

Oil Exploration by ONGC in foreign Countries

202. SHRI AMARSINH V. RATHAWA:

SHRI AHMED M. PATEL:

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

(a) whether any offer from foreign countries has been made to Oil and Natural Gas Commission for oil exploration in those countries; and

(b) if so, the details thereof and the terms and conditions?

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

(a) and (b). ONGC is already operating in Iran, Iraq and Tanzania. Last year, pursuant to the discussions held in Syria by Shri George Fernandes, Minister for Industries, an offer was received for ONGC undertaking oil exploration in that country, on the basis of a production sharing contract. For assessing the prospects of the available areas and also to negotiate the terms of the contract, ONGC's teams visited Syria. On the basis of the data collected by ONGC during the second team's visit in respect of the location indicated by the Syrian side, the area was not considered sufficiently prospective by ONGC and as such the matter was not pursued further.

Casual Labourers of Kharagpur Division retrenched during emergency

203. SHRI SUDHIR GHOSAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether 800 (eight hundred) casual labourers of Haldia-Panskush Rail Link project (S.E. Railway) Kharagpur Division have been retrenched during emergency period from June, 75 to October 75 though they served the above project for more than 8 to

10 years continuously and enjoyed all facilities (such as promotions, transfers, T.A.'s, C.D.S., House rent, medical, etc.) as are given to the permanent employees of the railways;

(b) whether according to the election manifesto of the Janata Party all the retrenched employees are to be absorbed in no time; and

(c) if so, how the Government propose to help these distressed labourers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). Construction work on the Railways is done using casual labour in large numbers. After the line is opened, only a small fraction of this work force is required for maintenance of the line and as such the surplus casual labour have to be discharged though every effort is made to offer alternative employment to them.

After the construction work was over and the Haldia-Panskura line was opened for traffic, surplus casual labourers were discharged from January 1975 onwards.

Every efforts is being made by Government to find alternative employment for the surplus men. 300 have been absorbed in regular vacancies on the maintenance side. Another 180 have been diverted to another project—linking of F.C.I. siding at Haldia. Yet another 120 senior discharged labourers have been re-employed in construction of Chord Line avoiding Panskura, etc.

सुरत-भुसावल रेल लाइन पर तथा उसबाड़ा पर रेलवे कांतिग बुकिबाएँ

204. श्री सीतू भाई गामित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) सुरत-भुसावल रेल लाइन पर किम-किन स्थानों पर बीचने हैं तथा क्या