

सर्वेक्षण के परिणामों और इसके लिए उपलब्ध संसाधनों पर निर्भर करेगा ।

भटिंडा-सूरतगढ़ मीटर गेज लाइन

3852. चौ० हरी राम मक्कासर गोदारा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि ।

(क) क्या भटिंडा-सूरतगढ़ मीटरगेज लाइन, जिसे बड़ी लाइन में बदला जा रहा है, बीकानेर तक बढ़ाने के बारे में कोई सुझाव दिया गया है ?

(ख) क्या इस सुझाव पर विचार कर लिया गया है ; और

(ग) यदि हां, तो उस पर क्या निर्णय किया गया है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) और (ख) जी हां ।

(ग) धन की अत्यधिक कमी और इस बात को ध्यान में रखते हुए कि पहले से किये गये अनेक वायदों को पूरा करना है, फिलहाल सूरतगढ़-बीकानेर मीटर लाइन खण्ड को बड़ी लाइन में बदलने का काम शुरू कर पाना संभव नहीं है ।

Scarcity of Petroleum Products

3853. SHRI PRASANNBHAI MEHTA:

SHRI RAMDAS SINGH:

Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that due to sluggish tank movement there has been a general scarcity of petroleum products all over the country in the month of February, 1978;

(b) if so the main reasons for the same;

(c) whether it is also a fact that products like furnace oil and light diesel oil needed for the industry have been in short supply which has resumed in heavy losses to industrial production;

(d) whether it is also a fact that the railway officials have denied any sluggish movement of the wagons in the northern sector but have admitted that due to the shortage of oil there was not much loading; and

(e) if so, the reaction of Government and steps being taken to improve the availability of petroleum products in the country?

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

(a) to (e). Some difficulties were encountered during November-December, 1977 on account of inadequate movement of petroleum products due to problems of tank wagon availability, coupled with product shortages in some feeding locations. This led to depletion of depot stocks, causing problems of availability of petroleum products in certain locations. The overall tank wagon movement of petroleum products registered a significant improvement from January 1978, and movement of tank wagons in February cannot be considered sluggish. Though there have been some temporary problems of availability for short durations it is not true that there has been general scarcity of petroleum products leading to heavy losses in industrial production. With the improvement in tank wagon movement, stocks of petroleum products have generally registered improvements in depot locations. Railways do not anticipate any difficulties in ensuring product loading at slated levels. Various steps such as daily monitoring of movement of rail wagons, round-the-clock loading at the refineries as also at the major loading installations, rationalisation of pattern of movement and extensive road