

(d) the advantages of this particular location and its economics as against other alternative routes; and

(e) the total estimated cost of the entire project already planned and being implemented now in the said directions?

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

(a) Yes, Sir.

(b) to (d). The question of the optimum utilisation of crude oil and associated gas of the Bombay High field has been under Government's consideration right from the time the discovery was known to be of commercial significance. In February 1975, Government appointed a Working Group consisting of experts and representatives of the industry to recommend measures for the optimal utilisation of the Bombay High oil and gas. While the recommendations of the Working Group were under examination, representations were received from the Government of Maharashtra and the Government of Gujarat concerning certain aspects of the utilisation of the associated gas from Bombay High. The entire matter has been discussed at a series of inter-Ministerial meetings as also with the Chief Ministers of Gujarat and Maharashtra and the decision taken thereafter on techno-economic considerations that the oil and gas pipelines for the transport of oil and associated gas be laid from Bombay High to Trombay via Uran, where a shore terminal would be established.

A project study has also been undertaken for laying a pipeline from South Bassein to Gujarat, which on its way will be inter-connected with the pipeline from Bombay High so that the flow of associated gas as well as non-associated gas in the two directions can be regulated.

(e) The total estimated cost of the pipeline from Bombay High to Trombay (via) North Bassein and Uran,

which is being implemented is Rs. 219 crores approximately.

Use of Hindi in Railway Offices

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

(a) what are the reasons for the slackness in the use of the language of the Union, Hindi, in the various Railway Offices, departments and administrative set-up particularly in the regions where either Hindi is the mother-tongue or where Hindi has been accepted for correspondence and transactions, after the Janata Government has come into the power;

(b) what steps are being taken to see that the progress is in this direction rather than switching over again to increase use of English; and

(c) in view of the fact that the Railways are a commercial organisation and come into daily contact with the users, what are the reasons that officers and men continue to force foreign language upon them, even though the overwhelming majority do not know the language?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) There has been no slackness in the use of Hindi in Railway offices after the Janata Government has come into power.

(b) In view of above, the question does not arise.

(c) The officers and employees of the Railway Department do not compel the public to use English while dealing with the Railways. Letters received in Hindi from public are, as far as possible, being replied to in Hindi. Forms for the various purposes filled in Hindi by the public are duly accepted and dealt with accordingly.