

ZIAUR REHAMAN ANSARI:
 (a) and (b). During the visit of Lord Balogh, the then Minister of State for Energy, U.K. to India in January 1975, matters of mutual interest concerning the oil situation were discussed. He offered to provide facilities for training Indian personnel in the U.K. as also to depute their experts to India for short periods for rendering technical assistance to India in oil exploration and production. Discussions have since been held nical assistance offered by the U.K. Department of Energy to identify the areas of mutual co-operation. Technical assistance offered by the U.K. Government would be utilised to the extent necessary at the appropriate time.

Motor Industry's plea for providing Petrol quota at reduced price

**3233. SHRI R. S. PANDEY:
 SHRI Y. ESWARA REDDY:**

Will the Minister of PETROLEUM be pleased to state:

(a) whether motor car industry has urged Government to arrange minimum monthly quota of 100 litres of petrol per vehicle at a reduced rate; and

(b) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) No such request from the motor car industry has been received in the Ministry of Petroleum. A somewhat similar request was, however, received last year from a Taximen's Association but the system of dual pricing for petrol has not been acceptable.

(b) Does not arise.

Complaints against Station Master and Parcel Clerk of Gondia

3234. SHRI SARJOO PANDEY: Will the Minister of RAILWAYS be pleased to state:

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(a) whether D. S. and D. C. S. from Nagpur went to Gondia Railway Station to enquire into the complaints made against the Station Master and Parcel Clerk;

(b) whether they have submitted any report; and

(c) the steps being taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). No. However, Divisional Commercial Superintendent, Nagpur held a meeting on 9th December, 1975 with the vegetable merchants of Gondia to look into their grievances which broadly related to:

(i) Late delivery of parcels

(ii) Detention of parcels due to non-loading by certain trains and refusal by parcel staff to accept booking.

(iii) Request for transfer of existing station staff who are there for long.

The following decisions were taken:

(i) At the request of the merchants delivery of perishables at platforms had been stopped and transferred to parcel office. Some delay was unavoidable in the process of transferring the parcels from platforms to the parcel office, which is at a distance, before delivery could be granted. The question of reverting to the old system of giving platform delivery if majority of the merchants desire delivery on the platform itself is under the consideration of the Railway Administration.

(ii) As loading of parcels is necessarily to be done within the scheduled stoppage and availability of room in a particular train, all the parcels could not be loaded in a particular train.

Booking of parcels at Gondia is done from 8-00 hours to 12-00 hours and from 14 00 hours to 17.30 hours. As the hours of working are strictly observed, the request from the