभी नहीं आया और आप बीच में बत्ता जा रहे हैं ।

participating in a general debate I am replying to a question. So far as kerosene is concerned we have added 10 paise per litre because we wanted to equalise the prices of kerosene and diesel for the very simple reason that 45 per cent of the kerosene that has been utilised in this country is adulterated with diesel. That is an established fact That has been found by different reports by different studies. Then we have found very interestingly that one-third of the kerosene in this country is used not as lighting fuel by the poor man but as cooking fuel by the upper class and middle class people In Bombay City alone, in Greater Bombay alone, the consumption is (Interruption)

श्री जगदम्बी प्रसाद यादव : जरा सेस से जवाब दीजिए ।

MR. CHAIRMAN : Please do not interrupt him.

SHRI D. K. BOROOAH : The purpose was that we must make kerosene available to the people. And if we can get these 13 million tons—which has been adulterated with diesel—then this kerosene would be available to the people, to the rural people. I come from a rural area. My interest is mostly for the rural people. So, this is answered. Then, why I have to put the tax on petrol is used for individual purposes and consumption of petrol should be reduced. There is another reason also. We are short of naphtha. The price of naphtha has gone up from \$16 per ton to \$60 now. In fact, we were buying at \$50. But now it has gone up to \$60. We will be short by 8 lakh tons next year. This year we are short by 4 lakh tons. This reduction in petrol consumption due to price hike will give us 400,000 tons of naphtha. (interruption) That is why we thought that for curbing consumption of petrol a price hike was necessary. That is why it was done.

श्री जगदम्बी प्रसाद यादव : श्रीमन्, मैंने पहले भी पूछा था और आप हमें रोक रहे थे। मैंने पहले भी पूछा था कि पेट्रोल का दर कितना है और उस पर आपने कितना टैक्स लगाया है।

श्री देव कान्त बरुआ : एक रुपया।

(Interruptions)

श्री जगदम्बी प्रसाद यादव : हम पर माने के के मारे टैक्स है। मैंने यह पूछा था कि इनके टैक्स लगाने के बाद आप कौन सी बचाव करने रहे।

श्री सभापति : अब आप सैकिड क्वेश्चन पूछिये।

श्री जगदम्बी प्रसाद यादव : दूसरा सवाल मैं यह जानना चाहता हूँ कि जिस नेफ्था की बात आपने की है, नेफ्था की भारी दुनिया में कमी पड़ रही है। नेफ्था के कारण जो केमिकल खाद की कमी होगी उसकी पूर्ति के लिये अर्गेनिक खाद का प्रयोग

करने का प्रयास दुनिया के देशों न किया है। इस साल जो नेफ्था के कारण टैक्स बढ़ा रहे हैं, उसके पहले देश में नेफ्था की कितनी कमी रही। आज भी रासायनिक खाद किसानों को नहीं मिल रहा है, इसकी जानकारी आपको है। इस पेट्रोल और केरोसीन पर टैक्स बढ़ाने के कारण बरजान में भारी चीजों के भाव बढ़ गये हैं, उस टैक्स का किराया बढ़ गया। टैक्स में जितनी इन्फो का किराया पहले पांच छ रुपया था वह अब पेट्रोल पर टैक्स बढ़ने के कारण भी दस रुपये हो गया है।

DR. M. R. VYAS : On a point of order . . .

श्री सभापति : अब आप बैठिये।

SHRI D. K. BOROOAH : I have answered this question earlier also.

श्री जगदम्बी प्रसाद यादव : यह आप बनाने नहीं है कि कितना टैक्स बढ़ाया है।

(Interruptions)

SHRI D. K. BOROOAH : I have said that tax on petrol has been purposely put there.

श्री जगदम्बी प्रसाद यादव : मैं माफ-माफ पूछना हूँ कि आप बताइये कि आपने कितना टैक्स बढ़ाया है।

श्री देव कान्त बरुआ : अभी एक रुपया लगाया है।

श्री जगदम्बी प्रसाद यादव : सब मिलाकर कितना लगाया है।

(Interruptions)

श्री सभापति : आपने आधा घटा ले लिया।

श्री जगदम्बी प्रसाद यादव : आप उनमें जवाब दिलवाइये।

श्री सभापति : उन्होंने जवाब दे दिया है।

श्री जगदम्बी प्रसाद यादव : कहा जवाब दिया है। वे कहते हैं कि एक रुपया बढ़ाया। आज आप देखिये कि टैक्स बढ़ाने से नेल की कितनी कीमत बढ़ गई है। मैं सीधी और छोटी सी बात पूछ रहा हूँ और उसका जवाब नहीं दे रहे हैं।

DR. BHAI MAHAVIR : I wish only to submit on his behalf that he has been asking for the tax component and the cost of materials in the total price of kerosene and petrol. Let him give those figures.

MR. CHAIRMAN : Have you not given this? Kindly give it.

SHRI D. K. BOROOAH : The present increase . . .

SHRI D. K. BOROOAH : I have got with
(Interruptions)

(अनेक माननीय सदस्यों के खड़े होने पर)

श्री सभापति : आप नब क्यों खड़े हो गये ।
में जवाब दिला रहा हूँ ।

me the present tax component of the increase. The increase has been 1.12. Here, one is the additional excise duty and .12 is the price of crude or increase due to the price of crude. So far as tax component is concerned, I do not have the figures with me.

श्री जगदम्बी प्रसाद यादव : श्रीमान्, यह सवाल का जवाब कैसे देंगे जब प्राइम स्ट्रक्चर इनके पास नहीं है । आज तेल की कीमत बढ़ाने का सवाल है और इनके पास प्राइम स्ट्रक्चर नहीं है । यदि आप चाहते हैं कि सदन को मही-सही जवाब मिले तो इस सवाल को आज आप पोस्टपोन करा दीजिए ।

(Interruptions)

श्री सभापति : यादव जी, आपने आवाज बठा ली है ।

श्री जगदम्बी प्रसाद यादव : सवाल मेरा नहीं है, सवाल सदन का ।

श्री सभापति : सदन में और भी मेम्बर हैं ।

SHRI D. K. BOROOAH : Sir, I will get figures later.

श्री जगदम्बी प्रसाद यादव : यह प्राइम में रिलेटिव है । उनको पता ही नहीं है कि प्राइम क्या है ।

MR. CHAIRMAN : Please sit down. Yes, Mr. Lokanath Misra, I have called you.

SHRI LOKANATH MISRA : Sir . . .

(Interruptions)

SHRI D. K. BOROOAH : Sir, I will make the information available to the House later.

MR. CHAIRMAN : All right, You place it on the Table of the House. Yes, Mr. Lokanath Misra.

SHRI LOKANATH MISRA : Sir, may I know . . .

(Interruptions)

SHRI SALIL KUMAR GANGULI : A very knowledgeable Minister, Sir.

श्री जगदम्बी प्रसाद यादव : आप को टिकट मिल जायगा । आप बैठिये ।

(Interruptions)

श्री सभापति : आप बैठिये ।

श्री जगदम्बी प्रसाद यादव : आप उनको रोकिये । उनका जवाब देने की ताकत नहीं है ।

MR. CHAIRMAN : Please sit down Mr. Yadav.

श्री जगदम्बी प्रसाद यादव : हम जानते हैं कि वह बिहार में क्या कर के आये हैं ।

MR. CHAIRMAN : Please sit down Mr. Kesri . . . (Interruptions) Please sit down, Mr. Yadav. You are interrupting too much.

श्री जगदम्बी प्रसाद यादव : अगर जवाब आयेगा तो इधर से जवाब आयेगा भी ।

MR. CHAIRMAN : Please sit down Mr. Yadav. Yes, Mr. Lokanath Misra.

SHRI FOKANATH MISRA Sir, the honourable Minister very much emphasised

MR CHAIRMAN Now we have taken half an-hour

SHRI LOKANATH MISRA Sir, the entire House is upset and, therefore, half-an-hour is not very much

MR CHAIRMAN All right

SHRI LOKANATH MISRA Sir, the honourable Minister very much emphasised the great reduction that he has been asked to give in the case of diesel. May I know what the price of diesel was in the month of January this year and what the present price is after the reduction? This is number one. My second question is this: What is the cost per litre of crude oil which we have purchased from the West Asian countries? What is the price per litre? Then I come to the third question

SHRI KAIT MUKHIRJEE Too many questions

SHRI LOKANATH MISRA Sir, I caution you (Interruptions Sir I caution you that the Opposition will lose faith in democracy and the democratic institutions if this goes on

(Interruptions)

MR CHAIRMAN Mr Kesri please sit down

SHRI LOKANATH MISRA Sir, I caution you and the Leader of the House through you that the Opposition would lose faith in democracy and the democratic institutions if this thing goes on. Ippen-ig

(Interruptions) MR

CHAIRMAN. All right

SHRI LOKANATH MISRA Sir, my third question is this

S MR CHAIRMAN You see, there are other Members also

SHRI LOKANATH MISRA But I have been interrupted also and I am not asking any irrelevant questions. My third question is whether the honourable Minister does not believe in the principle that there cannot be any taxation without representation. Before being brought forward a Bill in Parliament by way of a Supplementary Budget or something like that, how did he enhance the excise duty without the sanction of the Parliament?

MR CHAIRMAN All right
Think you

SHRI D K BAROOAH Sir

SHRI SARDAR AMI AD ALI Three questions he has asked

MR CHAIRMAN Mr Amjad Ah it is not necessary to interrupt, because you will be interrupted

SHRI D K BAROOAH Sir, the first question is about the price of High Speed Diesel. It was 80 P per litre

SHRI J P YADAV In January"

SHRI D K BAROOAH Sa, I do not have information month by month. But the sale price

(Interruptions)

MR CHAIRMAN Kindly let him finish. If there is anything I will call you

SHRI D K BAROOAH The obtaining sale price which has been more or less for a month or two is the same. It has been 0.80 rupee or 80 P and it has been reduced by 4 P and the result is the price for Delhi is 85 P per litre. This is the price of HSD

Then, regarding the second question, it is an arithmetical question. The price of crude per tonne we know. Now, to convert it into a litre is an arithmetical exercise which is at present beyond me. I am not very good in arithmetic. But I

will do it for him. I shall take some time for that. But the price per barrel is known and also its relationship to the litre is known. Anybody can work it out. And—way, I will get it done.

SHRI LOKANATH MISRA: What about my third question?

SHRI D. K. BOROOAH : What was your third question?

SHRI LOKANATH MISRA: He is trying to ignore it. My third question was whether he does not believe in the democratic principle of 'No taxation without representation'. He has ignored the Preamble when he levied a tax and excise duty on petrol.

SHRI D. K. BOROOAH : That was done by an Ordinance, and that Ordinance by the Ministry is being laid before the House this morning . .

(Interjected)

SHRI CHANDRA SHEKHAR: I would like to seek a clarification from the Minister. I am a little confused. Does he mean that diesel prices have gone down today in comparison to January? He says that the price has come down to 85 paise from 89 paise. Is it his contention that the prices have gone down? I think factually it is not correct.

MR. CHAIRMAN: If you wish to add anything, you may

SHRI CHANDRA SHEKHAR: Mr. Minister asked what was the price in January. He meant that after the increase the prices have gone up. The Minister's contention is that it is going down.

MR. CHAIRMAN: Do you wish to add anything?

SHRI D. K. BOROOAH : Certainly. He asked what was the price in January last I said that I did not have the information. But on the day the decision was taken, the price of HSD was 89 paise. And now

there has been a reduction of 4 paise. Therefore, after this price change it should sell at 85 paise per litre, in Delhi.

MR. CHAIRMAN: Mr. K. C. Panda.

SHRI K. C. PANDA: Sir, the statement made by the Minister more or less meets the political needs rather than meeting the needs of consumers at large. I am reading from the statement. . .

MR. CHAIRMAN: Kindly put your question, because there are other Members also.

SHRI K. C. PANDA: I quote from the last paragraph—8:

"At the same time, we have to mobilise resources for the Fifth Five Year Plan. It would not, therefore, be possible for us to absorb increases in crude oil prices by reducing excise duty. That apart, an ordinary consumer would have little incentive for economy unless he pays the true costs of the fuel."

MR. CHAIRMAN: What is your question?

SHRI K. C. PANDA: I am coming to that. This is a very vital question. Does the Minister know that the ordinary consumers at large in this country are affected by this price rise? The prices of consumer are rising. Is he actually financing the 5th Five Year Plan by extracting this money from the consumers by force or whether he is going to reduce prices so that the poor man will be benefited?

SHRI D. K. BOROOAH: Sir, there is nothing wrong in this principle that the price of crude oil will have to be reflected in the petroleum price and that price will have to be borne by the consumers. It is a fact of life. Secondly, Sir, we should also certainly mobilize resources for the next Plan and there is nothing wrong in that either.

SHRI CHANDRAMOULI JAGARIA MUDI: The Minister has said that the cost of imported crude has risen from 20

crores to 500 crores. Does the Minister think that by this heavy levy of excise duty, the cost of the foreign exchange amount involved in the import of crude will be reduced?

SHRI D. K. BOROOAH : Would you mind repeating the question?

SHRI CHANDRAMOULI JAGARL MUDI: The Minister has said that the cost of import of crude has risen from 200 crores to 500 crores of rupees. Does the Minister feel that on account of the levy I imposed on the petroleum products, the foreign exchange for the import of crude will be reduced?

SHRI D. K. BOROOAH : Yes, Sir. It will be reduced because our purpose is to reduce the consumption of petrol by price hike. If petroleum consumption is reduced, then the foreign exchange will be saved to that extent.

SHRI CHANDRAMOULI JAGARL MUDI: Are you thinking in terms of reducing the import of crude?

SHRI D. K. BOROOAH: We are not thinking about reducing the import of crude at present. We are trying to reduce the increased consumption so far as petrol is concerned because we want to convert part of that reduction into naphtha which is necessary for fertilisers.

SHRI DEBANANDA AMAT: While announcing this year's budget, the hon. Finance Minister informed that there will be no further increase in the prices of petrol and kerosene oil. I come from a rural area. There is an increase of 8 paise for a litre of kerosene oil and 20 paise have been added as excise duty. Due to this steep rise, the people are suffering. I would like to know from the Minister whether the Government is thinking in terms of reducing the cost of kerosene oil just to implement their 'Garibi Hatao' programme.

SHRI D. K. BOROOAH: I can appreciate his point of view. He comes from a

rural area and so do I. The problem has been the non-availability of kerosene oil because one-third of it was diverted to diesel, one-third was used in the urban areas and only one-third of the entire kerosene production was available for the rural areas. With the stoppage of this diversion to diesel, 1.5 million tonnes of kerosene will be available for the rural areas now. Then, the price increase has not been 28 paise, as he said. The price increase is only 18 paise per litre. The excise duty was 20 paise when it was first announced. Later on, it was reduced to 10 paise. This was done in order to equalise the price of diesel and kerosene.

SHRI M. K. MOHTA: The hon. Minister has made a biased statement indicating that the curbs will have to be intensified and we will have to develop alternative sources of supply. May I ask the hon. Minister what specific steps have been taken by the Government to intensify these curbs on consumption in the Government departments and the public sector concerns?

SHRI D. K. BOROOAH: This question is being considered by the Finance Ministry. In the meanwhile, we have decided to freeze the petrol budget at the old level. Therefore, the quantum of petrol consumed would be less.

SHRI M. K. MOHTA: I asked as to what steps have been taken by the Government to impose these curbs particularly amongst the Government departments, just saying that it will come about is not sufficient.

SHRI D. K. BOROOAH: This is exactly what I told the House. The details are being considered by the Finance Ministry. It will take some time before we can decide what detailed steps we can take. In the meanwhile, we have frozen the petrol budget. So at the present frozen level, the quantity of petrol that they will use will certainly be less because the price is up.

SHRI SHYAMLAL GUPTA: How much amount has so far been spent on oil exploration and what is the result thereof? To what extent the demand of oil is being met from internal sources and by what time will we be achieving self-sufficiency in oil? And are you going to ration petrol?

SHRI D. K. BOROOAH: I suppose the question is about exploration. So far as the exploration is concerned, as you know, we are now producing about 8 million tonnes in this country, and the consumption is 22 million tonnes. It has gone up to 22 million tonnes. And if it is allowed to continue as it is, it will go up to 40 or 43 million tonnes by 1978. Therefore, we have certainly to increase our production in our own country. And the best estimates worked out by the expert—Soviet experts and our experts—are that in the next five years we will be able to produce 4 million tonnes more in this country because we must know that ours is not an oil-rich country as other countries are. Secondly, off-shore drilling is being started and perhaps it will be expanded on a fairly large scale. We are also starting exploration in Iraq in December. And then we are also negotiating with the Government of Algeria for a location, which they have indicated that they are going to consider sympathetically. These are the steps that we are taking. And in the meanwhile, we are buying new rigs for deep drilling. Drilling in this country is much deeper than in the neighbouring countries of the Middle East. So, we are going in for deep-drilling rigs. We have already ordered them from the Soviet Union and also other countries. As soon as we get them, we will intensify our search for oil in our own country.

MR. CHAIRMAN: Shri Suraj Prasad,

SHRI S. S. MARISWAMY : Sir, nobody from this side has been called. I want to put only one-line question.

MR. CHAIRMAN: No, no Please, -il down.

SHRI SHYAMLAL GUPTA: What about rationing?

SHRI D. K. BOROOAH: Sir, the obvious answer is that when the supply is smaller than the demand, for what is known as an egalitarian distribution, it is necessary that there should be ration; it is an obvious answer. But we consulted the States because the main responsibility for rationing falls on the States. And the majority of the States, particularly the States which are bigger and where there are a large number of cars said that they are not in a position to handle the problem of rationing. Therefore, the only answer is that you can reduce the consumption by a price hike.

SHRI KRISHAN KANT: May I know from the hon. Minister whether the decision about price hike has been taken by the whole Cabinet? I hope he will reply on behalf of the whole Cabinet. He has said that 50 to 60 per cent of transport is with the Government and the Public Sector and 25 per cent is with the corporate sector. It means that you are taking money by additional surcharge from one Department of the Government to the other. And you are losing the Company amount. According to you, it is only marginal. But it affects the common man. So, it means that this whole game of exercise is a fraud on the economy of this country. Have you tried to analyse this? May I know from the hon. Minister whether they have taken a policy decision that in the Fifth Five-Year Plan they provide Rs. 280 crores as loans for vehicles to be given to the Government servants? If so, are they going to squash it? I want to know whether the Government has taken any decision or not about this.

Lastly, Sir, the hon. Minister says that they are trying to plug the loop-holes. Is it a fact or not that yesterday many Ministers and Deputy Ministers came to a meeting in big cars? This is how you are going to plug the loop-holes. Instructions have been given to the Ministers and Deputy Ministers not to use big cars. So, it is

an exercise in futility. You do not know what you are doing. The economy is going backward. How do you justify the whole thing?

(Interruption)

SHRI D. K. BOROOAH: I have a small car. The hon. Member has misunderstood the purpose ... (Interruption) ... I have got an Ambassador car.

SHRI BHUPESH GUPTA: I thought you have a small car pulled by a donkey.

SHRI D. K. BOROOAH: An Ambassador car is as good as a small car. He has misunderstood the purpose of this price hike. The purpose of this price hike was to reduce consumption of petrol whether by Government agencies or by individuals. As a matter of fact, it is too early to say what the result is going to be, but we have got information from different parts, from our sources, that there has already been a reduction in the consumption of petrol and that shows that the purpose of price hike is served.

Secondly, he asked what measures we have taken. As I said earlier, perhaps he has not listened ...

SHRI KRISHAN KANT: I was listening fully.

SHRI D. K. BOROOAH: Well, I am not quite sure. We are already considering this problem of how to reduce consumption of petrol by Government agencies. The first step has been to freeze it at the present level. The Finance Ministry and my Ministry had a meeting and in a day or two we will finalise the measures.

Thirdly, he said whether fraud is perpetrated. I do not see fraud anywhere because, if a measure serves the purpose for which it is meant it is not a fraud at all. In this case there is no question of fraud.

So far as cars are concerned, you cannot change cars overnight. I am sure. Sir, the question is not of using big cars or small cars; the question is of using petrol. The quantum of petrol available whether to a big car or a small car in the Ministry is the same. Suppose a Minister has a larger car, it would be the same as that of a Minister like me who has only a medium-sized car. There are other Ministers who have smaller cars also.

SHRI KRISHAN KANT: He has told me that I have not heard. Has he replied to the question whether the Cabinet has decided that in the Fifth Plan, the amount of Rs. 280 crores for loans to Government servants for the purchase of cars is not going to be there? Another thing. He said ...

MR. CHAIRMAN : Now ...

SHRI KRISHAN KANT: He said I have not heard.

MR. CHAIRMAN : Now ...

(Interruption by Shri Sitaram Kesri)

SHRI KRISHAN KANT: Mr. Kesri might be having money to spend on a car or on petrol.

MR. CHAIRMAN : Mr. Kesri, please sit down.

SHRI KRISHAN KANT : I asked him whether the decision taken was a Cabinet decision or not. Then I asked whether he was having an integrated policy on the whole thing or not and, if an integrated view was taken of use of cars, manufacture of cars, giving of loans for the purchase of cars, whether they have taken any decision in the Fifth Plan on this.

MR. CHAIRMAN: Now, Mr. Krishan Kant, you have put your question. Please sit down now.

SHRI SARDAR AMJAD ALI : Sir, I am on a point of order. May I submit very humbly that I as a Member of this hon. House do equally share the right which is being shared by some other Member ? I must say that this right is not denied to me but when such a right is being given to some hon. Member certain very irrelevant questions are being put in connection with this.

SHRI KRISHAN KANT : It is not for him to say. . .

MR. CHAIRMAN : Will you please put the question ?

SHRI KRISHAN KANT : I asked him whether the decision has been taken in the Cabinet. You have put excise duty of Re. 1/- on petrol so as to reduce consumption. Eighty per cent of the proceeds of this duty is going to come from the Government coffers because 80 per cent of the fleet is in the Government sector and public sector. Seventyfive to eighty per cent of the vehicles are being used at Government cost which means you are taking money from one side and giving it to the other side. How is this going to serve the economy ?

MR. CHAIRMAN : That is all right ; now you sit down.

SHRI D. K. BOROOAH : That is not the purpose of this excise. As I said earlier—and I would repeat it again—the purpose was to reduce consumption of petrol and we hope that we are going to succeed in that.

SHRI KRISHAN KANT : Reduction by whom ?

SHRI D. K. BOROOAH : Does not matter by whom. The purpose is to see that the total consumption of petrol is reduced and that which is made available used for naphtha.

The other question raised by Mr. Krishan Kant relates to the consequential measures for the implementation of this scheme. All the problems he has posed

are certainly relevant and as I said earlier my Ministry and the Finance Ministry are looking into them. If the petrol consumption is reduced there is no point in increasing the number of cars. If petrol is not available there is no point in going in for more cars.

SHRI BHUPESH GUPTA : The -mull car project should stop.

SHRI D. K. BOROOAH : Sir, I would tell Mr. Krishan Kant if only he were a little less vehement it would have been easier for us to understand these very relevant questions put by him.

SHRI THILLAI VILLALAN : I would like to know from the hon. Minister if the purpose of increasing the price of petrol is only to reduce consumption of petrol and if that is so I want to know whether the Government is considering fixing a specific quota or quantity of petrol which shall be available at the old rate and any purchases above this shall be at the higher rate. Is the Government considering such a step for reducing the consumption of petrol ?

SHRI D. K. BOROOAH : Sir, this question was considered at a meeting of the State Chief Secretaries and they thought that either there should be clear-cut rationing or a price hike and any other via media remedy would be only creating complications and the burden of administrative difficulties would be too much.

SHRI MAHAVIR TYAGI : I want to know why the Government resorted to a levy of excise duty by means of an ordinance when Parliament had already been summoned. Once the summons are issued Parliament is deemed to be in session and such levy by ordinance should not have been resorted to. I want to know why this was done like this when Parliament has already been summoned.

SHRI D. K. BOROOAH : It was a very urgent matter and secondly I am sure that whatever has been done has been done in accordance with the laws of the land

SHRI MAHAVIR TYAGI : No.

SHRI D. K. BOROOAH : That can be tested when the ordinance comes before the House.

SHRI MAHAVIR TYAGI: The convention is that an ordinance should not be issued when Parliament has already been summoned.

SHRI D. K. BOROOAH : That can be soiled out when the ordinance comes before the House. The hon. Member has got the right to criticise it and if necessary to reject it.

SHRI HHUPESH GUPTA : In view of the oil crisis I want to ask the Government whether the Government is now considering the advisability of nationalising oil and also putting a stop to the so-called small car project in order to reduce consumption by the affluent people. And top most priority should be given to public transport.

SHRI D. K. BOROOAH : Sir, there is no proposal for nationalising oil refineries at present.

SHRI BHUPESH GUPTA : Sir, on a point of order. What about the small car project ?

SHRI D. K. BOROOAH : I shall come to that. I cannot answer all the questions simultaneously. So far as the small car project is concerned it should be referred to the appropriate Ministry.

MR. CHAIRMAN : Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Vacant seats In Rajya Sabha

*2. SHRI MAHAVIR TYAGI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of seats in Rajya Sabha that fell vacant since April, 1970;

(b) the dates on which each seat fell vacant;

(c) the dates on which bye-elections for these seats were held; and

(d) the number of seats which have not yet been filled up and the reasons therefor?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) 27.

(b) and (c) A statement containing the requisite information is attached. [See Appendix LXXXVI, Annexure No. I].

(d) One seat from the State of Uttar Pradesh has not yet been filled. A programme for holding the bye-election on 8th December, 1973, has, however, been approved by the Election Commission.

As regards the reason for delay, it may be mentioned that a programme was approved by the Election Commission earlier for holding the poll on the 11th May, 1973. Subsequently, a representation was received from Shri Madhav Ki. Tripathi, Member, Uttar Pradesh Legislative Assembly and the Leader of the Bharatiya Jana Sangh requested the Commission that due to that party's annual session at Auyodhya, on 11th, 12th and 13th May, 1973, the Commission might postpone the proposed poll for the bye-election. The Commission acceded to the request and as a result the Poll had to be postponed for want of a date suitable to all concerned.

:"[Tnui\f erred to the 22nd November 1973].

ESSO's proposal for equity participation

*4. SHRI SHYAM LAL GUPTA: SHRI SITARAM KESRI : SHRI SANDA NARAYANAPPA: SHRI N. R. CHOUDHURY: SHRI K. B. CHETTRI: SHRI SARDAR AMJAD ALI: SHRI HARESH DEO MALAVIYA :