

Import of coal

3902. SHRI GHULAM RASOOL KOCHACK: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have okayed the prospects of coal import plant;

(b) if so, whether it is also a fact that imported coking coal will cost over Rs. 800 a tonne;

(c) what are the countries from which the coking coal was imported during May and June, 1980; and from where it will be imported in future;

(d) whether the contracts in this regard with Japan, Australia and USSR have been finalised; and

(e) is not, by what time all the contracts in this regard is likely to be concluded?

THE MINISTER OF COMMERCE AND STEEL AND MINES (SHRI PRANAB MUKHERJEE): (a) to (e). The proposal for import of coking coal during the year 1980-81 is under active consideration. Details regarding the price, countries from which imports will be made and finalisation of contracts can be worked out only after the decision has been taken and other formalities concluded.

"Air-India Pressured" to buy Five Planes

3903. SHRI JYOTIRMOY BOSU: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether his attention has been drawn to a news-item published by 'India Abroad', a weekly newspaper published from New York, in its issue dated 6th June, 1980, under the caption "Air-India Pressured" to buy five planes; and

(b) if so, the fact thereof and Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI CHANDULAL CHANDRAKAR): (a) Yes, Sir.

(b) Air-India have already rejected the offer for purchase of Five Boeing-747 aircraft and informed the concerned party accordingly.

Steps to conserve Energy and Fuel in Government, Public Sector and other organisations

3904. DR. VASANT KUMAR PANDIT: Will the Minister of FINANCE be pleased to state:

(a) what active steps Government have taken to conserve energy and fuel in Government, Public Sector and other organisations;

(b) whether it is a fact that the Finance Minister has issued instructions to various departments and State Governments to make effective cut in consumption by Ministers and all Government officers; and

(c) if so, the quantum of fuel and energy savings and the financial benefit arising therefrom?

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI MAGANBHAI BAROT): (a) to (c). Government is taking various measures to effect savings in the consumption of petrol in the country. Some of the important steps taken to conserve fuel and energy in Government, public sector undertakings and other organisations are as under:—

(i) Introduction of an improved version of kerosene wick stove possessing a thermal efficiency of about 60 per cent as against the thermal efficiency of 40 to 45 per cent possessed by other kerosene wick stoves usually sold in the market.

(ii) Advising Central Government Ministries/Departments, State Governments and public sector under-

takings to effect savings in the consumption of motor spirit (petrol) in their staff cars.

(iii) Initiating studies in the State Road Transport Undertakings, having a large fleet of vehicles, for greater efficiency in the utilisation of high speed diesel oil in transport sector.

(iv) Giving advice to State Governments to statutorily impose speed limits for passenger transport vehicles within cities and towns, and on local transport vehicles as well as to control goods and passenger vehicles with high smoke exhausts in order to achieve efficiency in diesel consumption.

(v) Substitution of Furnace Oil by Coal, wherever it is technologically feasible.

(vi) Providing advisory service to the industries for the adoption of measures aimed at improvement of efficiency in the use of furnace oil.

(vii) Issuing detailed guidelines for energy conservation.

(viii) The Government also set up a Working Group on energy to develop a perspective in the development of energy sector and to recommend appropriate policy measures for optimal utilisation of available energy resources. The working group had submitted its Report in November, 1979 identifying conservation and improving of efficiency in the energy use as the economy measure for managing the demand for energy in the industrial sector.

(ix) In the coal sector also, the conservation measures are being pursued mainly through the adoption of improved mining techniques to maximise the recovery and reduce loss due to mining collapse and underground fires. Steps are also being taken to develop techniques to upgrading middlings so that they can also be used in the steel industry.

Techniques of making coke from non-coking and semi-coking coals are also being developed. A plant is being established at Talcher to produce form coke.

(x) In the power sector about 60 per cent of power generation in the country is derived from thermal power plants mainly using coal as fuel. The specific fuel consumption in thermal power plants has come down gradually with the adoption of larger units and improvements in the utilisation of power plants made possible with gradual integration of power systems. The gross efficiency of thermal power plants which stood at about 17 per cent in 1955 has gradually increased to about 27 per cent at present. The efficiency would further improve with the increase in the larger size units presently under installation and their stabilisation.

(xi) The process of dieselisation and electrification in the railways has contributed to substantial saving of energy.

(xii) Finance Ministry have issued instruction on the 22nd May, 1979 to various Departments of Central Government, public sector undertakings etc. laying down certain norms and introduction of effective economy measures for reducing actual consumption of petrol in respect of staff cars, service vehicles and field vehicles maintained by various Government offices as well as the public enterprises. The guidelines required *inter-alia* that the petrol consumed by the staff cars should be restricted to 66-2/3 per cent of the quantity consumed during the year 1978-79 in respect of non-operational vehicles and 85 per cent in respect of operational vehicles. The maximum limit of 900 litres per quarter in respect of cars that may be used by Ministers and their personal staff at different occasions prescribed in October, 1973 has been brought down to 750 litres per quarter with effect

from 22-5-79. Purchase of new staff cars has been banned except in the case of new organisations only with the approval of the Finance Ministry. The Ministries have also been asked to examine whether their requirements can be met by three-wheeler vehicles instead of staff cars. The use of staff cars for non-duty journeys has been banned. The Ministries have been asked to eliminate dead mileage to the maximum extent possible by parking Government cars in closed garages in the office buildings or the nearby buildings.

It is not possible to estimate the cost likely savings arising from the steps taken so far.

**सहकारी किसान चीनी मिल महमूदाबाद,
उत्तर प्रदेश द्वारा मांगी गई वित्तीय सहायता**

3905. श्री रामलाल राही क्या वित्त मंत्री यह बनाने की कृपा करेंगे कि

(क) क्या सपति समिति की सिफारिशों के आधार पर उत्तर प्रदेश में सहकारी किसान चीनी मिल, महमूदाबाद, सीतापुर ने मशीनरी आदि की स्थापना और अधिप्राप्ति के लिए भारतीय औद्योगिक वित्त निगम से लगभग चार करोड़ रुपये की केन्द्रीय वित्तीय सहायता मांगी है; और

(ख) यदि हा, तो यह सहायता अब तक न दिये जाने के क्या कारण हैं, इस प्रकार से कितनी राशि मांगी गई है और इस बारे में पूरे तथ्य क्या हैं ?

वित्त मंत्रालय में उपमंत्री (श्री मगनभाई बरोट)

(क) और (ख) 24 जनवरी 1980 को, भारतीय औद्योगिक वित्त निगम (आई० एफ० सी० आई०) को किसान सहकारी चीनी मिल्स लिमिटेड महमूदाबाद जिला-सीतापुर (उ० प्र०) से एक आवेदन पत्र प्राप्त हुआ था जिसमें कि एक नई चीनी की फैक्ट्री स्थापित करने के लिए, इस परियोजना की पूंजी लागत के एक अंश के रूप में, 490 लाख रुपये की वित्तीय सहायता मांगी गई थी ।

अगस्त, 1980 में चीनी पर से नियंत्रण हटने तक, अखिल भारतीय वित्तीय संस्थाएं, नई चीनी मिलों तथा विस्तृत परियोजनाओं के लिए वित्तीय सहायता प्रदान कर रही थी, जो कि सम्पत्त समिति की सिफारिशों पर आधारित "प्रोत्साहन योजना" के

अन्तर्गत, भारत सरकार द्वारा दिये जा रहे प्रोत्साहनों पर मुख्यत निर्भर थी। अगस्त, 1978 में चीनी पर नियंत्रण हट जाने के फलस्वरूप, उक्त प्रोत्साहन योजना समाप्त हो गई। इसलिए, नई चीनी परियोजनाओं की वित्तीय क्षमता का मूल्यांकन, चीनी उद्योग में व्याप्त वर्तमान शर्तों के अनुसार किया जाता है। चीनी उद्योग के लिए प्रोत्साहन की योजना में सशोधन तथा समीक्षा करने के लिए, भारत सरकार द्वारा एक अन्तः मंत्रालय दल का गठन किया गया था। सरकार को, मई, 1980 में इस दल की रिपोर्ट प्राप्त हो गई है। इस रिपोर्ट पर की जाने वाली कार्रवाई तथा सरकार के निर्णय की घोषणा के बारे में, कृषि मंत्रालय में प्राथमिकता के आधार पर कार्य शुरू कर दिया गया है। कृषि मंत्रालय द्वारा प्रोत्साहन की योजना की घोषणा के बाद ही भारतीय औद्योगिक विकास निगम, किसान सहकारी चीनी मिलों लिमिटेड, महमूदाबाद सहित अन्य नई चीनी मिलों से प्राप्त आवेदन पत्रों पर विचार करने की स्थिति में होगा।

Supply of Steel Through West Bengal Small Industry Corporation

3906 SHRI JYOTIRMOY BOSU: Will the Minister of STEEL AND MINES be pleased to state.

(a) whether in a recent communication to him the West Bengal Industries Minister has pointed out that the West Bengal Small Industries Corporation is a canalising agency for supply of steel to small units;

(b) whether he has also pointed out that the State Corporation is given quota of steel and scarce items on the basis of allocations worked out by the Union Ministry;

(c) if so, whether it is a fact that the Centre has issued orders to the effect that henceforth small entrepreneurs in the Durgapur-Asansol belt will directly receive steel from the stockyards on application; and

(d) if so, the facts thereof and reasons therefor?

THE MINISTER OF COMMERCE AND STEEL AND MINES (SHRI PRANAB MUKHERJEE): (a) and (b) There is a recent communication from the West Bengal Minister-in-charge for Cottage and Small Scale Industries to the Minister of State for Industry in this regard.