

सरकार और वहां की राज्य सरकार, सभी लोग इस काम में लगे हुए हैं। मुंबई तो हम लोगों का सरताज है, मुंबई तो Heart of the nation है, इसलिए हम लोगों का पूरा ध्यान है। असल में शहर में रहने वाले जो लोग हैं, उनकी ज्यादा तबाही हुई है। झुग्गी-झोंपड़ी में रहने वाले जो लोग हैं, पूर्वांचल के जो मजदूर लोग हैं, उनकी भी तबाही हुई है। फिर अभी होम मिनिस्टर साहब ने भी कहा कि तत्काल जो विस्थापित हो गए हैं, उनको टेम्पोरेरी शैल्टर देकर, उनके खाने और दवा का इंतजाम करना है। फिर बारिश का समय है और अभी तो बारिश और भी होने वाली है। वहां पर लोगों को सारी प्रिकॉशन लेनी पड़ेगी क्योंकि वहां इतनी ज्यादा बारिश हुई है। जहां बिहार में पहले फलड आता था, वहां अब सूखा पड़ गया है। इसलिए हम लोगों का उस तरफ भी ध्यान है।

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) 2005-06

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): Sir, I beg to lay on the Table a statement (in English and Hindi) showing the Supplementary Demands for Grants (Railways) for the year 2005-06.

MR. DEPUTY CHAIRMAN: The House is adjourned for one hour.

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

The House re-assembled after lunch at fifty minutes past three of the clock,

[THE VICE-CHAIRMAN (SHRI KALRAJ MISHRA) in the Chair.]

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE—Contd.

Recent Fire in Bombay High ONGC Platform

श्री प्रमोद महाजन (महाराष्ट्र): मुंबई हाई में ओ.एन.जी.सी. के प्लेटफार्म में हाल में लगी आग से हुई जान-माल की हानि और कच्चे तेल के उत्पादन में रुकावट आने तथा सरकार द्वारा इस बारे में की गई कार्रवाई के संबंध में मैं पेट्रोलियम मंत्री जी का ध्यान आकर्षित करना चाहता हूँ।

पेट्रोलियम और प्राकृतिक गैस मंत्री तथा पंचायती राज्य मंत्री (श्री मणि शंकर अय्यर): उपसभाध्यक्ष जी, दिनांक 27 जुलाई, 2005 को सांय 4.05 बजे मुंबई हाई उत्तर (एमएचएन) प्लेटफॉर्म में एक बड़ी आग दुर्घटना हुई मैंने लोक सभा में 28 जुलाई, 2005 को प्रश्न काल के तुरन्त बाद एक वक्तव्य दिया था, परंतु राहत और बचाव कार्यों की निगरानी के लिए तुरन्त मुंबई जाने के कारण मैंने अपने सहयोगी माननीय संसदीय कार्य राज्य मंत्री को मेरी ओर से सदन में वक्तव्य देने के लिए अनुरोध किया था। मैं इस अवसर पर पहले से दिए गए वक्तव्य में विवरण सम्मिलित करना चाहता हूँ।

ओएनजीसी ने अब यह सूचित किया है कि कुल 383 कार्मिकों (384 नहीं, जैसा कि पहले सूचित किया गया था) को प्रभावित प्लेटफॉर्म, एक बहुउद्देशीय सहायता जहाज (एमएसवी), समुद्र सुरक्षा और वेधन रिंग एनसी येंस्टर को छोड़ना पड़ा। सदन को यह जानकारी संतोष होगा कि 383 कार्मिकों में से 361 कार्मिकों को बचा लिया गया है, जिनमें वे 6 गोताखोर भी शामिल हैं जो दुर्घटना के समय विसम्पीडन में थे और प्रभावित जहाज को तुरन्त छोड़ नहीं सके।

दुखद रूप से अब तक 11 कार्मिकों के मरने की पुष्टि हो चुकी है, जिनमें से 8 ओएनजीसी के हैं, 2 एनसी येंस्टर के हैं और एक भारतीय जहाजरानी निगम का है। 11 व्यक्ति जिनके लिए तलाश कार्य अभी भी जारी है, लापता बताए गए हैं। लापता व्यक्तियों में 7 ओएनजीसी के हैं, 2 पवन हंस के हैं और 2 कर्मचारी उन संविदाकारों के हैं, जो ओएनजीसी के लिए कार्य कर रहे हैं। मैंने राष्ट्र की ओर से शोकग्रस्त परिवारों को अपनी हार्दिक सहानुभूति प्रकट की है और प्राण गंवाने वाले और लापता प्रत्येक व्यक्ति की पत्नी को निजी तौर पर पत्र भेजे हैं, जिसमें उन्हें यह आश्वासन दिया है कि उनका पुनर्वास हमारा सत्यनिष्ठ कर्तव्य होगा।

महोदय, संचार माध्यमों में, तलाश करने और बचाव कार्यों की द्रुतता और प्रभाविकता की बहुत प्रशंसा हुई है। मैं आशा करता हूँ कि सदन मेरे साथ ओएनजीसी के अध्यक्ष और प्रबंध निदेशक, उनके निदेशक (वित्त), जिन्होंने मुंबई से, जहां वे फंसे हुए थे, तत्काल आपात उपायों की निगरानी की और ओएनजीसी के अन्य सभी अधिकारियों और कर्मचारीगण को उनकी तत्परता और भली-भांति आयोजित प्रतिक्रिया के लिए बधाई देगा जिससे सैकड़ों मूल्यवान् जिन्दगियों को बचाया जा सका।

उपसभाध्यक्ष महोदय, मुंबई शहर में बाढ़ और वर्षा द्वारा पैदा हुई गंभीर अस्तव्यस्तता के कारण उनकी उपलब्धि और भी उल्लेखनीय थी। विद्युत विफलता के कारण बाद्रा (पूर्व) में नियंत्रण कक्ष ने काम करना बंद कर दिया था। सभी संचार संपर्क कट गए थे। बाढ़ की स्थिति के कारण जुहू हैलीबेस पर चार्टर्ड हैलीकाप्टरों का बड़ा पूर्णतः जमीन पर खड़ा करना पड़ गया था। फिर भी प्रतिक्रिया का कारगर ढंग से प्रबंधन करने के लिए एक आपात नियंत्रण केन्द्र तत्काल स्थापित किया गया।

महोदय, दुर्घटना के बाद हवाई अड्डे पर उतरने वाला पहली नागर उड़ान से ONGC के अध्यक्ष एवं प्रबंध निदेशक और दिल्ली स्थित उनके वशिष्ठ अधिकारी मुंबई पहुंच गए थे। दुर्घटना स्थल का हवाई सर्वेक्षण करने के बाद मैं प्रधान मंत्री जी की विशेष उड़ान से 28 जुलाई को दोपहर बाद मुंबई पहुंच गया। तत्पश्चात मैं इन्दिरा डाक गया और वहां अभी पहुंच रहे अनेक बचे लोगों से मिला और उन्हें सांत्वना दी। उनसे मुझे उस उदाहरणीय अनुशासन का आंखों देखा वर्णन मिला जिसके साथ दुर्घटना स्थल से निकलने की कवायद पूरी हुई और दुर्घटना में फंसे लोगों द्वारा प्रदर्शित महान साहस दिखाया

गया। ONGC के उन अग्नि बचाव कर्मचारियों के एक दल की कहानी सुनना विशेष रूप से दिल दहलाने वाला था, जिन्होंने इंजन कक्ष में फंसे कुछ व्यक्तियों को बचाने में सफलता हासिल की, परन्तु जब वे दूसरों को बचाने के लिए वापस बढ़े, तो स्वयं समाप्त हो गए। मुझे विश्वास है कि यह सदन उनकी शहादत की सादर और विनम्रतापूर्वक सलाम करने में मेरा साथ देगा।

उपसभाध्यक्ष महोदय, जब हमारा अधिकांश पवन हंस बेड़ा मुंबई में जमीन पर खड़ा था तो अपतट कार्य में लगाए गए हेलिकॉप्टरों ने आसपास के इलाके में 20 मानव रहित ढांचों में से प्रत्येक तक ONGC कार्मिक के साथ उड़ान सार्टीज का शानदार काम किया ताकि कट ऑफ वॉल्वज की पहले से ही रोकने का प्रबंध करने के लिए बंद किया जा सकें, जो अन्यथा भारी पर्यावरण संकट बन सकते थे। ONGC के सहायता और आपूर्ति जहाजों को तलाश करने और बचाव के लिए तत्परता से काम पर लगाया गया और जीवन रक्षक नावों, जीवन रक्षक नौकाओं और तरंगित समुद्र से अनेक जिन्दा लोगों को उठाकर बचा लिया गया। मैं सबसे पहले राष्ट्र की ओर से नौसेना तथा तटरक्षक बल को कृतज्ञतापूर्वक धन्यवाद देता हूँ जिन्होंने असाधारण रूप से अत्यंत सफलतापूर्वक तलाश अभियान और बचाव कार्य किए। मैं तेल के बिखराने को नियंत्रित करने के लिए विक्षेपी पदार्थों के छिड़काव हेतु तटरक्षक बल को भी धन्यवाद देना चाहता हूँ। सौभाग्यवश तेल का बिखराव सतह पर एक पतली परत है, इसका प्राकृतिक अपशिष्ट है और यह आपदा के उसी क्षेत्र तक सीमित रहता है। यद्यपि, एमएचएन प्लेटफार्म और इस पर मौजूद एक पवन हंस हेलिकॉप्टर के साथ दो घंटे से कम समय में क्षतिग्रस्त हो गया था, इस कारण से ओएनजीसी को कोई भारी वित्तीय हानि नहीं होगी, क्योंकि प्लेटफार्म 195 मिलियन अमरीकी डालर के लिए बीमाकृत था। मुझे यह बताते हुए दुःख है कि एमएसवी समुद्र सुरक्षा, जो दुर्घटना में शामिल था, कल 2 अगस्त, 2005 को तड़के, जब उसे पत्तन की ओर खींचा जा रहा था, तट से करीब 28 नॉटिकल मील की दूरी पर डूब गया। ओएनजीसी की अपतट पैकेज बीमा नीति के तहत प्लेटफार्म के साथ-साथ एमएसवी, 60 मिलियन अमरीकी डालर के लिए बीमाकृत था।

जहाँ तक उत्पादन की हानि का सम्बन्ध है, प्लेटफार्म के विध्वंस के साथ ही तत्काल 1,23,000 बैरल प्रतिदिन कच्चे तेल का उत्पादन प्रभावित हुआ है, जो देश के घरेलू उत्पादन का 15% से अधिक बनता है। सदन को यह जानकर प्रसन्नता होगी कि दुर्घटना के कुछ घंटों के अन्दर ही एक आपातकालीन योजना को अमल में लाने के परिणामस्वरूप, ओएनजीसी इस माह की समाप्ति तक नष्ट उत्पादन का लगभग 60% से 70% पुनः चालू करने में सक्षम हो जाएगी। हमें आशा है कि इसके बाद कुछ सप्ताह के अन्दर शेष उत्पादन को काफी हद तक प्राप्त कर लिया जाएगा। मैं सदन को आश्वासन देना चाहूँगी कि इस दुर्घटना से किसी भी रूप में देश की ऊर्जा सुरक्षा से कोई समझौता नहीं किया गया है। मुम्बई हाई में हो सकने वाली उत्पादन हानि को पूरा करने के लिए कच्चे तेल की किसी सीमान्त अतिरिक्त प्रमात्रा की खरीद के लिए हमारे पास वित्तीय संसाधन हैं।

दुर्घटना के कारणों की जाँच के लिए ओएनजीसी द्वारा एक आन्तरिक जाँच के आदेश दिए गए हैं। इसके अध्यक्ष ओएनजीसी के पूर्व अध्यक्ष, श्री एस.के. मंगलिक होंगे और इसमें गेल के पूर्व अध्यक्ष श्री एच.एस. चीम तथा ओएनजीसी के पूर्व निदेशक, श्री ईश्वरी दत्त शामिल होंगे। शैल ने जाँच में मदद का प्रस्ताव किया है और शैल के एक विमानन विशेषज्ञ को सलाहकार के तौर पर लिया गया है।

इसके अलावा, मैं जिन परिस्थितियों में दुर्घटना घटी तथा अन्य सम्बन्धित मामलों की जाँच करने के लिए, एक उच्च स्तरीय स्वतंत्र जाँच समिति का गठन कर रहा हूँ। जाँच समिति के गठन और विचारार्थ विषयों को अन्तिम रूप दिया जा रहा है। मान्यवर, धन्यवाद।

उपसभाध्यक्ष (श्री कलराज मिश्र): श्री प्रमोद महाजन।

श्री प्रमोद महाजन: उपसभाध्यक्ष जी, एक कहावत है कि "मुसीबतें जब आती हैं, तो इकट्ठी ही चली आती हैं"। मुझे लगता है कि 26 और 27 जुलाई को मुम्बई के साथ ऐसा ही हुआ। 26 जुलाई को मुम्बई में पानी ने कहर बरसाया और 27 जुलाई की शाम मुम्बई हाई में आग का आक्रमण हुआ। लेकिन यह समानता यहीं समाप्त होती है। पानी और आग से दो सरकारें जूझ रही थीं। जो सरकार पानी से जूझ रही थी, उसने एक ऐसा उदाहरण पेश किया कि सरकार कैसी नहीं होनी चाहिए और जो सरकार आग से जूझ रही थी, उसने एक ऐसा उदाहरण पेश किया कि ऐसी विपत्ति की स्थिति में सरकार कैसी होनी चाहिए।

श्री मणि शंकर अय्यर: बहुत-बहुत धन्यवाद।

श्री प्रमोद महाजन: मुंबई की बारिश में महाराष्ट्र की सरकार और मुंबई की महापालिका डूब गयीं। अब जब बारिश कम हो गयी है और पानी उतर गया है तो सड़कें, सरकार और महापालिका सभी दिखायी दे रहे हैं, लेकिन मैं समझता हूँ कि जब मुंबई हाई में 27 की शाम आग लगी तो पेट्रोलियम मंत्री स्वयं दौड़कर वहां गए, उनके अधिकारी गये, इसलिए मैं ओ.एन.जी.सी. परिवार के मुखिया के रूप में पेट्रोलियम मंत्री जी ने वहां जो भूमिका अदा की, उनकी सराहना करता हूँ और उनको हृदय से धन्यवाद देता हूँ। इसके साथ-साथ लगभग 90 प्रतिशत से अधिक लोगों की जानें हम बचा सके जब कि रात का समय था, बारिश हो रही थी, समुद्र भी बहुत शांत था और ऐसे में नौ सेना के आधा दर्जन से अधिक जहाज वहां चले जाएं, तटरक्षक बल के जहाज चले जाएं, सराहनीय है। आपने इस समय पवन हंस का विशेष उल्लेख किया है जिस से मैं सहमत हूँ क्योंकि पानी के जहाज तो पानी में जाते ही हैं चाहे समुद्र शांत हो या न हो, वे तो जाते ही हैं। वे रात में भी जाते हैं, लेकिन जब मुंबई में सौ गज दूर दिखायी नहीं देता था, जाना मुश्किल था, महोदय, मेरी जानकारी में आया है कि उन्होंने न केवल अपना एक हेलीकाप्टर खोया, उनके एक अच्छे पायलट का भी अभी तक पता नहीं चला है। इसलिए मैं नौ सेना तटरक्षक बल व पवन हंस-इन सभी का

अभिवादन करता हूँ। महोदय, तेल का प्लेटफॉर्म तो फिर बन जाएगा, लेकिन उन्होंने 361 लोगों की जानें बचायीं, मैं समझता हूँ कि उसकी कीमत हो नहीं सकती। इसलिए स्वाभाविक रूप से मैं भी इन सभी को धन्यवाद करता हूँ।

इस हादसे में जिन्होंने अपनी जानें गवायीं, हम उन सभी के प्रति श्रद्धांजलि अर्पित करते हैं। इस के साथ ही लापता लोग पानी में बहुत दिनों के बाद भी मिल सकते हैं, इसलिए हमें कोई आशा नहीं छोड़ना चाहिए। उनके पास भी स्वाभाविक रूप से पानी में तैरने के साधन होते हैं तो अगर भगवान की कृपा हो तो वे मिल जाएं, लेकिन हम उन को श्रद्धांजलि अर्पित करते हैं और उन के शोक संतप्त परिवारों के प्रति अपनी संवेदना व्यक्त करते हैं। मंत्री जी ने अपने वक्तव्य में साफ तौर पर कहा है कि उन्होंने लिखित रूप से आश्वासन दिया है कि उन परिवारों का पुर्नवास करना वह अपना व्यक्तिगत कर्तव्य मानते हैं और इस सारे हादसे में उनकी भूमिका को देखते हुए, वह बहुत शीघ्र ही अपनी इस प्रतिज्ञा को पूरा करेंगे और सदन को बताएंगे कि किस प्रकार इन 11 परिवारों के पुर्नवास की व्यवस्था उन्होंने की है?

महोदय, जैसा मैंने कहा कि यह दुर्घटना है और इसमें कोई आलोचना का मुद्दा नहीं है, मेरे मन में केवल छोटे-छोटे 3-4 प्रश्न आते हैं, उन्हें मैं मंत्री जी के सामने रखना चाहता हूँ। जैसा कि वक्तव्य में भी कहा गया है कि, और यह भाग्य की विडंबना है कि "समुद्र सुरक्षा" जिस जहाज का नाम था और जिससे इस ओ.एन.जी.सी. प्लेटफॉर्म की टक्कर हुई, वह कल डूब गया। वह अचानक कैसे डूबा, वह जानकारी तो मुझे नहीं है। मैं जानना चाहूंगा कि क्या इस का जांच पर कोई प्रभाव होगा क्योंकि 20 मील की दूरी पर जो खींचकर लाने वाला था, वह अचानक कैसे डूब गया? सुबह समाचार पत्रों में यह एक छोटी-सी खबर छपी है, लेकिन यह महत्वपूर्ण है। क्या इस का जांच पर असर होगा, एक बात मैं यह पूछना चाहता हूँ? दूसरी बात, यह कि इस का बीमा तो है, लेकिन प्लेटफॉर्म का इस प्रकार जल जाना, उस के आप को लगभग हजार करोड़ मिल जाएंगे क्योंकि 200 मिलियन डॉलर है और इस का भी 60 मिलियन डॉलर है, लेकिन इसके आगे जब ओ.एन.जी.सी. किसी बात का बीमा करवाएगी तो स्वाभाविक रूप से इस प्रकार की सुरक्षा खामियों को देखने के बाद जो बीमा की instalment होती है, आगे की instalment, पर, ओ.एन.जी.सी. पर किस प्रकार का असर पड़ने की संभावना है, क्योंकि सुरक्षा के मामले में अगर ऐसा हो तो आज तो भले आपको प्लेटफॉर्म के 200 मिलियन डॉलर मिल जाएंगे लेकिन जब नया प्लेटफॉर्म आप insure करेंगे तो उस पर किस प्रकार का असर होगा, इस संबंध में भी अगर कोई जानकारी हो तो मैं जानना चाहूंगा।

यह समाचार-पत्रों में छपा है, अगर यह सच है तो प्लेटफॉर्म पर कंट्रैक्ट के मजदूर थे, जो कंट्रैक्ट लेबर होते हैं, उस प्रकार के थे। मैं यह जानना चाहूंगा कि इस प्रकार के सारे मजदूर जो हम

ONGC के प्लेटफॉर्म पर ले जाते हैं, क्या इनको सुरक्षा की दृष्टि से कोई प्रशिक्षण दिया जाता है? उन्हें केवल जैकेट देना पर्याप्त नहीं है क्योंकि दुनिया भर में जहां भी तेल का उत्पादन होता है, वे लोग आग और पानी से एक ही साथ खेलते हैं और इसलिए इस प्रकार की दुर्घटनाएं होती हैं, वे लोग आग और पानी से एक ही साथ खेलते हैं और इसलिए इस प्रकार की दुर्घटनाएं होती हैं। ऐसी स्थिति में सामान्यतः जो कंट्रैक्ट का आदमी आता है, उसको किस प्रकार का प्रशिक्षण देते हैं? अब जैसी खबरें हैं कि ONGC के जो लोग हैं, उनमें से कुछ लोगों ने घबराकर नीचे पानी में छलांग लगाई। अब उन्होंने सुरक्षा हेतु छलांग लगायी या उसको ऐसा सिखाया गया था। इस प्रकार ONGC प्लेटफॉर्म पर जो लोग जाते हैं, मेरी जानकारी के अनुसार वे लगभग दो सप्ताह तक वहां पर निरंतर रहते हैं। उसके बाद उनकी शिफ्ट बदलती रहती है। ऐसी स्थिति में लिए प्रशिक्षण का स्तर क्या होता है? जिस प्रकार हम एयर लाईनस में एयर होस्टेस, कैप्टन को ऐसी आपातस्थिति में क्या करना चाहिए, इस प्रकार की एक ट्रेनिंग होती है, उसका रिफ्रेशर कोर्स होता है, क्या ONGC में इस प्रकार की कोई नियंत्रण की प्रक्रिया है? प्लेटफॉर्म पर काम करने वाले जो इंजीनियर्स हैं, बाकी कमी हैं, उनके प्रशिक्षण और पुनःप्रशिक्षण देने की क्या व्यवस्था है?

आपने कहा कि दुर्घटना की आंतरिक जांच हो रही है। आपने यह भी कहा कि जो बड़ी जांच आपको करनी है, उसके लिए आप उच्च स्तरीय जांच का विचार कर रहे हैं। वह स्वाभाविक रूप से हफ्ते-दस दिन में बन जाएगी, लेकिन क्या इसके कोई प्रारंभिक निष्कर्ष ऐसे निकले हैं कि जो आप सदन को विश्वास में लेकर बता सकते हैं? कोई ऐसा प्रारंभिक निष्कर्ष हो, जो हम जान सकते हैं। जैसे लोगों को खासकर ऐसा लगता है कि यह जो समुद्र सुरक्षा जहाज था, वह इतना नजदीक आकर इतना असुरक्षित कैसे हो गया? इतने नजदीक जाकर टकराने की नौबत कैसे आई? बाद में तो नौ सेना, तट रक्षक बल, हेलिकॉप्टर्स सबने अच्छे काम किए, लेकिन आखिर इसमें क्या हुआ कि वह आते-आते डूब गया? इससे तो वे शंकाएं दुर्भाग्य से गहरी हो जाती है कि क्या इस जहाज में कोई खराबी थी कि जिसके कारण वह अपना संतुलन खो बैठा और टकराया, क्योंकि वह आते-आते डूब गया। इससे समाज में अनावश्यक रूप से शंकाओं का निर्माण होता है। यह जो समुद्र सुरक्षा जहाज था जिसके कारण यह टकराव हुआ, क्या इसके कोई प्रारंभिक निष्कर्ष है या किसी निष्कर्ष पर पहुंचने की कोई संभावना है?

इसके साथ ही मैं एक और विशेष बात इसमें जोड़ देना चाहूंगा कि जैसे हवाई जहाज में, अपने देश में अभी लगी नहीं, लेकिन बहुत सारे देशों में एक एंटी कॉल्युजन सिस्टम बिठाई जाती है। एंटी कॉल्युजन सिस्टम में सामने से आने वाला हवाई जहाज अगर उसी ऊँचाई पर आ रहा है तो स्वाभाविक रूप से वह रडार पर तुरंत दिखाई दे सकता है। तो मैं समझता हूँ कि क्या इससे सीख लेकर हम कुछ कर सकते हैं? जहां-जहां हमारे प्लेटफॉर्म समुद्र में हैं, खासकर वहां ऐसी समस्या ज्यादा आएगी। क्या उस प्लेटफॉर्म पर किसी प्रकार की रडार प्रणाली बिठाई जा सकती है, जिसके कारण जब समुद्र अशांत होगा और इस प्रकार का जहाज किसी काम से पास आता होगा और वह

टकरा जाएगा तो उसके टकराव होने की जो संभावना हैं, तो उसकी कोई छोटी-मोटी पूर्व सूचना भी अगर कर्मचारियों को मिल पाए, तो वे लोग दूसरे पड़ोस के प्लेटफॉर्म पर जा सकते हैं या अन्य उपाय कर सकते हैं। क्या हम ऐसा कोई सिस्टम बिठाने का विचार कर सकते हैं, जो हवाई जहाज में होती है? मैं आपसे इसके बारे में जानकारी चाहूंगा।

यह स्वाभाविक रूप से बड़े आनन्द की बात है कि जो आपने कहा है कि 60-70 प्रतिशत उत्पादन फिर से शुरू हो गया है और कुछ हफ्तों के अन्दर आप इसे 100 प्रतिशत कर देंगे। मुझे फिर समझ में नहीं आया और उसकी टेक्नोलॉजी का मुझे कोई ज्ञान नहीं है। मैं बिल्कुल अज्ञानी व्यक्ति की तरह नहीं, अज्ञानी व्यक्ति होकर यह पूछना चाहता हूँ कि सारा प्लेटफॉर्म तो ध्वस्त हो चुका है, तो आप स्वाभाविक रूप से उत्पादन या उसी के नीचे के कुएं से कर रहे हैं या पड़ोस के तीन प्लेटफॉर्म पर आपने उस कुएं का कच्चा तेल शिफ्ट किया है। अगर आप बिना प्लेटफॉर्म के, 4-6 हफ्ते में, पूर्ववत् उत्पादन कर सकते हैं तो फिर क्या नए प्लेटफॉर्म की कोई आवश्यकता है? मुझे इसमें इसलिए पूछना है, जिससे कि एक साधारण सदस्य को समझने में थोड़ी-सी मदद होगी। उसके साथ-साथ मैं स्वाभाविक रूप से यह पूछना चाहूंगा कि हमको एक नया प्लेटफॉर्म वहां खड़ा करना पड़ेगा तो उस नए प्लेटफॉर्म की भी साधारणतः क्या कीमत होगी और उसमें कितना समय लगेगा?

इसके कारण तेल का उत्पादन, जैसा आपने कहा कि आपके पास पर्याप्त संसाधन है कि अगर जरूरत पड़े तो आप खरीद भी सकते हैं, मैं समझता हूँ कि वह अपने आप में एक अलग बात है, लेकिन नए प्लेटफॉर्म की प्रक्रिया क्या होगी? इस बारे में अगर आपके पास जानकारी हो, तो वह मैं आपसे जानना चाहूंगा।

उपसभाध्यक्ष महोदय, इसमें एक और बात मैं यह पूछना चाहूंगा कि क्या इस दुर्घटना से ओएनजीसी ने कोई सीख ली है? जैसा मैंने कहा कि दुर्घटना होने के बाद आपका खुद का, ओएनजीसी का और बाकी सबका व्यवहार सराहनीय रहा है, इसमें कोई दो राय नहीं है, लेकिन मैं समझता हूँ कि आगे दुर्घटना न ही हो, इसलिए क्या ओएनजीसी ने इसमें से कोई सीख ली है? क्योंकि पिछले बीस-पच्चीस साल में, बहुत लोगों का यह कहना है कि हमारे जो प्लेटफॉर्म बने हैं, वे मूलतः अस्सी के दशक में बहुत प्रारंभ में बने हैं, यानी ये लगभग 25 साल पुराने असुरक्षित पैदा हो सकती है? और, उस असुरक्षित की दृष्टि से ओएनजीसी ने क्या व्यवस्था की है? साधारणतया लोगों ने, जैसा मैंने कहा, इस मामले में आपकी सराहना की है, लेकिन जब हमारी सरकार थी, उस समय दो ऐसे मामले हुए थे और तब लोगों ने ओएनजीसी के बारे में क्या प्रतिक्रिया व्यक्त की थी, मुझे मालूम है। इसलिए इस बार भले हम अध्यक्ष जी को जितना चाहे, साधुवाद दे दें, उस समय तो

लोगों ने चलना मुश्किल कर दिया था, जब वह हेलीकोप्टर क्रेश होकर के उससे 20 इंजीनियर की मृत्यु हुई थी। मुझे लगता है, जब अच्छा होगा तो हम अच्छा जरूर कहेंगे और बुरा होगा तो बुरा कहेंगे, लेकिन मैं जानना चाहूंगा कि क्या ओएनजीसी ने इससे कोई सीख ली है, क्योंकि हम लोग कड़ाई से अपनी सुरक्षा व्यवस्था बना सकते हैं? अगर कोई सीख ली है, तो उस बारे में मैं पूछना चाहूंगा।

उपसभाध्यक्ष महोदय, मेरा अंतिम प्रश्न यह है कि साधारण रूप से तो समाचार-पत्रों में छपा है कि इसके कारण पर्यावरण में कोई दूरगामी असर हुआ है, ऐसा नहीं है। ऐसा माना जा रहा है, लेकिन मैं समझता हूँ कि इन दिनों जो समुद्र का हाल है, उसकी देखते हुए एक प्रारंभिक अंदाज, भगवान करे कि सच हो, क्योंकि साधारणतया यह जो समुद्री पर्यावरण पर असर होता है वह तुरन्त सतही तौर पर तब दिखाई देता है, जब आप बहुत तेल देखते हैं और जहां खासकर के मैरीन लाइफ होता है वहां असर तुरन्त सतही तौर पर दिखाई नहीं देता। इस प्लेटफॉर्म की जो दुर्घटना हुई है, उसका क्या कोई प्रारंभिक अंदाज है कि इसका पर्यावरण पर कितना असर होगा?

आज जो आप उच्चस्तरीय जांच बैठा रहे हैं, जांच नाम तो जब तय करे, लेकिन कम से कम आप उसका कोई दायरा आप बता सकें कि क्या वह ओएनजीसी को आगे सुरक्षा के लिए कोई सुझाव देगा या ऐसा स्थिति में किस प्रकार का व्यवहार करना चाहिए, जैसे कि वीवीआईपी लोगों के लिए ब्यू बुक होता है, वैसा कोई ओएनजीसी को अपनी सुरक्षा बुक बनाकर दिया जाएगा, जिससे कर्मचारी को ऐसी स्थिति में किस प्रकार का व्यवहार करना है, यह बताया जा सके? मैं चाहूंगा कि वर्षा थमने के बाद इस प्रकार का कोई सघन अध्ययन करके हम अपने आपको संतुष्ट कर लें कि उसमें कोई गलती तो नहीं है।

उपसभाध्यक्ष महोदय, ऐसे कुछ छोटे छोटे प्रश्न मेरे सामने थे, जो मैंने आपके सामने उपस्थित किए हैं, लेकिन दुर्घटना के दौरान आपका, मंत्रालय का और बाकी सबका जो व्यवहार रहा है, उसकी फिर से मैं एक बार सराहना करता हूँ और आपको धन्यवाद देता हूँ। धन्यवाद।

श्री आर.पी.गोयनका (राजस्थान): उपसभाध्यक्ष महोदय, मैं बड़े ध्यान से मंत्री जी का स्टेटमेंट सुन रहा था और फिर प्रमोद महाजन जी का भी मैंने सुना। जब मैंने शुरू में टेलीविजन पर 28 तारीख को सुना, तो मुझे दुख भी हुआ और आश्चर्य भी हुआ। दुख इसलिए हुआ कि ओएनजीसी में यह जो आग का एक हादसा हो गया, उसमें न जाने कितने तेल की कमी हो जाएगी, कितने लोग मरेंगे और आश्चर्य इसलिए हुआ कि पिछले चार साल में ओएनजीसी में ऐसी कोई घटना नहीं घटी थी और इसलिए जो प्रीमियम इंश्योरेंस कम्पनी को दिया जाता था, वह घटते-घटते 60 परसेंट पर आ गया था। खैर, यह तो मैं आपको निजी बात कह रहा हूँ। सबसे आगे कुछ अखबारों ने जो लिखा है और प्रमोद जी ने भी जिसका हल्के में जिक्र किया है कि यह जहाज 25 साल पुराना था, यह

जहाज 23 साल पुराना था और ONGC के पास इसके बारे में शिपिंग कारपोरेशन से जारी किया गया ड्यूली सर्टिफिकेट है कि नवम्बर, 2007 तक यह काम पर रह सकता है, यह सर्टिफिकेट ONGC के पास है। इसलिए पुराने और नए का सवाल नहीं है।

इसी से जुड़ा एक सवाल यह उठता है कि वह मल्टी परपज वैसल रिग में कैसे आकर भिड़ा? मंत्री जी, मैं अगर कुछ गलत कहूँ तो आप उसे करेक्ट कर दीजिएगा, लेकिन मेरे पास जो इन्फॉर्मेशन है, मैं उसी के आधार पर बोल रहा हूँ। एक कुक की दो अंगुली कट गई। उसको लैंड पर लाना था। वहां से हेलिकॉप्टर लेकर, उसको बिठाकर वहां भेजने की प्रक्रिया हुई और 4.5, 5 मीटर का उफान समुद्र में चल रहा था। पानी का प्रवाह इतना तेज था कि दो या तीन दफा वह वैसल मेन रिग से भिड़ गया और उस के कारण जो पाइप समुद्र के नीचे से ऊपर तक जाता है, वह टूट गया और उसमें आग लग गई।

जो चीज मंत्री जी ने अपनी स्टेटमेंट में अच्छी तरह से कही है, उसको मैं रिपीट नहीं करना चाहता। अखबारों में एक खबर यह भी आई थी कि एक्सप्लोसन हो गया, कोई एक्सप्लोसन नहीं हुआ। जैसा मंत्री जी ने बताया कि वैसल के जितने कार्यकर्ता थे उन्होंने जाकर मेन पाइप का स्विच ऑफ कर दिया था, जिससे कि तेल और बाहर न निकले।

यह बात ठीक है कि 383 लोग उसमें काम कर रहे थे, 11 की मृत्यु हो गई और 11 मिसिंग हैं। 11 मिसिंग में उम्मीद यह की जा सकती है कि शायद एक-दो कोई बच भी जाएं। एक कार्यकर्ता को 20 किलोमीटर दूरी से बचाया गया था। इसलिए, हो सकता है कि भगवान इसमें कुछ ऐसा करे कि कुछ लोग बच जाएं। मंत्री जी ने 11, जो मरे हैं और 11, मिसिंग हैं, सभी 22 फैमिलीज को पत्र लिखकर आश्वासन दिया है और उनको भरोसा दिलाया है कि ओ.एन.जी.सी. और सरकार उनकी देख-भाल करेगी। यह बहुत अच्छी बात है।

महोदय, 1,23,000 बैरल प्रति दिन का नुकसान हुआ है, इसका मतलब यह है कि छः से साढ़े छः मिलियन टन सलाना का आज के दिन तक नुकसान हुआ है, यहां पर मैं बैरल को टन में कन्वर्ट करके यह बात कह रहा हूँ। जैसा कि मंत्री जी ने बताया कि चार हफ्तों के भीतर 60 से 70 प्रतिशत उत्पादन फिर से होने लगेगा, उन्होंने कहा था कि इस महीने में, लेकिन मैं चार हफ्ते कह रहा हूँ। जैसा कि श्री प्रमोद जी का सवाल था कि यह क्षति तो 60-70 प्रतिशत पूरी हो जाएगी, लेकिन इसके बाद इस उत्पादन को और कैसे बढ़ाया जाएगा, तो इसका जवाब मंत्री जी स्वयं दे सकेंगे, मैं इसका जवाब देने के काबिल नहीं हूँ।

टेक्निकल एड्ज के लिए एक हाई पावर कमेटी जो कि एक्स-चेयरमैन ऑफ ओ.एन.जी.सी., एक्स-चेयरमैन ऑफ गेल एवं अन्य लोगों को मिला कर गठित हुई है, वह अपनी रिपोर्ट देगी और मंत्री जी स्वयं अपने स्तर पर भी एक हाई पावर कमेटी का गठन करेंगे, वह भी अपनी जगह पर है।

और उसके रिज़ल्ट्स भी सामने आएंगे। प्रमोद जी के साथ...(टाइम बैल) सर, आपने तो घंटी बजा दी, मैं तो अभी...(व्यवधान)...

उपसभाध्यक्ष (श्री कलराज मिश्र): आप कन्क्लूड करें तो ज्यादा अच्छा होगा।

श्री आर.पी.गोयनका: आप बोलें तो मैं बैठ जाऊंगा।

उपसभाध्यक्ष (श्री कलराज मिश्र): नहीं आप अपनी बात पूरी करें।

श्री आर.पी.गोयनका: एक तो मंत्री जी का भाषण ऐसा था और उस पर प्रमोद जी के सवाल ऐसे थे, आप उस पर कहीं रिप्लेट करने के लिए थोड़ा समय तो दीजिए।

उपसभाध्यक्ष (श्री कलराज मिश्र): आप रिप्लेट करें, आप बोलें, लेकिन संक्षेप में कहें तो ज्यादा अच्छा रहेगा।

श्री आर.पी. गोयनका: महोदय, मुझे तो संक्षेप में ज्यादा बोलना ही नहीं आता, बोलूँ क्या? मैं तो संक्षेप में ही बोल रहा हूँ।

उपसभाध्यक्ष (श्री कलराज मिश्र): मैंने इसलिए कहा कि समय की सीमा है।

श्री आर.पी.गोयनका: जी हाँ सर, समय की सीमा है। बताइए तो, इसी बात में एक मिनट बीत गया। मैं मंत्री जी के साथ पूरी तरह से सहमत हूँ कि उन्होंने ओ.एन.जी.सी. के ऑफिसर्स की, इंडियन नेवी की, पवनहंस की, इन सभी ऑर्गनाइजेशन्स की तारीफ की, उनके आदमियों की तारीफ की और सारा देश ही उनका आभारी है। रॉयल डच वालों ने इतना फुर्ती से एग्री किया कि एक टेक्निशियन को ऑलरेडी नियुक्त कर दिया गया है जो इस कार्य में मदद कर सके। जो सवाल श्री प्रमोद जी ने पूछा और जिसका जवाब मैं स्वयं भी मंत्री जी से चाहता हूँ कि आगे से ऐसी कोई घटना न हो, उसके लिए क्या व्यवस्था हो रही है?

SHRI R.S. GAVAI (Maharashtra): Mr. Vice-Chairman, Sir, at the outset, I extend my appreciation to the Minister that despite the fact that several destructions were caused by the rains in Mumbai, all possible resources for rescue and relief were mobilised immediately. It is commendable. Sir, since then the chartered planes and their crew were completely grounded because of the flood situation. An emergency control centre was set up immediately to rescue all the people. As far as the statement of the Minister is concerned, it is stated that it is expected that 70 per cent of the production would be restored over the next four weeks or one month.

Sir, ONGC supported, supplied vessels and three chartered helicopters

were quickly mobilised for search and rescue operations. The Indian Navy and the Coast Guards provided prompt assistance by deploying ships and aircraft. They have done a commendable job. Sir, a total of 384 personnel had to abandon the affected platform and the two vessels. Of them, 351 personnel were rescued, in addition to six divers who are undergoing decompression. As hoped by. Shri Goenka, let us also hope that the figure of 351 may go up. I do not want to repeat what has been mentioned by Shri Pramod Mahajan and Shri Goenka. The Government has instituted an inquiry. I would like to draw the attention of the hon. Minister to consider the Terms of Reference as I am suggesting:

- (1) To examine the security measures for oil and gas pipeline systems in ONGC, especially with reference to alleged acts of pilferage, particularly in Gujarat;
- (2) To recommend action for improving the security of oil and gas pipeline systems and also connected facilities, including the coordination aspects of security arrangements;
- (3) To review the emergency response capability in ONGC, with particular reference to fire and blowouts and recommend upgradation of capability in ONGC to international standards; and
- (4) To examine related issues and make appropriate recommendations.

I once again wish to place on record my deep sense of appreciation for the relief and rehabilitation work done by them. Thank you.

श्री दीपांकर मुखर्जी (पश्चिमी बंगाल): सर, आज तो समय देंगे।

उपसभाध्यक्ष (श्री कलराज मिश्र): आप समय का ध्यान रखिएगा।

श्री दीपांकर मुखर्जी: समय का ध्यान इसलिए नहीं कि I am speaking not only as a Member of Parliament but, as a matter of fact, as one of the office-bearers of one of the workers' union of ONGC. Today, the nation is paying tribute to ONGC. Mr. Pramodji had talked about unprecedented rains in Mumbai and other parts of Maharashtra. We are proud of Mumbai, the way it rose to the occasion. I have no hesitation in saying, as a very little part of the ONGC Workmen Association, that the whole nation feels proud of the way

rescue operations have been conducted by ONGC and the Ministry. May I add a point? Today, the way this Calling Attention has been initiated by Shri Pramod Mahajan, I think, the Opposition deserves full compliments, especially Mr. Pramod Mahajan. I think, this should be an example for us how to take up the issues when we deal with such accidents. So, my request to the hon. Minister would be this. There is no doubt that we all may have differences. The hon. Minister has a vision. With that vision itself, I would like you to set an example. Time and again, during the last eleven years, we have been discussing about accidents, whether railways or otherwise. Media highlights when accident takes place. Then, we all forget. The point is, when the Report comes, we have to look at the crux of the Report, the points which it was trying to address, and should see how are we going to avoid such accidents in future. All of us, whether it is media or Members of Parliament, are lacking in follow-up. What is necessary is this. My request to the hon. Minister is, it would be better if we discuss the entire issue again when the inquiry report comes because we will have a gist before us. Now, it is all presumptions and assumptions. They are all very technical in nature. It is also applicable to railways. If we can set an example that when the inquiry Report comes and if that is discussed in the House, we will be in a position to come to some conclusions. I would like to know whether it is possible in this case. This is my first point.

It happens in the railway also. If we can set an example that when an accident report comes from an inquiry, their recommendations are discussed in the House, probably, we will be in a position to do much. It is possible in this case? This is my first question.

Second part, Sir, I can share as a matter of fact, that last month all the unions, all the workmen—who have been in this organization, who have been having a joint meeting every year or once in two years—from the different sites of the ONGC had a meeting with the management. I was there for two days. You will be surprised that when I tried to know I found the same issue of safety drill. That too was discussed at the Bombay High. The initiation was made by the workers' representative. A lot of discussion took place on the safety aspect. Certain decisions were arrived at on it. Certain technical things were discussed, which I would not be able to tell here. So far as safety audit is concerned, I can understand one

thing, onshore is okay, but till now, in this country, offshore safety auditing has not been able to come to a certain sort of a real thing. On the onshore, we have safety checks, safety inspectorates, etc. But so far as offshore safety auditing is concerned, are we in a position to find out—the Petroleum Regulatory Board will also take care of some of these corporations— whether a long-term planning is possible on offshore safety to audit these wells, whether they are in the public sector or the private sector?

Now, I come to my third point regarding the follow up action. There is no doubt that whatever compensation is there, or whatever other ways are there, we are trying to share their grief. But, is it possible for the ONGC to have a cell to specifically monitor it. Many times it happens, and in many cases, we announce something; we decide something. But you find after sometime, some people are not getting, some people are not available. So, can there be a separate cell in the ONGC to see that the follow up action on the compensation for the missing persons, or whatever it is, is done by that cell only to see, ultimately, not a single man is in tears, if there are any tears for those who have lost their lives, for those who are missing, which all of us share, that fundamental part should be looked after one compensation.

Sir, I have two more points. Mr. Mahajan was absolutely correct about it; he knows about it, and that is, the redevelopment plan of the ONGC has been lagging for a number of years. It is 20-25 years old plan. A redevelopment plan was planned a long time back. But they have not started that operation. Can the hon. Minister clarify whether this redevelopment plan will be expedited? Whether there is any way by which Parliament can be of help in expediting the redevelopment plan of the Bombay High. Sir, the only point, where we have a problem rather—and this is where I am a little unhappy—is that it is not restricted to the ONGC, wherever this happens, whether it is in Uttaranchal, whether it is at some other place, you will find that the workmen are participating in the safety audit, what we are talking about, but they are permanent. But, today there is contractualisation of labour in this country. Sometimes we see, and we have always been treated like this, we have to save our contract labour. It is not that. What is happening in such industries, in technology-incentive industries, is that the contract labour is not involved in the safety practices and drills. It is a fact. Here also, I would have expected that the ONGC should have given full marks to all others. But I must know that how many

people are working at my place, whether there is an accident or not. Why are these figures required? A list of permanent workers is there; I have a hunch, the contractual labours' list is not there. The same thing, I had seen in the Hindustan Petroleum fire case. The whole nation will have to look at it—we have been talking about labour reforms—because they cannot be a part of this whole process of working.

So, why was it not there, every shift, everywhere at the control level? I should be in a position to know that so many people are working there, this many are permanent and this many are contractors. So, these figures will have to be calculated. I would like to say that the hon. Minister should go into this contractual format, whatever is the problem, and see how many of them can be absorbed in the main workforce, so that the perennial nature of this issue can be sorted out. There may be some people who are not at all trained in the safety part. So, in that part, so far as contractualisation of job is concerned, I think, we have to go a little bit deep into it. The Ministry can look into it. I do not know whether we can talk to media about this. I would say that instead of depending on media report, I would request the hon. Minister to please include a man from the Shipping Corporation. I think that the ship, *Samudra Suraksha* was being operated and maintained by the Shipping Corporation and not by the ONGC. I would like to know whether in the Inquiry Committee, whether it is the high-powered one or the one which is working, someone from Shipping Corporation can also be included for getting their expertise, to know what exactly has happened in that ship. Thank you very much and thanks to the Minister.

SHRI C. RAMACHANDRAIAH (Andhra Pradesh): Sir, it is very properly described by Shri Mahajan, about the deluge in Bombay city on 26th and also the major fire in Bombay on 26th, that the enormity of these two events cannot be under-estimated. But the very incongruous situation is, there has been one sector, the civic administration, that is, the State Government has failed and the other sector, that is, ONGC has done extremely well. I join the entire House in paying tribute to their services, especially, the CMD and their team of officers. It bears no similarity to the other incidents which took place, especially in 1991.

[MR. DEPUTY CHAIRMAN in the Chair] In 1991, a mishap

occurred when drilling Sagar Vikas caught fire after a

blow-out. That was not the case here. It occasionally occurs on platforms, as has been the case. Sir, I was very happy when the Minister made a statement in Bombay that this accident will not weaken the energy security of the nation. And, even if the oil is to be imported, it will be very minimal. Today, he has reassured the nation with affinity, and I quote, "I would like to assure the House that the accident has in no way compromised the country's energy security." I am very happy, Sir, if you achieve this. I wish you were endowed with all the resources and power to achieve this, because the nation's energy security is involved in it, country's economy is depending on it. Sir, I need not say about the quantum of production. The country's requirement, that is, one-third of the total production of Bombay High is depending on this major Bombay High North. But when I discuss with some people who have got knowledge about this, I found that it is rather difficult to make up the deficit in the gas. Though the Ministry can make up for the shortage of oil, it is very difficult to make up for the gas. That is why the Minister has to pay his attention so that the users of this gas will not be affected. Sir, the major question is: Is there the insurance cover? The Minister says that 195 million insurance cover is there for the BHN platform and 60 million for Samudra Suraksha and the estimated cost of the replacement of the platform is Rs.300 million. Some say it is Rs.3200 crores. Of course, the ONGC is rich enough to bear the replacement. Having seen the balance sheets of the company, I am fully confident about it. But, to what extent, these platforms are safe. I am told these platforms were set up some 25 years back. But is our risk mitigation system adequate in these oil fields? Sir, I would like to quote one report here. This is, probably an apt time to quote it. This is a report by Lloyd's Register of Shipping. I quote, "Almost 70 per cent of the unmanned platforms had widespread corrosion and the wellhead areas of these platforms were congested due to improper routing of injection lines." And, it further noted, "Adding that even internal leakage was observed at some places in the subsea pipelines. The study added that the contractors didn't carry out the stipulated ultrasonic thickness measurement in critical piping, well flow arms and the main lines of the water injection lines." Sir, there are some technical things. But, if this report has to be taken in good faith, definitely, there were some problems with regard to the security in the oil fields. Sir, I quote the statement of the then Petroleum Minister, Shri Ram Naik, that he made in 2003 on the floor of this House. He directed the ONGC to formulate an emergency plan to improve its safety standards to conform to the global

standards. Even in 1999, similar accident took place. Sir, when a discussion took place in August, 2003 in this august House, Shri Naik questioned the PUS's systems pertaining to the safety and security of line in offshore operations, especially, air logistics, maintenance, repairs and renovation of offshore structures, and pipelines, and hiring of helicopters. It is very true; and I join the entire nation in applauding the exemplary efforts put forth by the ONGC and Coast Guards of this country in trying to rescue the affected people. ...*(Interruptions)*... Yes; I would congratulate the Minister. I will come to that later. Let me have that privilege. ...*(Interruptions)*...

So, Sir, what I am trying to bring to the notice of the Minister is that you have got a very aggressive plan, a very ambitious plan to achieve the energy security, to provide the energy security to the nation. I have been going around, I have been reading in the newspapers about it. I am very happy. Now, I am trying to come to your point in applauding the Minister. Honestly speaking, he richly deserves it. He richly deserves it. He has put in his efforts. He has got a vision and I join Shri Mahajan in saying that wherever you are making good efforts, we will appreciate them. But if you are lacking anywhere, I have got a right to criticize.

Sir, I want to give one more suggestion to the hon. Minister. You are going ahead with very ambitious plans. So many blocks have been offered to the private sector and the public sector for oil exploration. But I want to know what exactly the Government has got with regard to the safety measures which have to be incorporated before they are allowed for operation. This is a very important issue. But it should have a timeframe. I think, a regulatory authority, as Mr. Dipankar Mukherjee had been mentioning about a regulatory authority on this subject which the Government is contemplating to put up, will stipulate all these things, like offshore, etc. And not only this, there may be terrorist activities, there may be earthquakes where such oil installations may get affected. So, the Government should have a comprehensive plan to provide the security. ...*(Time-bell)*... I am very happy to see the way the entire Government machinery had reacted. But some proactive measures have to be taken. I am very particular about it. I am fully confident that the hon. Minister, with all his vision and capability—provided he is given a free hand—will definitely

be able to do it. Thank you, Sir.

SHRI V. NARAYANASAMY (Pondicherry): Thank you, Sir, for giving me this opportunity. I am grateful to the senior Member of this House, hon. Shri Pramod Mahajan, for bringing this Calling Attention Motion for discussion in this House. As hon. Member Shri Dipankar Mukherjee has said, there were positive vibes when Shri Pramod Mahajan was speaking on this subject. I could see a sea-change in him as compared to when he was a Member of Parliament earlier, sitting on the other side, and discussing various issues. Now, he is giving lot of constructive suggestions to the hon. Minister.

SHRI PRAMOD MAHAJAN: I expect everybody to grow. ...*(Interruptions)*...

SHRI V. NARAYANASAMY: Sir, the ONGC officials and the hon. Minister deserve...

MR. DEPUTY CHAIRMAN: You are only seeing him as a Member of the Opposition.

You have not seen him when he was in the ruling party.

SHRI V. NARAYANASAMY: Sir, I feel that his experience, as a Minister, is responsible for this change...*(Interruptions)*...

Sir, commendable work has been done for rescuing the people, especially the ONGC employees and others, by the ONGC officials, by constituting a committee immediately, the hon. Minister monitoring it all the time, and keeping the media informed on the steps that they have taken for relief and rescue operations. Apart from them, credit also goes to the Coast Guards who, under difficult circumstances, when there was lot of rain and the climate was very bad, were able to rescue a large number of people, more than 351, as has been mentioned. The credit goes to them.

Sir, now I shall come to the clarification that I would like to seek from the hon. Minister. The hon. Minister has said in his statement that sixty to seventy per cent of the lost production would be restored by the end of this month. But I read statements made by the ONGC officials—I do not want to name them—who said that it would take months for restoring

normal production from the well. This is creating confusion. Of course, we would go by the hon. Minister's statement. But, even then, an impression is being created among the public that it would take eight to nine months, or, even one year, to restore the normal production. I would like to know from the hon. Minister as to what is the actual situation. Let the hon. Minister explain that to us.

Secondly, Sir, the hon. Minister has mentioned about an internal enquiry. The former ONGC Chairman has concealed it—three to four years back there was a fire on the same platform, an inquiry was ordered, the Committee had submitted its report, but thereafter, no action was taken on the basis of that report. Is that true? Why was no action taken?

Sir, I agree with hon. Member, Shri Dipankar Mukherjee, when he says that the report is being submitted, but thereafter, no follow-up action is being taken. I wish to know from the hon. Minister whether these kinds of reports would be discussed on the floor of the House. It could be discussed as to what kind of safety measures could be taken when there is a fire, when there is an accident—how to mitigate a crisis—so that action that has to be taken for providing immediate relief work, could be applied in the affected areas. For what purpose was that committee constituted? Even after four years, no follow-up action has been taken. At least, this committee also should not meet the same fate.

Therefore, I want to know about this committee. According to a newspaper report, this Committee is going to submit its report within three months. Though the hon. Minister has not mentioned it in his statement, this has been reported in the Press. The House should know when the Committee is going to submit its report. When we are getting information from the media, the House should be taken into confidence on this aspect. Therefore, I would like to know whether the report of the committee would be placed on the Table of the House, so that we can have a discussion on the safety measures, as far as the oil installations are concerned.

Then, Sir, as far as the oil slick is concerned, about which hon. Members have mentioned, there are conflicting reports. On the one hand, they say that the environment would not be polluted, and the sea would not be affected by this kind of oil slick. But, Sir, the crude, that is gushing out, we read in newspaper reports, will definitely affect the environment. Then, I would like to ask whether any measures are being taken to cover it up, to

5.00 P.M.

protect it because lot of environmental methods are available when there is oil leak as to how to contain environmental pollution in the sea itself. Are they going to do any work on that? One final question, Sir, which I would put to the hon. Minister is whether he is going to install the platform again or he is going to interlink it with some other platform which is nearby. Hon. Minister was not clear about it. He said that they would restart the production. Are they going to have a new platform there itself because oil recovery will be there in that area? I would like to know this from the hon. Minister. Then, I come to the final point. Sir, in 1982, there was a fire. In 1999 also, there was a fire. We have got a bitter experience as far as fire is concerned in Bombay High. Are they working out any mechanism? I agree that they cannot totally rule out a fire because it is not in their hands. We had an opportunity to go and listen to the Bombay High personnel when I was a member of the Committee. We had seen personally the difficult circumstances under which the ONGC employees work there. Their life is in danger because they have to be in the cabin only. And, when they work, they work in very difficult circumstances. We know that. But, like other countries, where they have got the on-shore insulations and a lot of protective measures are taken, I want the hon. Minister that he should personally take interest and see that safety measures are strictly followed in this area.

SHRI SHANKAR ROY CHOWDHURY (West Bengal). Mr. Deputy Chairman, Sir, I would, will all other Members of the House, convey my condolences to the members of the ONGC personnel, including the contractual labour, who lost their lives, who are still missing, and I congratulate all the personnel of the ONGC, the Indian Navy, the Coast Guard and most of all, the hon. Minister for the effort that was put in to resuscitate, revive and rescue the people in what was obviously a disaster of very major proportions. As a matter of fact, the Bombay area, the Mumbai area, was suffering, at the same time, from twin disasters—rain as well as fire. But, we are dealing with the one in which off-shore platform got fire. Here I would like to slightly extend the discussion and say, as the Hon. Minister very well knows, the fire took place on Bombay High South. That the Bombay High group of wells extremely high on the list of strategic targets which are targeted by the enemy and their safety and security is a matter of major concern to the security establishment of the Government of India. I take up the point, which Mr. Ramachandraiah mentioned in passing, that is, the

results of this disaster in Bombay High, deplorable, heart-rending though they are, the heavy losses which they have caused, are—what is the right word—a demonstration, if you like, of the results of a successful strike on an off-shore oil platform. Now, this accident, that took place in Bombay High, is a little different kind of an accident because it took place as a result of the collision of a ship with the oil platform. It was not due to a storm, not due to a blow-out, but due to a collision of a ship with platform.

Sir, here, I want to draw the attention of the House to the year 2000 when an American warship, called the USS Cole, which was at that time in harbour refuelling, as a matter of fact in Eden Harbour, was similarly approached by a boat, a boat possibly bringing supplies, but, in fact, loaded with explosives and which rammed against the ship, blew up and then caused very severe damage and casualties to the ship.

I would like to extend this debate that we are having to the future possibilities of a similar event happening to our group of offshore installations, Bombay High, North-South, as also gas installations which are coming up offshore in the Krishna-Godavari Basin and other places also.

I think, there are security measures available for these platforms but, to my knowledge, these are put into effect when there is warning of outbreak of hostilities. Under the present circumstances, in the ever-present scenario, which is sometimes high, sometimes low, of the terrorist attack, is there any merit in consideration to put anti-terrorist measures in place constantly for such installations?

For example, this *Samudra-Suraksha* collided against the platform. Could it be a deliberate effort, not under these circumstances but under other circumstances, of a vessel, unidentified at that time, perhaps at night, approaching under the guise of a supply vessel and carrying out a similar attack?

So, I think, Sir, it is not too far-fetched to, at least, suggest to the Government of India and to the hon. Minister that maybe we should be looking seriously at putting in place a security network around all these installations because the terrorist attacks are copycat events. Car bombs in Iraq are now being replicated in Kashmir. Is there an outside possibility that some organisation, which is all the time present here, thinking on such lines? Is it possible? Therefore, I think, my short advice to the

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RAJYA SABHA

Government of India would be that we should consider seriously putting in place a safety network to guard against the terrorist attacks around such platforms.

Mr. Deputy Chairman, Sir, I thank you for having given me the opportunity to participate in this debate.

SHRI P.G. NARAYANAN (Tamil Nadu): Sir, the whole nation was shocked when one of the major oil platforms of Bombay high caught fire and about 12 ONGC personnel perished in that accident. Sir, we have to compliment the Coast Guard and Navy who acted promptly and immediately in conducting the rescue operations successfully. Sir, it has been established that the supply vessel dashed against the oil platform and caused the fire. Sir, there are reports that the supply vessel was old. It was commissioned in the year 1982 and it should have been scrapped three years ago. Who is responsible for this? Responsibility should be fixed on the culprits of this mishap. The Government should hold accountable the person who kept this outdated supply vessel responsible for the accident, and, he should be placed under suspension till the inquiry establishes the cause of accident.

Sir, several ONGC personnel died two years ago when an ONGC charter helicopter crashed into the sea. At that time, there were allegations that several irregularities were committed in chartering the private helicopter. This is the second accident. I demand that a fair and free inquiry should be conducted, in the interest of justice, to find out the cause of this accident. Thank you, Sir.

SHRI JAIRAM RAMESH (Andhra Pradesh): Sir, today has seen a very unusual sight that this Calling Attention Motion started with unexpected praise from the hon. Shri Pramod Mahajan for the hon. Petroleum Minister, and it is ending with even more unexpected sight of myself joining the chorus of encomiums to the Petroleum Minister. I do believe, Sir, that he has set... *(Interruptions)*

SHRI C. RAMACHANDRAIAH: That is quite natural.

SHRI JAIRAM RAMESH: No, it is not natural. If you know both of us, that is not natural. But, I do believe, Sir, that he has set a very good example of crisis management. I only hope that the state Government in Maharashtra had adopted the same pro-active approach to information

and managing the media as the Petroleum Minister did. I wholeheartedly congratulate him for doing this. In the midst of this humongous tragedy, that overtook Mumbai, he showed us how a humongous tragedy, could be managed in a very effective manner. Sir, I have three larger institutional questions that I want to raise. I am sure, the specifics of what happened in this particular incident will be examined by the committee. I am sure, the committee's report would be made public at an appropriate time. This would invite public comment, perhaps, even a parliamentary debate. But, as I said earlier in the morning, we, as a nation, we, as a system, lurch from crisis to crisis. We are great at creating crisis; we are great at managing crisis; but drawing the lessons from these crises and institutionalising solutions has not been our strong point. And, I do want to make three or four comments in this light. Sir, speakers before me have raised the issue of this not being the first such incident. There have been similar incidents, the most recent of which was the major fire four years ago. And, Sir, I think, it is an appropriate question to ask as to what has been the response of the ONGC to these incidents. Sir, knowing the organisation as I do, I am pretty sure that there has been a very strict safety system that has been put in place after every such crisis. An organisation like ONGC, a *navratana* company, India's leading company in every respect, does, I am sure, and I know it does follow the international standards and international norms, as far as safety is concerned. Sir, my question does not relate to the internal safety systems of the ONGC, but my question relates to the external safety audit that is conducted on these internal safety systems, because the world-over, these companies cannot survive without strict, foolproof, rigorous safety mechanisms. But, it is also true, Sir, that every once in a while, these are subject to periodic audits from outside. So, my first question to the Minister is: Would he consider putting in place, if it is not already in place, an institutional mechanism for periodic review of internal safety systems that, undoubtedly, organisations like ONGC have put in place? These external audits could be done by domestic experts; these could be done internally also. I think, in these matters, geographical boundaries really do not have any relevance and we should go for the best that the world has to offer. So, would the hon. Minister consider institutionalising a system of external review, peer review, or whatever review, of the safety systems that undoubtedly the ONGC has put in place?

Sir, my second question is this. I believe there already is a body called the Oil Industry Safety Directorate. Now, if there is such a body called the Oil Industry Safety Directorate, could this be the nucleus of creating an external system, an external regulatory system, so to speak, to use the language which is now very much current, an external regulatory system to oversee, supervise and monitor the internal safety systems that have been put in place by large organisation like the ONGC?

Sir, my third question relates to the Petroleum Regulatory Authority legislation of which I have been hearing for the last six years at least, I do not know which avatar it has taken now. The question that I have to the Minister is; does safety, particularly of offshore installations, form an integral element of this legislation that he is proposing to bring? Is there any timeframe for coming forward with this legislation? Shall we see this legislation in the Winter Session of Parliament? If we are going to see this legislation, whether, in fact, a safety audit, a safety review, is going to be a very important function of the petroleum regulator or not.

Sir, my fourth point deals with an issue that the Minister has often been saying that he sees the Bay of Bengal as the North Sea of South Asia. Now, so far, Sir, all our offshore installations have been in the Arabian Sea, which everybody knows, is relatively more benign than the Bay of Bengal. If, indeed, the Bay of Bengal is going to be our frontier for hydrocarbon exploration, and development and production, I would hazard a guess that the safety systems that would need to be put in place for installations in the Bay of Bengal would be a magnitude different from the type of systems that we have seen on offshore installations in the Arabian Sea. Is this an issue that he is giving thought to, particularly since we are now seeing a preponderance of natural gas discoveries offshore in the Bay of Bengal area? Does he, in fact, think that given the propensity for natural calamities in the Bay of Bengal area, particularly *vis-a-vis* the Arabian Sea area, this is something that he would pay particular attention to?

Finally, Sir, the safety of any oil installation, of any hydrocarbon installation, depends critically on many parameters, one of which is the depletion rate. Now, we have seen in the past and we have had periods, where ONGC has been pressurised by the Government to extract more oil from the oil fields. In the process, oil fields have been damaged; all this reservoir management has been a very controversial issue in our system.

I do not want to get into this whole issue. The Minister is very familiar with this. But I do want to raise this issue of an optimal depletion rate. Is there any thought being given to this parameter or not? I know, when we are importing 74 per cent of our oil requirements, the whole question of depletion is academic. When there is nothing left, what are you depleting? But I am expecting that you would have advanced recovery techniques; you would, at some stage, not recover just about a third of the oil in place; you would be recovering, may be 40 per cent, or may be 50 per cent of the oil in place. In that case, what is the Reservoir Management Policy, not of the operating company, the ONGC, but of the Government? Because, as I said, in the past there have been periods where the ONGC has been asked by the Government to have rapid production, so that in a short time-span you can show greater self-sufficiency in oil production. But, in the long run, this has had deleterious effect on Hydrocarbon Reservoir Management. So, I do want to raise this issue of the link between the safety of the system as a whole and the depletion rate that the Government enjoins upon its premier hydrocarbon agency.

Finally, Sir, we have large hydrocarbon organisations, like the ONGC, the Indian Oil Corporation, GAIL, etc. After all, five of the nine *Navratnas* belong to the hydrocarbon sector. So, there is a special emphasis on the hydrocarbon sector. Sir, large parts of these hydrocarbon companies do not do everything in-house. Gone are the days when they did everything in-house. Now, it is increasingly the pattern the world over that, companies like ONGC would specialise only in their core competence and would subcontract a large part of their services and procurement to outside companies. This is what has happened in the case of the supply vehicles also. Although it was owned by the ONGC, the operation and maintenance contract was with the Shipping Corporation of India.

In which case, Sir, the safety issue is not just of the model company, but the safety issue is that of the entire system, covering the supplier as well as the buyer of the service which in this case happens to be the ONGC. So, in other words, whether the Minister will look upon these companies not just in terms of safety as far as that company is concerned, but of the entire supply chain, whether it is ONGC, whether it is IOC, whether it is GAIL, whether it is HPCL or whether it is BPCL. Look at the safety of the entire supply chain and reassure the country that, in fact, we have foolproof safety systems in place. Sir, accidents are bound to happen.

These are technologically highly risky enterprises and endeavours. So, we should not expect that there would be periods of time when there would not be accidents. I think the challenge is to learn appropriate lessons from these accidents and put in place credible systems that would ensure that these accidents do not recur. Thank you, Sir.

MR. DEPUTY CHAIRMAN: Prof. Ram Deo Bhandary.

प्रो. राम देव भंडारी (बिहार):माननीय उपसभापति जी, मुम्बई हाई के उत्तरी प्लेटफॉर्म में लगी आग, मैं समझता हूँ कि यह पेट्रोलियम एक्सप्लोरेशन के इतिहास में भीषणतम घटनाओं में से एक है। टक्कर इतनी जबरदस्त थी कि 2 घंटे के अंदर वह प्लेटफॉर्म बिल्कुल तहस नहस हो गया। 383 अधिकारी/कर्मचारी उस प्लेटफॉर्म पर थे, जिनमें 11 की मृत्यु हो गई और 11 मिसिंग हैं। मैं अपनी पार्टी, राष्ट्रीय जनता दल, की ओर से जो बहादुर और साहसी कर्मचारी इस दुर्घटना में शहीद हो गए हैं, उनको श्रद्धांजलि अर्पित करता हूँ और ईश्वर से प्रार्थना करता हूँ कि जो 11 लोग मिसिंग हैं, वे भी शीघ्र मिल जाएं, हमारे बीच आ जाएं।

महोदय, जिस समय यह दुर्घटना हुई, उस समय मुम्बई पूरी तरह से अस्त-व्यस्त था। मुम्बई में ऐसे समय में इतनी बड़ी दुर्घटना हुई, जब कोई कम्युनिकेशन वहां नहीं था, संचार नहीं था, सड़क मार्ग, रेल मार्ग, हवाई मार्ग और पावर, मुम्बई में सब कुछ अस्त-व्यस्त था। मैं माननीय मंत्री जी को, ONGC के अधिकारियों व कर्मचारियों को बधाई देना चाहता हूँ, साधुवाद देना चाहता हूँ कि बहुत कम समय में उनके पास जितने साधन थे, उस विकट परिस्थिति में उन साधनों का उपयोग करते हुए उन्होंने तुरंत कार्यवाही की और मैं धन्यवाद देना चाहता हूँ, साधुवाद देना चाहता हूँ नेवी के लोगों को भी, तटरक्षक दल के लोगों को भी कि उन्होंने अपनी जान की परवाह किए बिना 383 में से सिर्फ 22 को छोड़कर बाकी सभी लोगों को बचा लिया। इसके लिए उनकी जितनी प्रशंसा की जाए, वह कम है।

महोदय, मैं महाजन साहब का भी धन्यवाद करना चाहता हूँ। इस सदन में कभी-कभी ऐसे अवसर आते हैं, जब किसी राष्ट्रीय महत्व के सवाल पर दल और राजनीति से ऊपर उठकर चर्चा होती है और ऐसा ही अवसर आज भी सदन में आया है, जब महाजन साहब, जो कि बी.जे.पी. के नेता हैं, उन्होंने भी ONGC, माननीय मंत्री जी, तटरक्षक दल के लोगों और नेवी के लोगों की प्रशंसा की है। इन्होंने जो बहुमूल्य जानों को बचाया है, उसके लिए उन्होंने भी सराहना की है।

मंत्री जी ने कहा है कि यह साहस और बहादुरी की एक उच्चतम मिसाल है कि एक कर्मचारी इंजन रूम में गया, उसे बचाया, मगर खुद शहीद हो गया। यह कुरबानी की, बहादुरी की और साहस की एक उच्चतम मिसाल है महोदय, यह घटना दोबारा नहीं हो, इसके लिए उपाय होने चाहिए।

श्री नारायणसामी जी कह रहे थे कि कुछ वर्ष पहले इस तरह की कोई घटना हुई थी, जिसकी जांच हुई, इन्क्वायरी रिपोर्ट भी सबमिट हुई, लेकिन उसके बाद जो कार्यवाही होनी चाहिए थी, वह कार्यवाही नहीं हुई।

महोदय, मंत्री जी ने आंतरिक जांच के लिए एक कमेटी का तत्काल गठन किया है और उन्होंने कहा है कि आगे हम स्वतंत्र जांच समिति बैठाने जा रहे हैं, यह बहुत अच्छी बात है, इसकी जांच होनी चाहिए और इस तरह की घटना जिसमें सैकड़ों जानें जाने की सम्भावना हो, बीच समुद्र में, जहां बचाव कार्य करना भी मुश्किल होता है, सुरक्षा की जो निश्चित रूप से व्यवस्था होनी ही चाहिए मंत्री जी ने कहा है कि वे एक महीने में 60 से 70 प्रतिशत तक कार्य शुरू करने में सक्षम हो जाएंगे, बाकी काम भी कुछ सप्ताह के अंदर शुरू कर देंगे। मुझे मंत्री जी पर विश्वास है, वे बहुत ही योग्य मंत्री हैं और काम भी करते हैं इसलिए मुझे मंत्री जी पर विश्वास है।

महोदय, मैंने एक जगह अखबार में पढ़ा था कि जो समुद्री सुरक्षा जहाज उस प्लेटफॉर्म से टकराया है, उसे 100 मीटर दूर रहना चाहिए था, यह मैंने अखबार में पढ़ा है, मैं तकनीकी बातों को तो नहीं जानता हूँ, जिससे कि अगर कोई ऐसी स्थिति बन भी जाए, चाहे तूफान की वजह से, चाहे ऊंची लहरों की वजह से, उसे कंट्रोल में किया जा सके, मंत्री जी इस बात को जानते होंगे।

जिन कर्मचारियों की मृत्यु हो गई है, मैं उनके संबंध में विशेष रूप से कहना चाहूंगा, उन्होंने व्यक्तिगत रूप से पत्र भी लिखा है और शोक संवेदना भी व्यक्त की है, लेकिन उनके परिवार के बारे में, कम्पेन्सेशन के बारे में, परिवार को नौकरी दिए जाने के बारे में या दूसरी सुविधाएं दिए जाने के बारे में, मैं जानता हूँ कि वे इस संबंध में भी कार्यवाही कर रहे होंगे, लेकिन इस सदन में ऐसी कोई बात नहीं आई कि तत्काल हमने उन्हें क्या कम्पेन्सेशन दिया है इस दुर्घटना में हमारे बीच से बहुत बहुमूल्य जानें चली गई हैं और बहुत ही साहस और हिम्मत के साथ वे हमारे बीच से गए हैं, उनके परिवार को पूरी सहायता दी जाए, चाहे नौकरी के रूप में सहायता हो या उनके बच्चों की पढ़ाई-लिखाई की व्यवस्था करने के रूप में हो। मैं समझता हूँ कि ओ.एन.जी.सी. एवं माननीय मंत्री जी इस काम को करेंगे। जिन्होंने त्याग और बलिदान किया है यह बड़े गौरव की बात है कि उन्होंने देश के लिए त्याग किया है, बलिदान किया है और इस तरफ मंत्री जी का ध्यान अवश्य जाएगा। इन्हीं शब्दों के साथ मैं आपका धन्यवाद करता हूँ। बहुत-बहुत धन्यवाद।

MR. DEPUTY CHAIRMAN: Shrimati N.R Durga. You have two minutes.

SHRIMATI N.P. DURGA (Andhra Pradesh): Sir, I would like to seek a few clarifications. The Minister has said in his statement that Samudra Suraksha vessel lost control, drifted and collided against the platform. But, the reports appeared in a section of the press and electronic media

indicated that a big tidal wave hit Samudra Suraksha and this vessel, in turn, collided against the MHN platform. This may be clarified because this is the reason for the accident.

Sir, this is the second largest offshore accident in the world since the Phypher accident in North Sea, near Scotland, on 6th July, 1988, where 167 people had died. I would like to know from the hon. Minister whether the present accident is of low intensity or high intensity, not in terms of deaths but in terms of other aspects.

Sir, the next point which I would like to know from the hon. Minister is whether it is true that after the accident oil spilled over up to Goa. Is it because of non-availability of automatic stopping mechanism to stop oil spillage to other parts on the MHN platform? Is it not a fact that this is a must in all the offshore platforms? If the answer is, yes, why was it not there on MHN? If it was there, had it become defunct?

The ONGC is giving excellent training to its workers working on offshore platforms. I would like to know from the hon. Minister whether the Minister still feels that improved training is needed to minimise the human loss. Thank you.

MR. DEPUTY CHAIRMAN: Hon. Minister.

श्री कृपाल परमार (हिमाचल प्रदेश): सर, मैंने नोटिस दिया है। मेरा नाम भी लिस्ट में है

श्री उपसभापति: नोटिस भी नहीं है और आपका नाम भी लिस्ट में नहीं है।

श्री कृपाल परमार: सर, मैं एक मिनट से ज्यादा का समय नहीं लूंगा। आपसे क्षमा चाहता हूँ।

श्री उपसभापति: ठीक है, आप बोल लीजिए।

श्री कृपाल परमार: माननीय उपसभापति जी, मैं आपको धन्यवाद देता हूँ। मैं मंत्री जी द्वारा आज के वक्तव्य को राष्ट्रीय भाषा में रखने के लिए आपको धन्यवाद देता हूँ और उम्मीद करता हूँ कि जितनी बढ़िया हिन्दी में आज उन्होंने बोला है, अगर सदन में इसी तरह से बोलते रहें, तो हम जैसे हिन्दी में बोलने वालों की हौसला अफजाई होगी। उपसभापति महोदय, मुश्किलों और मुसीबतों का मिलकर सामना करने की भारत की परम्परा रही है इसी परम्परा की मिसाल ओएनजीसी की बॉम्बे हाई में लगी आग के दौरान इस मंत्रालय द्वारा, मंत्री जी द्वारा और सरकार द्वारा मिलकर जिस तरीके से सामना किया गया उसकी पूरे देश ने सराहना की है, मैं भी अपनी तरफ से मंत्री जी का बधाई देता हूँ। मंत्री जी के सामने बहुत से विषय रखे जा चुके हैं। मैं तीन मुद्दों पर मंत्री जी का ध्यान आकर्षित करना चाहूंगा।

श्री उपसभापति: आप एक मिनट में तीन मुद्दे कैसे रख पायेंगे।

श्री कृपाल परमार: उपसभापति जी, मैं माननीय मंत्री जी से पूछना चाहता हूँ कि जब यह घटना घट रही थी, सब लोग इसके प्रबंधन में लगे थे, तो उस वक्त कार्यरत कर्मियों की संख्या के बारे में विरोधाभास था, जो आज तक भी जारी हैं कुछ टी.वी. चैनलों पर यह संख्या 400 से अधिक और किसी ने यह संख्या 411 बताई। मैं आपका ध्यान इसलिए इस ओर आकर्षित करना चाहता हूँ कि पिछले साल हिमाचल प्रदेश में बाढ़ के कारण पावर्ती प्रोजेक्ट में क्या कर रहे मजदूरों का नुकसान हुआ था। उनकी संख्या में, मरने वालों की संख्या में और कम्पनी द्वारा बताये गये लोगों की संख्या में लगभग सौ लोगों का फर्क था मैं यह बात इसलिए ध्यान में ला रहा हूँ कि आपने कहा कि जो कांट्रेक्ट लेबर थी, जो आंकड़े प्रकाशित हुए हैं, जो आंकड़े आप बात रहे हैं, क्या कहीं यह 28 बदनसीब कांट्रेक्ट लेबर के लोग तो नहीं थे? आप जब इसकी हाई कमेटी द्वारा इन्क्वायरी करवायेंगे, तो इन कर्मियों के बारे में जांच पड़ताल करवाने की कृपा करें।

मेरा दूसरा विषय पेट्रोलियम प्रोडक्ट के बारे में हैं। पेट्रोलियम प्रोडक्ट की देश की अर्थ-व्यवस्था में वही स्थिति है, जो किसी के जिस्म में खून की रहती हैं। मैं माननीय मंत्री जी से जानना चाहता हूँ कि इन्क्वायरी करते समय इस बात का ध्यान रखें कि यह कहीं इकॉनामिक सेबोटेज तो नहीं है? मेरा तीसरा विषय है कि ओएनजीसी या ऑयल कम्पनियों की तरफ से, सरकार द्वारा हर साल हजारों करोड़ का सेस एकत्रित किया जाता है। इस मुश्किल की घड़ी में जब ओएनजीसी को इतना ज्यादा आर्थिक नुकसान हुआ है, उस सेस की एकत्रित रकम में से क्या फाइनेंस मिनिस्ट्री इसमें कुछ मदद करेगी? सर, मैं इनकी क्लेरिफिकेशन चाहता हूँ। धन्यवाद।

डा. कुमकुम राय (बिहार): सर, मैं एक क्लेरिफिकेशन पूछना चाहती हूँ।

श्री उपसभापति: आप क्लेरिफिकेशन इसके बाद पूछ लीजिएगा।

डा. कुमकुम राय: सर, कांट्रेक्ट लेबर की बात की जा रही है। मैं माननीय मंत्री जी से पूछना चाहती हूँ। मान लीजिए, यदि उसमें कांट्रेक्ट लेबर के कर्मचारी थे, तो क्या मंत्री जी ने उनकी पत्नियों को व्यक्तिगत पत्र लिखा हैं? क्या कांट्रेक्ट लेबर के परिवार के किसी सदस्य को सरकारी नौकरी देने की कृपा करेंगे?

श्री उपसभापति: ओएनजीसी में।

SHRI MANI SHANKAR AIYAR: Mr. Deputy Chairman, Sir, may I begin by saying how deeply touched I am at the very generous and precious words with which my friend, Shri Pramod Mahajan began this discussion? I think, it is an outstanding example of not merely his personal courtesy

but also of the manner in which discussions could be conducted in the House, and thanks to the way in which he set the tone for this discussion. My grateful thanks also go to all participants who have not only been generous to me, but I think, justifiably generous and fair to all the organisations responsible for minimising the consequences of this extremely grave accident, and above all, for the fact that the questions asked as well as the suggestions given have all been uniformly constructive. I, therefore, seek your indulgence, Sir, to try to respond to the questions asked and the suggestions given to the best of my ability.

I was first asked by Shri Mahajan, Sir, as to how the Samudra Suraksha sank. That, I believe, is a piece of information which should be shared with the country, through this House, Sir, as soon as the divers were taken out of their chamber where they were under-going decompression, we started towing the MSV Samudra Suraksha to the coast, using Sindhu-V as the towing vessel. The ship was already listing four or five degrees. But, unfortunately, it was not the Samudra Suraksha, but the Sindhu-V whose propeller broke. Therefore, we had to send another towing vessel, the Neel Kamal. We also contacted several professional salvaging companies. But, all of them said they could not help because the weather condition was much too bad. We had also arranged, through the SCI, a repair workshop with a portable generator to get going on the Samudra Suraksha, as soon as it arrived at the coast. We sent out the Samudrika-I with the requisite materials. But, unfortunately, they were not able to board the Samudra Suraksha because of the very, very furious weather. Then Sir, we tried to ensure that there would be sheltered water space for the Samudra Suraksha. But, then, it was decided that because in a restrict space things may go wrong, it would be better to keep it at sea and leave the Neel Kamal to provide the manoeuvrability. Another vessel, the Feroze Gandhi, was also sent out. But, unfortunately, the weather condition* were far too bad to do the towing, the listing continued and it had reached 12 degrees. At that time, the two towing lines, had they beep put, even then, we may have succeeded in bringing it to the shore. But, even though the Neel Kamal was cruising at an extremely slow speed, it was simply not possible to save the vessel and it sank. And with it, we have lost a significant element of forensic evidence. But, nevertheless, I think, the enquiry committee of the ONGC as well as the high-level enquiry committee I intend to set up, will be able to derive from those who have been in very

close association with the MSV Samudra Suraksha, both before and after the accident, to be able to get the kind of information that should enable us to arrive at a fairly reasonable conclusion about what happened and how it happened.

Sir, I have been asked by Shri Mahajan to indicate what might have been in a preliminary sense the possible reasons for this accident. In doing so, I would like to clarify some misconceptions that have crept in by sections of the media rushing to judgement without all the information available.

Sir, the first point I need to make is that multi-purpose supply vessel, (MSV), is not the same thing as an offshore supply vessel (OSV). So, all the standards and norms that apply to an OSV, an off-shore supply vessel, should not automatically be placed on an MSV; an MSV is a far more sophisticated vessel. It does have a dynamic positioning system, which means that the thrusters on it work in such a manner as to keep it in a single place during diving operations because when these diving operations take place in the open sea, it would be dreadful if divers went into water and by the time they started coming up, the vessel have shifted somewhere else. So, the system that they have, the automatic system of keeping the thrusters going is used when the MSV is stationed at one point on the high seas in order to be able to direct and then pull back the divers who have to go for undersea operations. But when the MSV is moving in, what is called, in navigation mode, then the thrusters are not in auto-mode, they are manually operated. When this MSV was coming alongside the platform, it was moving, and therefore it was in navigation-mode. And, the expectation was that it would be, for a few minutes, alongside the platform and having completed that operation, it would move off. So, the thrusters were operated in a manual-mode at that time. There is absolutely nothing unusual about the MSV coming alongside. There is no provision that it should remain a hundred meters away. In fact, one of the chief purposes of an MSV is to be able to come alongside, sometimes, for fairly easy operations like getting food and nutrition supplied; on others, as in this case, for medical purposes where a personnel basket is lowered from the platform towards the sea and somebody who is injured is transferred on to the personnel basket and is literally pulled up on to the platform; and, this is, in fact, the operation that has taken place? Nor is it true to say, as some sections of the media have said, that it should only come to one side of the vessel and not the other.

I have brought with me a sketch, and I will be happy to share it with anybody who is interested, to show that arrangements are available for bringing the vessel alongside, both on the northern side of the platform, which is on the edge here, and the southern side of the platform, which is in the middle. And these are protected on either side by rubber structures whose aim is to allow the barges bump one or the other without damaging itself or damaging the platform. And, so, in a perfectly normal rational way, for the purpose or which it was happening, this particular MSV came alongside. And when it came alongside, there was the danger that if it drifts, then it would smash into, what are called, the pipes the come rising from below the sea in which there is gas and oil. And to protect that, there is a railing around it.

A double mishap occurred which only Nature can explain. At one and the same time, the waves rose so high there was a sudden rise in the swell that it rose above the railing, and instead of the side of the MSV, which is well protected, hitting against the platform, it was the metallic portion of the MSV which apparently hit against these pipes. There was a burst or fracture of the pipe. And as soon as that happened, because gas is so inflammable, it caught fire. And when it caught fire, we know that there were aviation Turbine fuel, (ATF) barrels stored for the helicopter services.

We do not know whether it was the flame that reached these barrels or whether as a result of this vessel smashing against the platform, the barrels fell. It hardly matters, one way or the other at this point. The minute those barrels caught fire, there was bound to be some kind of an explosion. In other words, there was no explosion that caused the fire, but the fire that probably caused the explosion. When these explosions take place, the debris fly in such a way that some of the debris would have fallen on the Samundra Suraksha. But no one should make too much of this. The fact of the matter is that it was a Nature-decreed accident that simply could not have been provided for in advance. What we need now to see is that having experienced this completely unusual combination of events whether there is some way in which there can be further safety measure to prevent even such an unusual occurrence from taking place.

Sir, the record of the ONGC, as was pointed by some of those who participated, on safety has been so outstanding that between 2002-03

when we had to pay out a premium of 49.9 million dollars, it has been reduced over the last four years to a mere 19.9 million dollars. There have been ratings that have been done. The risk surveyor of the Insurance Underwriters from London had earlier said, and given a "below satisfactory rating" to ONGC. But it was in February 2005 that they gave an acceptable rating to ONGC. So, it seems that ONGC has, in fact, a good safety record. They have been performing well. It is very, very unfortunate that this should have happened. We will, of course, have to pay a somewhat higher premium, but how much is a matter of negotiations between ourselves and them. But given that the total value of property insured by the ONGC is of the order of 12 billion dollars, —12 billion dollars— the accident to this one platform which would amount to something between 250 and 350 million dollars is not of such a large magnitude, compared to the totality of the property insured, as to have too onerous an impact on the premium. But there is simply no denying that our premiums will go up and since we have not made any claims in the last four years, now that we will be making a claim, obviously, we will have to face the consequences of that.

Sir, with regard to safety, which is intimately connected with this issue, we have taken a number of steps. First for personnel training, may I assure the House that fire fighting and sea survival training are mandatory for not only the ONGC's permanent staff but also for all contract labour? It is precisely because our contract labour was also well trained and acquainted with the abandonment drill that we were able to minimise the loss of life in this manner. Moreover, although the ONGC does not take out a separate insurance policy for contract workers, it is checked in advance and ensured that the contractor himself or the contract itself covers all the workmen with appropriate insurance cover. With respect to offshore safety, offshore safety audit is being regularly attended to by a special cell on safety, health and environment and all offshore installations have special safety certifications. So, that, Sir, what the position now is. For external safety audit, the point made by Shri Jairam Ramesh, we do have arrangements for this. Insurance Underwriters from London carry out periodical safety audits independently and the last such audit of safety for offshore installations was carried out by the London-based risk surveyors in February 2005, which is the occasion on which they converted that below satisfactory rating "to an acceptable rating".

But that I do not think ends the matter. We obviously need to take further steps. We were asked whether the Petroleum Regulatory Bill would address itself to this issue. Sir, the Petroleum Regulatory Bill will be addressing itself to downstream regulation, not upstream regulation. Upstream regulation is the responsibility of the Directorate General of Hydrocarbons and I think one of the first things that we out to learn from this particular accident is that the DGH must be strengthened to be able to carry out this kind of function as part and parcel of its own regulatory activities. We had thought ourselves of whether the OISD, the Oil Industry Safety Directorate to which the hon. Shri Jairam Ramesh drew attention, might not perhaps be the best body to do this. We came to the conclusion that because they do not deal with the upstream, we should leave it to those who deal with the upstream to handle the safety aspect as well. There was a question that was asked, which was based upon a newspaper report, which drew attention to some of the complaints which the Ministry had made through the OISD about the safety measures in several of our companies like IOC Refineries etc. But by definition that does not cover the off-shore and so that particular newspaper report was not strictly relevant to the issue that we have in hand

Sir, I have been asked, how do I know or how do I feel confident that we will be able to restore a substantial proportion of the production within a very short period of time? Happily, Sir, the particular platform which caught fire, which is called Mumbai High North was processing only 38 thousand barrels per day whereas the total production being processed is of the order of one lakh twenty three thousand per day. The bulk of this processing was done on another process platform which has the initials NQ. N for North and Q for Quebec. That just comes in series a, b, c, d, to q. That's all it means. It doesn't mean it is in Canada! The bulk of the processing is done on NQ. So, it does raise a question, an interesting question, as to whether we cannot transfer the remaining 38,000 to the NQ platform and not necessarily rebuild the lost Mumbai High North platform. This is a very technical question. I am certainly not capable of answering it, but we have not dedicated ourselves to rebuilding the platform at exactly the same place. We will consider whether it is required. It is the technical experts who would do so. What we need to bear in mind is that there are many kinds of platforms. There are well platforms, there are water injection platforms and that what got destroyed was a process platform, but happily

not the principal process platform. Therefore, how do we restore 60 to 70 per cent of the production? It is by looping the pipelines in such a way that those that were coming to the destroyed platform are now redirected to the direction of the NQ platform and then we will see what we can do about answering those topics. Sir, a question was asked about the gas shortage saying while the oil shortage may be taken care of, what about the gas shortage? Sir, before the accident the gas sales from this area was in 10.5 million standard cubic metres per day. Then, immediately after that it dropped to 6.1 million standard cubic metres per day, a very sharp drop. We feel fairly confident that by the end of August we will be taking it back again to 9 million scmd. We are so short of gas in this country that even a gap of 1 1/2 million scmd is not something to sneer at. But, I can assure you that the gap in gas is no more significant than the gap in oil. It is easier for us to make up for the gap in oil through imports. But, it is a little more difficult to make up gas through imports. Even this morning when the Iranian delegation arrived for discussion on the pipeline, I said to them, 'although you have come for pipeline, please remember that if you express your sympathies to us on occasion such as this, could you just see whether you can scrape the bottom of the barrel and try and give us a little bit of LNG so that we are able to make up for this very unfortunate accident?'

You have asked me what is the proposed ambit of the high-level inquiry which I propose to institute. I am very grateful to the hon. Members for the suggestions that they have made, particularly Shri R.S. Gavai. We will take all these suggestions into account. But, broadly speaking, we thought we needed not merely an in-house view but an external view of the circumstances that led to the accident, the adequacy of safety measures, and what further steps could be taken in this regard, and the progress that has been made in implementing previous recommendations that have been made by other Committees. I can assure the hon. Member, Shri P.G. Narayanan and others that none of the Reports on matters like safety is allowed to gather dust in covers. There is a continuous monitoring of this not only to deal with specific recommendations that come from a Committee but overall to deal with these kinds of security matters. It is in that connection that there is an interesting example of how this work goes on. When we were looking at what should be done, we decided to have one meeting on

11th December, last year and another that took place this year. In consequence of that, we have a newspaper report that either is based upon an early draft that was later rejected or, God forbid, some more complicated reason. But the kind of investigation and corrective measures, which we were thinking of, has been misrepresented. As a result of that misrepresentation, the specific provisions that there are in the Report by an ironic coincidence, were accepted by ONGC on 21st July—just five or six days before this accident. The fact of the matter is, we are very, very careful about ensuring, whether it is a platform or whether it is an MSV or even if it is OSV, or any vessel connected with the off-shore, that they must have all the proper certifications. Certifications of being seaworthy, certifications relating to operations they are supposed to carry on or certifications with respect to safety measures. In this, there is a difference between the economic life of any vessel and its acceptability for doing the job. 'Economic life' means that in the process of running that particular facility, it is necessary to undertake repairs and refurbishing. After a period of time, it may become more economical to replace that facility altogether with a new one than to go on repairing it. So, the economic life is connected with the commerce of the matter, not with the safety of the matter. There also has to be a clear distinction between MSV and OSV. Unfortunately or fortunately, we found in the regulation of the Ministry of Shipping that there was no specific provision for the economic life or otherwise of an MSV, which is fairly a new technology. The Committee examined what was the provision which is nearest to it and came to the conclusion that a drill ship is very similar to an MSV. And, therefore, the economic life could be 25 years. But the vessel that was, unfortunately, involved in this accident had all the certificates that were required to be able to run this operation. And, we believe that the inquiry committee will reinforce this. It will validate it. But if there are any deficiencies, of course, we will take the utmost care to ensure that those defects are removed. There is no one in more danger in an offshore operation than those who have to conduct these operations. It is, therefore, in the self-interest of those, who are engaged in these offshore activities, that they should maintain the highest standards. So, we do try to maintain the highest standards of safety. But there are some accidents that do take place, but what we can be proud of is that the loss of life has been as little as it has been in this situation.

With regard to the oil spill, I had to add a paragraph, which was not

really in the written text that had been circulated to you, in somewhat difficult Hindi, that I suspect Shri Kripal Parmar fully understood and the rest of us had great difficulty in understanding it. So, let me try to put that into somewhat more simple English. When the platform caught fire, there was, obviously, a danger of an oil spill. Had it been a blow out, it would have been a very major oil spill. But as it was really connected with the oil, which was being processed upon the platform, the quantity was not very large. And, much of what fell upon the sea, was immediately burnt. So, Nature took care of that there would not be too much of spill. The Coast Guard rushed in their vessels, which are well-trained and well-equipped for spill-fighting, to the area. And, they did spray the dispersal that could ensure that whatever spill remains would be contained within a limited area. And, because the spill was not, in quantity as great as initially feared, the layer that it made was fairly thin. And, we have succeeded in containing this thin layer. We are looking after it. I think we have succeeded in avoiding a major environmental disaster. But that is only with regard to the spill itself. What its impact would be on marine life and other environmental dimensions the question put by Shri Mahajan, frankly, I don't know. I think, it is the inquiry committee that will have to look into it. We will certainly ensure that this environmental dimension is looked into with the utmost care by the committees that have been set up for this purpose.

Sir, there are a number of security measures. Now, I refer to the points made by General Shankar Roy Chowdhury. I would not deal in detail with a number of measures which are in place, we don't want the floor of this House to become a source of information to those whose interests are inimical to us. But, broadly speaking, we have an Offshore Security Coordination Committee, under the Chairmanship of the Director-General of the Coast Guard, with very senior officers of the Air Force, the Navy, the IB, the ONGC and the other concerned security agencies, to meet every three or four months. They do a risk assessment and take necessary measures. There is a similar Onshore Security Coordination Committee, which is there in each State, under the Chairmanship of the Director-General of Police of the State. It also has all the security agencies, plus ONGC and OILF members. Then, we have a Flying Officer, Defence Advisory Group, who coordinates the work with respect to the external threat from both, non-State enemies and State-sponsored enemies, and possible external State-mounted attack. So, these

[3 August, 2005]

RAJYA SABHA

6.00 P.M.

matters are very much under review. We need a platform-based radar, which is something that we will have to really reconsider and think about deeply. But it would *prima facie* appear to be necessary because there are other forms of radars to detect what may be coming towards it.

But, may be, there are submarine attacks, by which I don't mean submarine necessarily, but, sub-surface attacks that are possible by terrorists and others. Since the hon. General Shankar Roy Chowdhury has drawn our attention to this, I assure you that we will look into these. In the meanwhile, the ONGC is acquiring medium-speed boats as also the VTMS radar system to ensure the security of all its off-shore platforms. I think, by and large, Sir that covers most of the questions that have been raised. I am deeply grateful to all the Members for their kind sentiments and their constructive advice, and I assure you that as soon as the reports of these Committee... (*Interruptions*).. Compensation?

SHRI JANARDHANA POOJARY (Karnataka): Sir, the hon. Minister did not say anything about the compensation.

SHRI MANI SHANKAR AIYAR: I will come to that in a minute. I am sorry. I will just come to that in a minute. I do want to assure all the hon. Members that subject to permission being given by the Chair, we would be happy to table any reports that emerge from these inquiries and, if the Chair permits, to hold a discussion on it, indeed even for these reports, if that is permitted to be referred to the Standing Committee for detailed analysis. Sir, with respect to the relief and rehabilitation, all rescued ONGC personnel were paid Rs. 10,000 each for contingency expanses on their arrival on-shore, and other non-ONGC personnel were also paid Rs. 5,000/- by the ONGC for these contingency expenses. This would be in addition to whatever their parent company would have paid them. Medical attendance was immediately available. Fortunately, the number of those seriously injured was not very large. They were rushed to the Hinduja Hospital. On the day that I was there, I went to see three or four of them. I think it would be true to say that they are more in need of counselling than in need of physical injuries being treated. Those are, of course, being treated. But we will ensure that when they come back from leave—because all of them have been allowed to go on leave—such counselling will be provided to them. In regard to the bereaved families, including the families

of personnel who are missing, ONGC officers have been deputed to contact each of the bereaved ONGC families for supportive counselling. The same Officers will help the families in completing the formalities for the release of the compensation due and *ex-gratia* payments to the legal heirs. The House will follow that, the significance of that. We will also obtain from each family a nomination for the appointment of somebody to a regular job in the ONGC. I am happy to say that the full settlement of dues and all appointment letters to the nominated next of kin of the 15 ONGC personnel, covered by the scheme, will be made on Monday, the 22nd August, 2005. We think that the total compensation to be paid would range somewhere between Rs. 20 lakh and Rs. 32 lakh. But I do want to add to this that while these are the arrangements made by the ONGC for their own personnel, ONGC have volunteered that they will also see what further assistance they may need to give to those who are not employed by the ONGC, but who have been bereaved by this accident, and try to see what they can do to help. I assure the House that if any of these proves inadequate, the whole of our public sector oil industries stand ready to stand by these families in their hour of need. If going even beyond that, the Ministry of Petroleum and Natural Gas or the Ministry of Finance is required to do anything further, it will certainly do so. And may I, conclusion, thank the hon. Shri Dipankar Mukherjee for the very important suggestion he has made that in this context we really ought to look at the application of the ambit of the Contract Labour Act and see whether we are fulfilling both in letter and spirit the provisions of that Act. We shall conduct a study into this. I hope to have the advice of Comrade Dipankar Mukherjee on this issue and of any other Member who would like to advise us on this, and if this is an issue apt for being taken up in the Standing Committee, we have always found that the Standing Committee attached to our Ministry is quite exceptionally useful and imaginative in the suggestions that it makes to us, and we could take these suggestions into account. With regard to the entire question of contract labour which is tangential to the issue we are discussing just now, but central in the sense that so much contract labour has had to suffer on account of this accident.

My grateful thanks once again, Sir, to all those who participated in this discussion. Thank you.