

**SHRI DINEN BHATTACHARYYA:** Is this line a narrow gauge line and has Government any plan to convert it into a BG line and extend it up to Rarkeshwar on the Eastern Railway?

**SHRI MOHD. SHAFI QURESHI:** This is a narrow gauge line. There is no proposal either to convert it to BG or to extend it further.

**SHRI KRISHNA CHANDRA HALDER:** Is the Minister aware that the railway track was not maintained properly and that it is an old one and that not only was the engine used in this case a condemned engine but the age of the track and inadequate maintenance of it was also responsible for this? I want to know from the hon. Minister whether he is aware or not, that the railway authorities are maintaining the railway track properly.

**SHRI MOHD. SHAFI QURESHI:** I have stated in my reply that the rolling stock and the track were not in good condition. Now, we are replacing the sleepers and also improving the track.

**SHRI A. P. SHARMA:** The hon. Minister has said that according to the observation of the enquiry officer the driver exceeded the speed limit. May I know whether any speed limit was imposed in that section and what was the extent to which that speed limit was exceeded? (*Interruption*) I am asking a definite question whether there was a speed limit imposed and, if it was so, what was the speed limit and to what extent it was exceeded.

**SHRI MOHD. SHAFI QURESHI:** The fact that he has exceeded the speed limit indicates that there was a limit on the speed.

**SHRI A. P. SHARMA:** What was the speed? (*Interruption*)

**MR. SPEAKER:** Order please. Dr. Ranen Sen.

**SHRI A. P. SHARMA:** Sir, I have asked him a specific question. What was the speed limit imposed? By how much did he exceed?

**MR. SPEAKER:** He has no idea. Next question.

#### **Idle Capacity in Burmah Shell Refinery at Trombay**

\*212. **DR. RANEN SEN:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the attention of the Government has been drawn to the news item appearing in 'Hindustan Times' dated the 6th February, 1973 under the heading "Country's largest refinery has much idle capacity"; and

(b) if so, the reaction of Government thereto?

**THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH):** (a) and (b). Burmah-Shell has claimed that it has an unutilised capacity of around 1.75 million tonnes per annum. Burmah Shell Refinery is already operating at around 3.75 million tonnes per annum against its licenced capacity of 2.00 million tonnes per annum. The question of utilising additional capacity claimed to be available at the refinery will be considered by the Government at the appropriate time when demand for products in the economic supply area of the Bombay Refineries will justify such utilisation.

**DR. RANEN SEN:** This attitude of the foreign oil companies and the refineries is well known to us. In view of the attitude they have taken, in regard to the supply of crude, may I know whether it is a fact that this Burmah-Shell refinery has got a total capacity of 5.25 million tonnes for the production of petroleum products but they do not generally produce more than 3.6 million tonnes, that their marketing division is also sabotaging

and that they are marketing only 19 per cent of the total Indian consumption though they are asked to do more and, if so, may I know what steps the Government propose to take in this regard to check these vagaries of the foreign oil refinery?

**SHRI D. K. BOROOAH:** If the hon. Member suggests that they should be allowed to produce more than what they are producing, that can be considered only when we are satisfied that the economic supply area near Bombay justifies this. They are now producing 3.75 million tonnes. Although they have asked for expansion we have not permitted it. Formerly, their licensing capacity was two million tonnes, but in January, 1963, they were permitted to expand in view of the national emergency existing at that time. So far as marketing is concerned, they do according to the plan which is fairly well known.

**DR. RANEN SEN:** About marketing, he said it is fairly well known; fairly well known to whom, and what is that? Probably it is fairly well known to the Minister. Anyway, my second question is this. Is it also a fact that even today these foreign oil refineries are not prepared to take crude from outside their own procurement zone and that is why this conflict between the attitude of the Government of India and that of the oil companies persists and, if so, has the Government made it clear to them that since they are not getting more prices for their crude they have to take the crude, whatever is brought by the Government of India, from outside?

**SHRI D. K. BOROOAH:** Yes, Sir, they have always taken crude from their own agents. Now they have asked for a higher price, but we have not agreed to it. In fact, negotiations are going on. The point of utilisation of crude, from whatever source it may come to this country, is also being discussed with them.

**SHRI B. V. NAIK:** Even though on ideological grounds it can be considered as private or public sector and on national chauvinistic grounds it could be considered on the basis of indigenous and foreign concerns, and as long as they are within the territory of India at the appropriate time, they are subject to nationalisation, will the hon. Minister tell us that this question of idle unutilised capacity will be seen in the context of the shortage of petroleum and petroleum products as well as kerosene in this country and full utilisation of capacity will be ensured at least in the coming years?

**SHRI D. K. BOROOAH:** Certainly it is difficult to avoid ideological grounds. We want the oil refineries to be in the public sector. Regarding the utilisation of the installed capacity of this particular refinery in Bombay we have to take into account the necessity, the capacity and the requirement and the transportation problem of that supply area. We have found there are other areas where the demand for petroleum products is higher and therefore, refineries have to be located there. In the overall economic consideration, it is considered to be more suitable to have refineries in those areas where there is greater demand for these products as in the north-western part of India. Therefore, it does not sort of act as a curtailment of production to which the hon. member referred.

**SHRI S. N. MISHRA:** Why has expansion been refused to this refinery?

**SHRI D. K. BOROOAH:** I have already said that we are not satisfied that the requirement of the supply area of this refinery justifies its expansion.

**SHRI C. K. CHANDRAPAN:** In view of the answer given by the minister and the many difficulties he has pointed out relation to the foreign oil companies demands, why does not the Government decide to nationalise

the foreign oil refineries? What stands in the way of nationalisation?

SHRI D. K. BOROOAH: Discussions are going on with the Esso about this problem, whether we should buy it outright or acquire substantial shares.

SHRI C. K. CHANDRAPAN: I asked about nationalisation, not buying.

MR. SPEAKER: Don't go too far in these matters of policy.

### आन्दोलनों के दौरान रेलवे सम्पत्ति की रक्षा

\*214. श्री ईश्वर चौधरी :

श्री सतपाल कपूर :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि विभिन्न राज्यों में आन्दोलनों के दौरान रेलवे सम्पत्ति को नष्ट होने से बचाने के लिये सरकार द्वारा क्या कार्यवाही की गई है, अथवा की जा रही है ?

रेल मंत्रालय में उप-मंत्री ( श्री मुहम्मद शफ़ी कुरेशी ) : एक विवरण सभा-पटल पर रख दिया गया है ।

### विवरण

1. रेलों की सुरक्षा शाखा राज्य पुलिस की कार्यकारी और आसूचना शाखाओं के साथ निकट सम्पर्क रखती है और वे रेल चालन तथा महत्वपूर्ण संस्थापनों की सुरक्षा को दुष्प्रभावित करने वाले मामलों के बारे में सूचना का आदान-प्रदान करते हैं ।

2. जब गड़बड़ी की आशंका होती है तो यथास्थिति राज्य पुलिस या रेलवे सुरक्षा दल द्वारा भेद्य स्थलों की रक्षा और भेद्य खण्डों में रेल पथ पर गश्त लगाने का काम प्रारम्भ किया जाता है ।

3. जिन क्षेत्रों में अशांति पैदा होने की संभावना होती है उन के रेलवे स्टेशनों पर सुरक्षा व्यवस्था को सुदृढ़ करने के अलावा,

प्रभावित खण्डों पर गाड़ियों की मार्गरक्षा के लिए सरकारी रेलवे पुलिस और रेलवे सुरक्षा दल द्वारा कार्रवाई की जाती है ।

4. ज़रूरत होने पर, रेलवे स्टेशनों के निकट और शैक्षणिक संस्थाओं के आस-पास के रेल पथ पर स्थानीय पुलिस गश्त की व्यवस्था करती है ।

5. रेल सम्पत्ति जैसी राष्ट्रीय परि-सम्पत्तियों के विनाश के घातक प्रभावों पर जनता का ध्यान आकर्षित करने के लिए कदम उठाये गये हैं । इस सम्बन्ध में, रेलवे बोर्ड और क्षेत्रीय रेलों द्वारा प्रेस विज्ञप्तियों विशेष, लेखा विवरणिकाएं जारी की जाती हैं । अधिकारियों और अन्य व्यक्तियों द्वारा रेडियो वातांभ भी प्रसारित की जाती हैं ।

6. यह विषय राष्ट्रीय रेल उपयोगकर्ता परामर्श परिषद् की बैठकों में भी उठाया जाता है और इस सम्बन्ध में उन से सहयोग मांगा जाता है ।

7. रेल सम्पत्ति के विनाश के लिए दण्ड व्यवस्था को और अधिक निवारक बनाने के उद्देश्य से भारतीय रेल अधिनियम, 1890 में संशोधन करने का प्रस्ताव है ।

श्री ईश्वर चौधरी : स्टेटमेंट में कहा गया है कि

“ जब गड़बड़ी की आशंका होती है तो, यथास्थिति, राज्य पुलिस या रेलवे सुरक्षा दल द्वारा भेद्य स्थलों की रक्षा करने और भेद्य खण्डों में रेल पथ पर गश्त लगाने का काम प्रारम्भ किया जाता है ।”

दूसरे यह कहा गया है कि

“ जिन क्षेत्रों में अशांति पैदा होने की संभावना होती है, उन के रेलवे स्टेशनों पर सुरक्षा व्यवस्था को सुदृढ़ करने के अलावा, प्रभावित खण्डों पर गाड़ियों की मार्गरक्षा के लिए, सरकारी रेलवे