

dom the use of kerosene as motor

RAJYA SABHA

*Monday, the 4th May, 1964/the 14th
Vaisakha, 1886 (Saka)*

The House met at eleven of the clock, MR.
CHAIRMAN in the Chair.

MEMBER SWORN

Shri A. Thanglura (Assam)

ORAL ANSWERS TO QUESTIONS

USE OF KEROSKNE IN DIESEL ENGINES

♦201. SHRI A. D. MANI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any restrictions are proposed to be placed on the use of kerosene in place of diesel 'oil in die-sel engines; and

(b) whether Government have received any representations for imposing such restrictions?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI HUMAYUN KABIR): (a) Sir, the matter is under consideration, as use of kerosene in place of diesel oil in diesel engines leads to loss of revenue to the Government and is also harmful for the engines.

(b) No, Sir.

SHRI A. D. MANI: Has the Government received any expert opinion that the use of kerosene as motor fuel along with diesel ruins engine; and leads to much greater wastage of machinery?

SHRI HUMAYUN KABIR: That is precisely what I said in my reply.

SHRI A. D. MANI: Is the Government aware that in the United Kingdom—259 RS-rl.

fuel is prohibited under the law?

SHRI HUMAYUN KABIR: I have said that the matter here is under consideration. Actually we have asked the Indian Institute of Petroleum to investigate into the whole question, in respect of its effect on the performance of the diesel engine as well as the other things connected.

SHRI A. D. MANI: Has the Government got any estimate of how much of kerosene in India is being used as motor fuel?

SHRI HUMAYUN KABIR: Sir, it is impossible to give any exact figure but I can give the figure with regard to the way in which the consumption of inferior kerosene in particular has gone up. It has gone up by about 38 per cent, in 1963 as compared to 1962 and 15 per cent, in 1962 as compared to 1961 whereas in the case of superior kerosene there has actually been a much lower rise in the year 1962 and in 1963 there was a fall. This suggests that there has been some use of inferior kerosene. But we cannot give the exact figures because this is done surreptitiously.

SHRI A. D. MANI: Does the Government allow its own motor vehicles the use of kerosene as motor fuel?

SHRI HUMAYUN KABIR: No, Sir, not the Government.

SHRI BABUBHAT M. CHINAI: May I know whether, when the Government finally decides not to allow kerosene to be used as motor fuel, there will be any saving by way of foreign exchange to the Government?

SHRI HUMAYUN KABIR: It is possible, because the import of kerosene has been one of the biggest headaches but the difficulty is that the people just buy it and they mix it themselves. It is against the law for any seller to blend the two; it is a punishable offence to mix petrol and kerosene by any dealer, So far as the

consumer is concerned, the position today is that if somebody says "I will run my motor car on water", well, if he can do that we cannot stop it.

SHRI N. SRI RAMA REDDY: May I know if any assessment has been made to find out how much of this increase in consumption of kerosene is due to its being used in the motor-lorries etc. and how much is due to the increase in its consumption for lighting, cooking and other purposes?

SHRI HUMAYUN KABIR: I have just now stated that it is not possible to do it, because it is done on a small scale by different people in different parts of the country and to keep a check on that would be extremely difficult. However, we have asked the Indian Institute of Petroleum to find out if there is any method for checking this mixture.

SHRI I. K. GUJRAL: Sir, what is the Government's assessment, in which year are we likely to stop totally the import of kerosene?

SHRI HUMAYUN KABIR: Sir, the import of kerosene has been as follows: We imported superior kerosene a little over million tons in 1961. Again it is about the same figure in 1962. In 1963 it was about three quarters of a million. With regard to inferior kerosene, we imported about 1,50,000 tons in 1961, about 1,82,000 in 1962 and 1,87,000 in 1963. With the commissioning of the new refineries at Barauni and later at Gujarat, Cochin and other places, we hope that we shall be able to meet these requirements of kerosene.

SHRI ARJUN ARORA: May I know whether all types of kerosene are used as fuel or some particular types are used for that purpose?

SHRI HUMAYUN KABIR: Sir, if they had consulted either my friend, Mr. Arora, or myself in regard to this matter, I am sure no such mixture

would have taken place at all. So, we do not know about the types but the likelihood is that it is inferior kerosene, and that is mainly due to the great difference in the rates of taxes. In the case of inferior kerosene the rate of tax, after the last year's Budget, is Rs. 125 whereas for HSD it is Rs. 450. We are examining the different methods by which we can reduce, if not altogether stop, the abuse of kerosene for, as one hon. Member mentioned, it leads to damage of the engines and therefore ultimately it leads to a much greater loss of foreign exchange because new engines will have to be imported more and more frequently.

SHRI BHUPESH GUPTA: May I know the difference between the imported price of kerosene and the retail price in the country and also whether it is not a fact that exorbitant profits are being made, taking advantage of the shortage in India, by certain concerns which import kerosene in this country?

SHRI HUMAYUN KABIR: Sir, the major part of the imports now is in the public sector and, therefore, I do not think what my hon. friend has said would be quite correct. I do not have the figures with regard to the import price and the retail price with me now.

SHRI BHUPESH GUPTA: Is it not a fact that the difference will be almost 1 : 4 that is to say, what we buy for one rupee here we sell for four rupees and also, Sir, may I know whether it has not been brought to the notice of the Government from time to time that there is scope for reducing the price of kerosene in the country through the intervention of the Government? What are the steps that the Government is taking in the matter, in view of the fact that the public sector has become the importer?

SHRI HUMAYUN KABIR: When the public sector is self-sufficient, this question about imports will not arise

at all. In the meantime, I shall examine this question. I do not think there is much scope for reduction in the price of kerosene. We are trying to reduce the price of HSD so that the temptation to use kerosene may disappear.

SHRI A. D. MANI: Is the Government aware that there is a certain measure of urgency about Government's decision on this subject, because Mr. T. T. Krishnamachari has justified the increase in duty on kerosene on the ground that it has been used as fuel by motor operators?

SHRI HUMAYUN KABIR: As I have already stated, Sir, the matter has been referred to the Indian Institute of Petroleum and also we are appointing the Oil Price Enquiry Committee which will report before the end of this year. The whole matter will be examined by the Committee.

MR. CHAIRMAN: Next question.

*202. [The questioner (Shri Deo-kinandan Narayan) was absent. For answer vide cols 1569-70 infra.]

राउरकेला इस्पात कारखाने के फोरमैनो का जर्मनी में प्रशिक्षण

*२०३. श्री राम सहाय : क्या इस्पात, लाल और भारी इंजीनियरी के मंत्री यह बताने की कृपा करेंगे कि राउरकेला में काम करने वाले फोरमैनो के लिये दो वर्ष का प्रशिक्षण देने के लिये जर्मनी ने बर्जोफे देने का जो प्रस्ताव किया था, क्या वह बर्जोफे मिले और यदि हां, तो क्या फोरमैन प्रशिक्षण प्राप्त कर चुके हैं ?

t [TRAINING OF ROURKELA STEEL PLANT'S FOREMEN IN GERMANY

*203. SHRI RAM SAHAJ: Will the Minister of STEEL, MINES AND HEAVY

[] English translation.

ENGINEERING be pleased to state whether the German offer to award stipends to foremen working at Rourkela for a two year training course has materialised and, if so, whether the foremen have since received training?

THE MINISTER OF STEEL, MINES AND HEAVY ENGINEERING (SHRI C SUBRAMANIAM) : An offer from a German firm has recently been received for training of 2 foremen for blast furnace Department at Rourkela for a period of 1-2 years. The matter is under consideration.

†[इस्पात, लाल और भारी इंजीनियरी के मंत्री (श्री सी० सुब्रह्मण्यम) : हाल ही में जर्मनी की एक फर्म ने राउरकेला के धमन भट्टी विभाग के २ फोरमैनो को १-२ वर्ष की अवधि के लिए प्रशिक्षण देना स्वीकार किया है। मामला विचाराधीन है।]

श्री राम सहाय : क्या मैं माननीय मंत्री जी से जान सकूंगा कि किस प्रकार का विशेष प्रशिक्षण इनको दिया जाने का है ?

SHRI C. SUBRAMANIAM: Sir, this is for the practices in the use of blast furnace, particularly with regard to better utilisation of the blast furnace.

श्री राम सहाय : क्या इस प्रकार के शिक्षण का प्रबन्ध अपने भारतवर्ष में नहीं है ?

SHRI C. SUBRAMANIAM: No, Sir. We do not have it.

SHRI B. K. GAIKWAD: May I know how many applications have been received and may I also know the place where this training will be given?

SHRI C. SUBRAMANIAM: Sir, the offer has been made by the G.H.H. West Germany. Therefore the training programme will be located there.

tf] Hindi translation.