

of the total cost of the refineries in future, as the indigenous fabricators extend their range of manufacture. Further development of indigenous capacity to achieve maximum self-sufficiency in this field is being pursued continuously.

Construction of another Station at Howrah

*I64. SHRI KALYAN ROY: Will the Minister of RAILWAYS be pleased to state

(a) whether Government have any proposal to construct another railway station with 10 platforms at Howrah in the Saikia area;

(b) if so, the progress made in this regard;

(c) if the answer to part (a) above be in the negative, what are the reasons therefor; and

(d) what steps Government propose to take to tackle the increasing volume of traffic on the Howrah railway station?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) to (c) A slipway for providing a new suburban terminal for Eastern Railway in Howrah, has been recently completed and the Survey Report is under examination. Also, a survey for provision of auxiliary long distance-cum-suburban terminal for South Eastern Railway in Padmapukur is in progress. Further consideration to these proposals will be given after the survey reports are examined from all angles.

(cf) Pending decision on the proposal for the new suburban terminal for Eastern Railway referred to above, which also includes provision of additional facilities in the present Howrah Station, the work on underground sub-way connecting the Third Class Booking Office concourse with the bus and tram terminus at a cost of Rs. 9.94 lakhs is in progress.

Construction work at Thannirmukkain Bund

*165. SHRI HAMID ALI SCHAM-NAD : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the construction work at Thannirmukkain Bund has been going on as per schedule;

(b) if not, what are the reasons for delay; and

(c) by when the Bund is likely to be completed ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT):

(a) to (c) The Thanneermukkom Salt Water barrier was planned to be implemented in three stages, each stage covering one third of the total length of the barrier. The first stage was completed in 1966 and the second stage is expected to be completed by the middle of 1974.

The work on the third stage is yet to be taken up and is expected to be completed by 1977-78. However, benefits will start when the cofferdam for the third stage is formed by the end of 1974.

The delay in the project is mainly due to inadequate provision of funds by the State Government and review of design etc. found necessary on account of difficult soil conditions encountered.

Threat to Taj Mahal due to environmental Pollution from Mathura Oil Refinery

*166. SHRIMATI LAKSHMI

KUMARI CHUNDAWAT : SHRI SURAJ PRASAD: SHRI YOGENDRA SHARMA:

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

(a) whether Government are aware that the environmental pollution arising from liquid and gaseous effluents from the proposed Mathura oil refinery is likely to discolour or corrode the Taj;

(b) if so, what steps are being taken by Government to protect the Taj from any damage thereby ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) and (b) A statement is laid on the table

Statement

The possibility of effluents from the Mathura Refinery affecting the surrounding & particularly the Taj Mahal and other monuments at Agra and Mathura has been under very close examination by the Ministry of Petroleum and Chemicals and the Indian Oil Corporation in consultation with the National Committee on Environmental Planning and Coordination, the Indian Standards Institution, the Central Public Health Engineering Research Institute etc. The Minister of Petroleum and Chemicals had taken a meeting in September, 1973, attended by representatives from the above organisations and other experts in this field to assess the extent of pollution and the steps that should be taken, to eliminate these hazards. The consensus was that adequate steps should be taken to eliminate pollution by liquid or gaseous effluents from the refinery. The Indian Oil Corporation is, therefore, including in the design of the refinery special facilities so that hazards on account of pollution are eliminated.

The Department of Meteorology is collecting extensive data to determine the weather conditions at Mathura to enable the ICC to design the facilities needed for treating the gaseous effluents. Normally, these effluents are not expected to pose serious hazards if they are let out at a high level in the atmosphere and the weather conditions are such that the gases are freely dispersed in the atmosphere. In any case built-in facilities for removal of Sulphur Dioxide would be added to the Refinery Design as a measure of abundant precaution.

The liquid effluents would be treated using most up-to-date and modern methods such as those being successfully employed in the Cochin Refinery, and the final water

let out would meet the standards prescribed by the Indian Standards Institution for irrigation water and also for streams that are to be let into rivers. Therefore, the treated effluent water will not pose any hazard when used either for irrigation or for human use after normal treatment in Municipal treatment facilities.

The Indian Oil Corporation is also being asked to establish in the Mathura Refinery, a permanent unit to monitor and control the effluents in consultation with the National Committee on Environmental Planning and Coordination. The Chief Archaeological Chemist is also being fully associated with the anti-pollution measures being undertaken by the IOC.

*167. [Transferred to the 28th November, 1973]

Strike by employees in Olavakkot and Madura Divisions

*168. SHRI BHOLA PRASAD :

SHRI KALYAN ROY:

Will the Minister of RAILWAYS be pleased to state :

(a) whether there was a strike by the railway workers of the Olavakkot and Madura Divisions from 28th to 31st August, 1973;

(b) what were the reasons for the strike; and

(c) how was the dispute resulting in the strike resolved ?

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

(b) The demands were for grant of interest free loan and a moratorium on recoveries from pay for six months.

(c) An advance of Rs. 300/- or the amount of subscription and interest thereon at the credit of the employees' State Railway Provident Fund Account, whichever was less, was sanctioned to those Class III & IV Railway Servants posted in Kerala State who apply for the same. This