

Expansion of Refineries at Visakhapatnam

204. SHRI P. RAJAGOPAL NAIDU: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) Whether Government have any proposal for expanding refineries at Visakhapatnam; and

(b) if so, facts thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) and (b). Government have no proposal at present for the expansion of the Caltex Refinery at Visakhapatnam, which has been taken over by them with effect from 30th December, 1976. Certain modifications to this Refinery have however, been undertaken so as to enable the Refinery to process Bombay High Crude also.

Survey for Hubli-Karwar Railway Line

205. SHRI G. Y. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether a Survey for the Hubli-Karwar railway was conducted in 1972;

(b) whether the Karnataka Government had offered land and sleepers free for the project; and

(c) if so, the details regarding its progress?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Yes.

(b) No.

(c) The justification for construction of the line was mainly for the export of iron ore from Bellary-Hospet area through Karwar Port, and for the traffic to be offered as a result of commissioning of Vijyanagar Steel Plant.

Since no concrete progress has been made on the scheme to export iron ore via Karwar Port and the proposed Steel Plant project has also not made much progress, the construction of the line has not been approved so far. Fresh traffic appraisal for the project has, however, been ordered which will take into account the latest developments.

Manufacture of Diesel Shunter and Electric Locomotives in CLW

206. SHRI SHYAMAPRASANNA BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Diesel shunters and Electric Locomotives manufactured in Chittaranjan Locomotive Works per month;

(b) the cost per locomotive; and

(c) the sale price per locomotive?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) Outturn per month—

Diesel Shunter=2.25 locomotives.

Electric Locomotives= locomotives.

(b) Cost per locomotive—

Diesel Shunter = Rs. 29 lakhs.

Electric Locomotive
AC/MT = Rs. 45 lakhs.
AC/DC = Rs. 54 lakhs.

(c) Transfer price of locomotives produced for Railways own use is based on no-profit no-loss basis.

Tube Railway for Calcutta

207. SHRI SUSHIL KUMAR DHARA: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made in the construction of tube railway in Calcutta;

(b) in what phases the work is to be carried on and the time when the project is likely to be completed; and

(c) whether there are proposals for laying railway lines for tube railways in cities other than Calcutta, if so, the towns in which Government propose to do so?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) The overall up-to-date progress of work on the Dum-Dum-Tollyganj tube railway in Calcutta is 11 per cent.

resources.

(b) The tentative planning is to construct the line for a total of about 11 kms. in two parts, viz. Dum Dum to Shyambazar in the north, and Esplanade to Tollyganj in the south.

The work can be completed by 1986, subject to availability of resources.

(c) Barring Calcutta's Dum Dum—Tollyganj underground project, no schemes have been approved so far, for the construction of tube railways in metropolitan cities. However, survey/studies regarding provision of mass rapid transit facilities for Bombay, Delhi and Madras have been carried out. In Bombay, a small scheme consisting of a flyover at Bandra and some other ancillary works has been taken up for construction.

Increase in Price of Oil

208. SHRI D. B. CHANDRA GOWDA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there has been any increase in the oil price during 1976-77; and

(b) if so, to what extent and what has been its impact on India's economy and the role played by the Indian Government with the Organi-

sation of Petroleum Exporting Countries?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Yes, Sir. At the 49th Meeting of the Conference of the Organisation of Petroleum Exporting Countries held in Doha, Qatar from the 15th to 17th December, 1976, decisions were taken to give effect to a two tier pricing system in respect of crude oil prices which had remained frozen since the last increase of October 1, 1975. While Saudi Arabia and UAE decided to raise the prices of their crude oil by 5 per cent effective January 1, 1977 the other 11 OPEC Member States opted for an increase in the price of \$11.51 per barrel former Price of the Marker Crude to \$12.70 per barrel as of January 1, 1977 and to \$13.50 per barrel as of July 1, 1977.

As a result of the increase in the price of crude oil effective January 1, 1977 the additional requirement of Foreign exchange for the import of crude oil during the last quarter January—March, 1977 of the financial year 1976-77 was of the order of Rs. 24 crores.

India has bilateral cooperation arrangements with Iraq, Iran, UAE, Kuwait and Saudi Arabia. In the multilateral field, India has worked together with the OPEC countries in the various meetings of the non-aligned movement. The question of oil price was an issue under consideration at the discussions in the Conference on International Economic Cooperation held in Paris. India has tried to impress upon them the need for adequate differential and remedial measures to protect the interests of oil importing developing countries in times of rises in oil prices. Although no agreement was reached on oil-pricing our problems and interests are now better understood and appreciated.