

7 of the Indian Telegraph Act, 1885.
[Placed in Library. See No. LT-2806/78].

NOTIFICATIONS UNDER COAL MINES PROVIDENT FUND AND MISCELLANEOUS PROVISIONS ACT

श्री सारंग साय : मैं डा० राम कृपाल सिंह की ओर से कोयला खान भविष्य निधि तथा प्रकीर्ण उपबन्ध अधिनियम, 1948 की धारा 7क के अन्तर्गत निम्नलिखित अधिसूचनाओं (हिन्दी तथा अंग्रेजी संस्करण) की एक एक प्रति सभा पटल पर रखता हूँ :

- (1) कोयला खान बोनस (संशोधन) स्कीम, 1978, जो दिनांक 2 सितम्बर 1978 के भारत के राजपत्र में अधिसूचना संख्या सा०सा०नि० 1085 में प्रकाशित हुई थी।
- (2) आन्ध्र प्रदेश कोयला खान बोनस (संशोधन) स्कीम 1978, जो दिनांक 2 सितम्बर 1978 के भारत के राजपत्र में अधिसूचना संख्या सा०सा०नि० 1086 में प्रकाशित हुई थी।
- (3) राजस्थान कोयला खान बोनस (संशोधन) स्कीम, 1978 जो दिनांक 2 सितम्बर, 1978 के भारत के राजपत्र में अधिसूचना संख्या सा०सा०नि० 1087 में प्रकाशित हुई थी।
- (4) आसाम-कोयला खान बोनस (संशोधन) स्कीम, 1978, जो दिनांक 2 सितम्बर, 1978 के भारत के राजपत्र में अधिसूचना संख्या सा०सा०नि० 1088 में प्रकाशित हुई थी।

[Placed in Library. See No. LT-2807/78].

NOTIFICATION UNDER DRUGS AND COSMETICS ACT

श्री सारंग साय : मैं श्री जगदम्बी प्रसाद यादव की ओर से निम्नलिखित पत्र सभा पटल पर रखता हूँ :

- (7) औषध तथा प्रसाधन सामग्री अधिनियम, 1940 की धारा 38 के अन्तर्गत औषध तथा प्रसाधन सामग्री (तीसरा संशोधन) नियम 1978 (हिन्दी तथा अंग्रेजी संस्करण) की एक प्रति, जो दिनांक 2 सितम्बर, 1978 के राजपत्र में अधिसूचना संख्या सा०सा०नि० 1074 में प्रकाशित हुए थे।

[Placed in Library. See No. LT-2808/78].

STATEMENTS OF PUBLIC ACCOUNTS COMMITTEE

SHRI P. V. NARASIMHA RAO (Hanamkonda): I beg to lay on the Table the following Statements:

- (1) Statement showing final replies of Government to the recom-

mendations contained in Chapter V and the action taken replies on the recommendations made in Chapter I of the Twenty-second report of the Public Accounts Committee regarding action taken by Government on the recommendations contained in their Hundred and Ninety-fifth Report (Fifth Lok Sabha) on Rajdhani Express.

(2) Statement showing final replies of Government to the recommendations contained in Chapter V and the action taken replies on the recommendations made in the Chapter I of the Thirty-first Report of the Public Accounts Committee regarding action taken by Government on the recommendations contained in their Two Hundred and Fourth Report (Fifth Lok Sabha) on Expansion of Srinagar Telephone Exchange.

(3) Statement showing final replies of Government to the recommendations contained in Chapter V and the action taken replies on the recommendations made in Chapter I of the Sixtieth Report of the Public Accounts Committee regarding action taken by Government on the recommendations contained in their Two Hundred and Twenty-fifth Report (Fifth Lok Sabha) on Diesel Locomotive Works.

12.05 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED SHORTAGE OF DIESEL, KEROSENE OIL AND OTHER PETROLEUM PRODUCTS IN THE COUNTRY

SHRI K. LAKKAPPA (Tumkur): I call the attention of the Minister of Petroleum, Chemicals and Fertilizers of the following matter of urgent public importance and request that he may make a statement thereon:

"The reported shortage of diesel, kerosene oil and other petroleum products in the country, particularly in Haryana, Punjab, Rajasthan and Uttar Pradesh."

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILISERS (SHRI H. N. BAHUGUNA): Sir, Honble Members have called attention of the Government to the reported shortages of diesel oil, kerosene oil and other petroleum products in the country, particularly in Haryana, Punjab, Rajasthan and Uttar Pradesh.

2. There have been a number of constraints, including some uncertainties regarding availability of Iran crude, which have affected the crude throughput and consequently, the availability of petroleum products in the country during the last few weeks. While the overall supply position in the country as a whole is satisfactory, there have been some problems of availability of diesel oil in the North West region comprising of Haryana, Punjab, Rajasthan and Western U.P.

3. Every year the stock of High Speed Diesel Oil is sought to be built up during the lean monsoon season to the maximum extent possible. Every effort was made this year also to build up inventories in the North West region in order to meet the seasonal high demand and by 1st October 1978, the stock buildup in the North West region was 160,000 Kls of diesel oil, a quantity which is adequate to meet the demands of diesel oil in North West region for about 20 days during the busy season. This stock has been the highest in recent years. The following factors, however, led to a very fast depletion of the stocks:—

(A) There was a 40-day strike by Bombay Port Trust Railway during September-October, 1978 which prevented about 75,000 tonnes of petroleum products being moved to the North West region.

(B) On account of this strike in Bombay Port Trust Railway, a number of tankers containing other products had to be diverted from Bombay to Kandla. The consequent congestion in Kandla resulted in petroleum product tankers having had to wait for 10 to 15 days before

being unloaded. This in turn affected the movement of products by rail to the North West region.

(C) Due to the unprecedented floods in West Bengal, the movement of petroleum products from Haldia Refinery by rail, road as well as by the Haldia-Kanpur pipeline was seriously affected in September-October.

(D) Production at Barauni Refinery has unfortunately suffered seriously as a result of persistent labour trouble, and about 350,000 tonnes of products including diesel have been lost since June, 1978 until now.

4. This situation has been compounded by the fact that while supplies and movements were affected as mentioned above, the demand for diesel has registered a spectacular increase in the North West region. Thus, as against an average daily offtake of about 6100 Kls during the first 20 days of November, 1977, the actual daily sales of diesel oil during the first 20 days of November, 1978 in this very region has been about 7200 Kls. equivalent to a growth of about 17.5 per cent. It may be mentioned in this connection that the anticipated growth rate of diesel oil in the country as a whole is around 9 per cent per annum.

5. However, in spite of higher sales, there are reports of inadequate availability of products in certain North-West locations. This matter has been under close scrutiny for sometime and a number of steps have been taken to improve the availability position further to ensure that the demands are met in full. These steps are as follows:

(i) The Expansion Unit of Koyali went into operation in October, 1978 and is currently refining at the rate of 2 million tonnes per annum. The operation of this new unit created certain initial problems of loading the additional products but these have been successfully overcome and the loading of diesel and other products from Koyali has improved very

[Shri H. N. Bahuguna]

substantially during the last few days.

(ii) A day to day monitoring of the movement of the railway wagons, their arrivals and unloading is being maintained in order to ensure the speediest possible movement of products to places where they are in short supply.

(iii) The oil companies have jointly nominated a special officer in each State for the purpose of maintaining close liaison with the State Government in regard to the supply and distribution of petroleum products.

6. With the above steps, the availability of diesel in all parts of the North-West region is steadily improving and I am confident that with the despatches which have either already taken place or are planned during the next few weeks, it would be possible to meet in full even the increased demand during the current busy season. It is also expected that the position of stocks in depots and retail outlets *vis-a-vis* their offtake will improve further as supply arrangements stabilise and panic buying comes to an end.

7. I would like to take this opportunity to inform the House that my Ministry has already taken action to procure about 500,000 tonnes of crude in lieu of the expected shortfall in supplies from Iran. In addition we have also been able to arrange for over 300,000 tonnes of diesel and other petroleum products from friendly countries.

SHRI K. LAKKAPPA: The statement of the hon. Minister requires very close scrutiny. It reveals that the Government of India, for the last one and a half years, have not created an atmosphere of any kind of self-reliance.

I would like to quote for your information and the information of the House the hon. Minister's reply to Unstarred Question No. 249 dated 16th July, 1978, in which he has stated categorically:

"Efforts to find additional sources of oil, both on-shore and off shore, have been stepped up. It is not possible to say when India would be self-sufficient in petroleum."

This is how the Government of India has shown its will to step up oil production and to create a satisfactory position in respect of the most important requirement of this country, because even agricultural production of the country is based on petroleum products.

The hon. Minister has stated in his statement that there are certain constraints etc., but he has not foreseen the shortfalls and shortcomings which are likely to arise. It has been stated in the press for the last so many days that even HSD, which is largely consumed by the northern States like Haryana, Punjab etc, is not available, and the entire agricultural operations have come to a halt. Because a large number of tractors are to be used and trucks are to be operated. But, unfortunately, even that has come to a grinding halt. That is why in Punjab the diesel supply has been rationed.

I would like to mention certain important aspects of the problem. The hon. Minister has not even stated whether the requirement and the supply of the HSD has been completely understood by the Government after the strikes at Bombay port and also in other refineries. I would like to know what the Government is doing with regard to the oil supply and demand. It has been reported that a sudden shortage of high speed diesel and kerosene—the supply shortfall is less acute in the case of the latter—has sent the Government scurrying for imports. The HSD shortage came into the limelight at the time of the strikes in the Bombay port and in the Koyali refinery in Gujarat. I want to know what the Government was doing about it. Should they not have foreseen all these things?

So far as the strike are concerned, it is a routine affair for the Government of India which they are not going to settle. Today, at all the ports where the strike is going on, the labour leader, Mr. Kulkarni, has already disagreed with the negotiations that have been offered by the Government of India. We do not know the result of the damage that is going to be caused to the economy of our country. The Government of India has not even got a mind to settle the issue and all these things.

The problem is not one of hold-ups of supplies of crude and refined products. The issue with respect to HSD in particular is quite different from the shortage of furnace oil in Bombay. The HSD shortage, if not mitigated by quick imports, would scuttle wheat thrashing and kharif sowing operations in the whole of northern and north western India. In various parts of the country, the agricultural operations have been completely stopped. The farmers cannot thrash wheat. They do not get diesel. Diesel is not at all available. In Punjab, the shortage has been meted out by way of rationing. The telegrams from Punjab and Haryana are coming to the hon. Minister. I do not know what action has been taken to meet the situation.

The demand for HSD has shot up following the power cut in the north. I would like to know whether the ministry of Petroleum has taken any effective measures regarding the shortage of power to see how to deal with that problem.

There is also the problem of faulty distribution system. The administration's control on the distribution system has been completely shattered into pieces. The Ministry is incapable of distributing even the available quantity of diesel and kerosene. The Government of India is not able to control the distribution system properly to cater to the needs of the needy people.

So far as the rationing of diesel is concerned, there is a large-scale black marketing going on and the agents are controlling the distribution system. It is completely out of the hands of the Government of India. The black marketing is going in on a large scale. The needy people are not getting diesel at controlled price.

The fact is that the HSD supplies were dwindling and the Oil Coordination Committee had reported it to the Petroleum Ministry. We are heavily dependent upon imports. As regards the ambitious expansion schemes, the expansion of on-shore and off-shore in Bombay High, even that is not functioning properly. I want to know how long we are going to depend upon imports. Unless the administration is streamlined, unless the administration completely controls the distribution system and distributes what is available equitably, the whole system of distribution will fail. The whole system of distribution and agency system is being operated through the vested interests. Those people are operating successfully and they are creating an artificial scarcity in the country.

Another point is this. I would like to know whether the hon. Minister would come out with a White Paper on the issue of distribution system of petroleum products as essential commodities are distributed and say whether he is going to take over the distribution system through his Ministry and rationalise the system of distribution, whatever is available.

Also I want a categorical answer from the hon. Minister to this question. With all their expansion schemes and expansion of off-shore and on-shore will he tell me at what point of time we will be self-reliant or self-sufficient as far as these vital items are concerned? What steps are Government of India going to take on a war-footing basis to meet the situation and to gear up the economic development of this country? Also will the

[Shri K. Lakkappa]

hon. Minister institute an inquiry into the distribution system throughout the country and particularly in the northern region where there are large-scale pilferages and black marketing and all administrative inefficiency?

SHRI H. N. BAHUGUNA: I share the deep concern of the hon. Member with regard to the point of time by which India will be self-reliant and self-sufficient in the field of crude oil and oil products. But I must say in all humility that the find for oil is being made vigorously, and the spending in the last year was 30 times more than that in the previous year. We are trying to search oil in sea and on the ground, and whatever we can possibly do in that regard is being done. It is our hope and expectation that we would be able to find some new oilfields. But so far we have not struck against any big field. India at the present level is refining about 26.5 million tonnes of crude per annum. India is producing, both on-shore and off-shore, about 11.5 million tonnes per annum. The production has not been cut down, the fields have not been given up; all efforts to produce more from the fields have not been given up; and the find for oil is on. Therefore, it would be less than fair for the hon. Member to accuse the Government of being rather negligent about the objects.

So far as the present question is concerned, from 1st November to 20th November, which is the busy season for sowing when HSD is very much needed, we had supplied the north-west region, about which the hon. Member expressed his deep concern—and rightly so because this is the granary of India with regard to wheat in the last year 6100 kilolitres which suffered to meet the demand of that area. This year we have supplied 7200 kilolitres in the same period but the demand is still a little more. As against the country's overall increase of 9 per cent in consumption of this particular petroleum product, this area has registered a growth rate of 17.5

per cent. Obviously, therefore, there has been a great deal of strain.

There is a misunderstanding in the mind of the hon. Member that there is some rationing system in the distribution of this product. The Government of India have not imposed any such rationing in the matter of petroleum products. We are trying to give as much petroleum products as are needed by the farmers but there have been some panic purchases because it is a hard fact that the shortage from Iran may be equal to 1.1 million tonnes. We have no control over the happenings in Iran and we cannot really influence the Iranian situation in any manner. Therefore, the crude import from Iran may be reduced by 1.1 million tonnes.

I agree with the hon. Member that we should produce more crude in India but there is no method to increase oil production from the existing wells to that level. We have gone round the world and we are grateful to Iraq as well as Abu Dhabi, the two countries which have given us additional crude and we have made some arrangements for spot purchases of products also from the market. But our people are very alert to national and international happenings and naturally, therefore, some of them are feeling perhaps that Iranian situation may upset their requirements later on. Therefore, there is a little bit of panic purchases and I only hope that these panic purchases will cease.

So far as the observation of the hon. Member that the requirements of the peasantry are not met, I can assure him and I can read out the figures to tell him that the daily sales in this region are much more than last year's and we propose to see that that level is maintained. We are rushing supplies and I am happy that the Railways have come to our help also and we are now in control of the situation and in spite of the Bombay port strike two tankers of crude have been cleared with the workers' co-operation and I only hope that in spite of the strike this particular field will not be hit

because agriculture is of vital importance and I only hope that with the co-operation of the hon. Members in general and the hon. Member, Shri Lakkappa, in particular, it should be possible for us to persuade even the Port workers to relieve us of these difficulties I hope they will not come in future and I am expecting things to improve.

SHRI K. LAKKAPPA: Sir, he has not answered all the points.

MR. SPEAKER: No, he has answered all your points.

Dr. Ramji Singh.

डा० रामजी सिंह (भागलपुर) मंत्री जी ने अपने उत्तर में कहा है कि कुल मिलाकर देश भर में डीजल की सप्लाई स्थिति संतोषजनक है। दूसरी जगह पर उन्होंने कहा है कि एक अक्टूबर, 1978 तक उत्तर पश्चिमी क्षेत्र में 1,16,000 किलो लीटर तेल भण्डार एकत्र कर लिया गया है। ऐसी स्थिति में जब सारा प्रबंध मंत्रीपजनक है और अपेक्षित भण्डार कर लिया गया है फिर हम प्रकार की कमी पंजाब में क्यों पैदा हुई? जैसा कि आपने स्वयं कहा है कि पंजाब भारतवर्ष की ग्रैनरी है वहाँ पर हजारों ट्रक बेकार खड़े रहते हैं—हम बात का क्या कारण है? अन्य क्षेत्रों में तेल की सप्लाई बाद में भी की जा सकती है लेकिन कृषि के क्षेत्र में अगर त्रुटि में मान दिना की भी देरी हो गई तो आपके मारे प्रबंध बेकार हो जायेंगे। यह डीजल का संकट पंजाब, हरियाणा उत्तर प्रदेश, और जैसा नायक जी ने बताया, मध्य प्रदेश के लिए भी कोई नया संकट नहीं है। 1977 के मई महीने में “इकानामिक टाइम्स” ने लिखा था—

“H.S.D. famine. A serious shortage of high speed diesel has developed. The H.S.D. inventory at crucial supply points has touched virtually the rock bottom, and unless steps are taken on a top priority basis, the economic activity may suffer a major setback.”

लेकिन, अध्यक्ष महोदय, मैं यह कहना चाहता हूँ कि यह वह सीजन है जिस में आज से नहीं, बल्कि 1973 से डीजल की सप्लाई की शार्टेज चल रही है, पार्टिफीशियल शार्टेज क्रिएट की जाती है। 16 मई, 1973 क ट्रिब्यून को देखिये—

“Three big petrol dealers of Amritsar held”.

उस के बाद 17 मई, 1973 को हिन्दुस्तान टाइम्स लिखता है—

“Farmers gherao bus stand and loot diesel.”

17 मई, 1973 को ट्रिब्यून लिखता है—

“More diesel tankers detained.”

ट्रिब्यून फिर आगे लिखता है—

“Two big Diesel Dept. in Punjab soon.”

मैं यह निवेदन करना चाहता हूँ कि शायद यह कोई साजिश है कि जिस समय बोनो का सीजन आता है, जिस समय ट्रैक्टरों के लिये किमान को डीजल की जरूरत होती है, उस समय उस को यह सप्लाई नहीं मिलती ही। इसलिये इस काम में तीन दोषी हैं—सब से पहले तो आप का मंत्रालय, जिस का कुप्रबंध हम के लिये जिम्मेदार है। दूसरे—जो डीपॉज हैं, वे डीजल की चोरबाजारी करते हैं। तीसरे जैसा आप ने कहा है—बरोनी में स्ट्राइक हुई है, बम्बई में डाक-वर्कर्स की स्ट्राइक हुई है—लेकिन यह कब हुई है—यह देखने की बात है। इस लिये मैं आप के द्वारा माननीय मंत्री जी से कहना चाहता हूँ—आप इस मंत्रालय में बहुत सक्षम और कुशल मंत्री हैं—कृपा कर अपने मंत्रालय को कसिये और 1973 से 1978 तक के लिये जैसा आप ने कहा है कि पेट्रो-कैमिकल कमीशन आप बहाल करना चाहते हैं तो आप एक हार्ड-पावर्ड एम्बेयरी कमेटी बैठाइये, जो इस बात की जांच करे कि 1973 से 1978 तक सोशिंग-सीजन में इस तरह की शार्टेज क्यों हुई। यह शार्टेज कोई मामूली शार्टेज नहीं है—1978 म ट्रिब्यून लिखता है—

“Farmers and transporters are facing an acute shortage of diesel. At none of the filling stations in Chandigarh and also surrounding areas is the commodity easily available. There are long queues where supplies are expected hours before the tankers drive.”

आज डीजल की अवेलिबिलिटी चण्डीगढ़ और मोरिण्ड के बीच में केवल दो जगहों पर है।

“This is like 1974 diesel crisis when diesel tanks were hijacked by angry farmers but this is worse because at the rabi time, if the supplies do not become normal, within a week, agricultural operations may be seriously affected.”

इस लिये, अध्यक्ष महोदय, अब मैं तीन सवाल पूछना चाहता हूँ। पहला प्रश्न तो यह है कि इस समय जब कि रबी की बोवाई चल रही है और हमारा पुर-बार्थी पंजाब, हरियाणा उत्तर प्रदेश उस में लग

‘[डा० रामजी सिंह]

था है, ऐसे समय में जो डीजल की कमी हुई है— क्या यह कृषि है या इस में प्रबन्ध कुशलता का दोष है—इस के बारे में बतलायें ?

दूसरा प्रश्न—बरोनी की हड़ताल खादि की जो बात आप ने बतलाई है—मैं जानना चाहता हूँ कि जब अक्टूबर में पूरी सप्लाई स्टॉक को मिन गई थी, तो फिर यह शाटज कैसे हुई ?

तीसरा प्रश्न—आप के मंत्रालय की तरफ से जो मौजूदा प्रबन्ध व्यवस्था है—यह ठीक काम नहीं कर रही है, क्यों न आप इस को, पब्लिक यूटिलिटी सचिव मान कर जो सार्वजनिक वितरण पद्धति है उस में इस को दे दें।

“The scheme envisages initial coverage of cereals, sugar, kerosene, cloth, vegetable oils and vanaspati...”

इस लिये मैं जानना चाहता हूँ कि क्या आप इस को पब्लिक डिस्ट्रीब्यूशन सिस्टम में देने को तैयार हैं या नहीं ?

आपकी बात में यह पूछना चाहता हूँ—उत्तर भारत में जितने डीजल की जरूरत है, उस के अनुरूप आप ने अण्डार नहीं बनाया है। आप की एक्सपर्ट कमेटी की रिक्मेंडेशन है कि वहाँ कम अण्डार है। अगर वहाँ पर पर्याप्त अण्डार रहता तो इस तरह की डीजल की कमी 1974 से लेकर 1978 तक नहीं होती और जनता का आक्रोश नहीं बढ़ता।

श्री हेमवती नन्धन बहुगुणा : मैं माननीय सदस्य का आभारी हूँ कि उन्होंने कई बुनियादी प्रश्न उठाए हैं लेकिन एक बात जो मैं पहले कहना चाहता हूँ वह यह है कि इस वक्त की स्थिति को 1972 या 1974 की स्थिति से मिलाना ठीक नहीं है। जिन्होंने खबर दी है, उन्होंने खबर को अतिरिक्त कर दिया है, एग्जा-जरेशन किया है। मैं सिर्फ इतना कहना चाहता हूँ कि अगर ब्लैक-मार्केटिंग हो रहा है, तो पंजाब की सरकार और हरियाणा की सरकार के पास पूरी आबेरिटी है कि वह ब्लैक-मार्केटिंग करने वालों को पकड़ कर बन्द कर सके। गवर्नमेंट प्राइम इम्प्लिया का उस में कोई हाथ नहीं है और मुझे पूरा विश्वास है कि वे सक्षम सरकारें हैं और अपना काम करना जानती हैं।

जहाँ तक इस बात का सम्बन्ध है कि रबी के बीजों के समय में कमी क्यों आई है, मैंने आपसे बताना में बताया है कि हम ने 1,60,000 किलोमीटर डीजल जायल का स्टॉक बनाया था लेकिन उस के साथ 75,000 किलोमीटर और मूव होना का सिलम्बर अक्टूबर में जोकि मूव नहीं हो सका। मेरे बयान के लिए 3 को अन्तः-प्रार्थ देखें तो उस में मैंने यह कहा है कि 40 दिन की हड़ताल कम्प्री पोर्ट ट्रस्ट देखें की सिलम्बर-अक्टूबर में हुई थी और उस के कारण हमारा जो स्टोर बना था, उसी स्टोर से हमें तैल निकालना पड़ा क्योंकि 75,000 किलोमीटर उस से माल की कमी हो गई, यह नहीं जा सका और वहाँ नहीं पहुँच सका हड़ताल के कारण।

जहाँ तक बरोनी का मामला है, बचकिसली से बरोनी में भी गड़बड़ चल रही है। अगर हड़ताल होती तो कोई अण्डा नहीं था लेकिन वहाँ पर काम चल रहा है। वहाँ पर जो 9,000 टन कूड प्रति दिन प्रोसेस होता था, आजकल 3,000 टन ही प्रोसेस हो रहा है।

श्री बीनेत जट्टाबा : (सोरमपुर) : काहे ?

श्री हेमवती नन्धन बहुगुणा : क्योंकि बात चल रही है, इसलिए अपनी बात में नहीं कहना चाहता। यूनिजन वाले जल्दी नाराज हो जाते हैं लेकिन वहाँ पर इन्टर यूनिजन राइवलरी है। एक यूनिजन वहाँ पर रिकयनाइज्ड है और एक नई यूनिजन कनी है 1977 के बाद, जो कहती है कि हम बहुमत में हैं। हम ने प्रदेश की सरकार को कहा है कि आप निर्णय दे दीजिए कि किस को मान्यता प्रदान करें। वह मामला चल रहा है और उस के कारण अण्डा है लेकिन मैं यह नहीं कहता कि मीनेजमेंट का उस में हाथ नहीं है। कुछ मजदूरों की भी मांगें हैं जिन के सम्बन्ध में चर्चा चल रही है जो अभी पूरी नहीं हुई है।

श्री बीनेत जट्टाबाबा : हम में जल्दी फ़ैमला कीजिए।

श्री हेमवती नन्धन बहुगुणा : ‘ना’ करने में तो जल्दी हो जाती है लेकिन ‘हां’ करने में समय लयता है। ‘ने’ करना हो तो मैं आज ही कर दूँ लेकिन मैं सारी स्थिति को देख रहा हूँ।

मान्यवर, अब हालत यह है कि 1977 में जितना तेल प्रतिदिन हम हरियाणा या पंजाब में दे रहे थे, उस का सवाया या उस से ज्यादा तेल आजकल भी वहाँ पर बांट रहे हैं लेकिन फिर भी तेल की कमी का आचाम हो रहा है। अब जो तेल वहाँ जा रहा है, उस से हमें पूरी आशा है, कमी दूर हो जाएगी। और भी अधिक तेल वहाँ भेज रहे हैं कुछ रेलवेज का काम भी पहले से तेज हुआ है और मुझे पूरा भरोंसा है कि वहाँ पर लोगों को तेल मिल जाएगा।

यह बात सच है कि 1973-74 में रबी के समय में कुछ गड़बड़ हुई थी लेकिन 1977 में कोई गड़बड़ नहीं हुई। 1977 में अण्डा की अण्डा 17.5 पर सेन्ट प्रति दिन कम तेल पर काम चलता था लेकिन इस साल बांध ज्यादा बढ़ गई है। मैं नहीं मानता कि टैंकर इतने ज्यादा बढ़ गये हैं या तेल की खपत इतनी ज्यादा बढ़ गई है जो इतनी मांग हो गई है। मैं ऐसा समझता हूँ कि यह भय बढ़ गया है कि कहीं ईरान से तेल न आए। ईरान में गफले होने के कारण एक भय की स्थिति हो गई है और उस के कारण यह परिवर्तन आया है।

जहाँ तक इस बात का सवाल है कि उत्तरी भारत की जितनी जरूरत है, उस के अनुसार अण्डार कैंपेसिटी यानी डिपोओं की कैंपेसिटी, उन में तेल रखने की क्षमता कम है, उस के बारे में मैंने कहा वह है कि हम ने 1,60,000 किलोमीटर की कैंपेसिटी बनाई

है, वह उस रिपोर्ट के बाव ही बढ़ाई है, जिस रिपोर्ट की चर्चा माननीय डाक्टर साहब ने की है। रोजाना जो सामान जाता है, जिस को जाना चाहिए अगर उस में कोई कठिनाई या एकावट न आए, तो कोई दिक्कत नहीं होगी। मैं यह स्वीकार करने को तैयार हूँ कि कुछ कमी आई है, मैं दोष को मानने को तैयार हूँ और मैं यह कहने के लिये तैयार नहीं हूँ कि हम बिल्कुल निर्दोष हैं और हमारी व्यवस्था बिल्कुल ठीक है। ऐसा कहना अनुचित है और यह कहना तब तक ठीक नहीं होगा जबतक वहाँ का असंतोष नीचे न आ जाए, लेकिन मैं यह कहना चाहता हूँ कि किमानों के बीच में यह भय फैलाना इस वक्त और भी खतरनाक होगा। देश में त्रुटि के उत्पादन को देखते हुए और ईरान के तेल की कमी के कारण और अन्तर्राष्ट्रीय बाजार में तेल की उपलब्धता की कमी के कारण जो स्थिति है, उस में हम आपस में बातचीत का एक ऐसा लेविल रखें, जिस के कारण बाहर भय न पैदा हो। मेरी यही प्रार्थना माननीय सदस्यों से है।

SHRI BALWANT SINGH RAMOO-WALIA (Faridkot): The statement of the hon. Minister and also his views recently) expressed .. (*Interruption*)**

MR. SPEAKER: Kindly don't interrupt. I have called Mr. Balwant Singh Ramoowalia. Please don't record. You have long experience. It is Calling Attention.

SHRI BALWANT SINGH RAMOO-WALIA: The statement of the hon. Minister regarding the stock of high-speed diesel, which he has made in the House, has rather disappointed me, Sir, he has repeatedly said that the supply of diesel is sufficient but his statement has really surprised me. The hon. Minister, on the one hand, says emphatically that there is sufficient stock to meet the demand in Punjab, Harayana, U.P. and all the districts of this region. But, Sir, on the other hand, the statistics with me says that in Amritsar and also in Patiala there is only 400 k.l. of diesel. In Kotkapura there is only a stock of 890 k.l. In Amritsar there is a stock of only 100 k.l. of high-speed diesel. Can this be considered as a sufficient arrangement? This sufficiency will last only till yesterday. This is likely to have been finished by yesterday afternoon. I would humbly request the hon. Minister to specially look into it. There

is acute shortage of diesel there. A photo has been shown by my colleague, Dr. Ramji Singh. I don't say that it is a shameful thing—I don't say that—but I say that it is a challenge to the hon. Minister. You have emerged into the political field as a sympathiser of kisans, as a socialist, having socialist ideology and pro-poor attitude. I don't say that it is a shameful thing, but it is a challenge to you that the people of Punjab, Haryana and Rajasthan are facing this difficulty. The passenger and goods transport people are facing this difficulty. They have to transport goods to various places. These transport people are facing acute shortage of diesel.

The gravity of the situation is such that though the Punjab Government,—under the able leadership of Sardar Prakash Singh Badal—tried its best to solve the problem, yet, it had to resort to rationing in Punjab. Sir, there is rationing in Punjab. Hon. Shri Bahugunaji may kindly think over it. The tractors, instead of doing work in the field, are lying idle in the filling stations. The hands which ought to produce foodgrains in the country are lying idle in these filling stations. This brings a bad name to Janata party also. I would urge upon you that the requirements of Punjab need your special consideration, because, Punjab has got more than 75,000 tractors at present. Punjab peasants are having more than 4 lakhs diesel pumps and Punjab has increased its consumption of fertilizers by 26 per cent during the last one year. Punjab is the only State where the production of paddy had gone up by 41 per cent in one year; this is a world record. This State is responsible for production of sufficient quantity of foodgrains to meet the requirements of the nation and this State is being ignored.

There is another problem. The harvesting of paddy has been delayed because of the irrational and stiffy attitude of the Planning Commission. Pun-

[Shri Balwant Singh Ramoowalia] job needs more combines. During the peak season, labour is in short supply. The Planning Commission has been having stiff attitude with the result that sufficient combines are not available to the farmers. This has resulted in delay in harvesting. On the other hand, sowing of rabi crop is in full swing. During this period, the diesel is in short supply and this has disturbed the sowing operations. The small and marginal farmers are specially facing a great hardship. Every small and marginal farmer cannot maintain a pair of bullocks. In Punjab, instead of keeping a pair of bullocks, the small and marginal farmers hire tractors at a nominal rate. Now, tractors are lying idle. Not to speak of farmers having eighteen or more than eighteen acres of land, even farmers having three acres of land are facing hardship. I would request the hon. Minister to ask the Defence Ministry to supply the high speed diesel especially to Punjab, Haryana, Uttar Pradesh and wherever there is shortage. Wherever there is stock of high speed diesel, necessary directions should also be issued to make available these stocks to all these States.

Thirdly, I would end my speech with a note of warning, that not to speak of the present crisis, the people will face an acute shortage of high speed diesel in the thrashing season of June and July and I am sure, your Ministry will make timely arrangements meet that situation.

SHRI H. N. BAHUGUNA: At the outset, I must say that I do not agree with the figures given by the hon. Member with regard to the stocks of high speed diesel in Amritsar, Patiala, Kotkapura etc.

SHRI RAM MURTI (Barielly): That was only to lay emphasis on his point.

SHRI H. N. BAHUGUNA: Whatever is said in this House affects the market outside more and more. Therefore, we should be very sure of what we claim to know. I quite agree that

somebody might have given these figures to the hon. Member.

SHRI BALWANT SINGH RAMOOWALIA: I have got the paper with me.

SHRI H. N. BAHUGUNA: The paper does not contain our statement. I am prepared to send Shri Ramoowalia as a one-man commission to go and check up if the figures are correct.

My point is that the daily average sale in Punjab this year is more than what we gave last year. Punjab needs more and we are arranging to send more. Everyday trains are being rushed for this purpose. I am not going to ask the Defence Ministry to part with even one ounce of our defence requirements of HSD, but certainly, I would see that the requirements of the agriculturists in Punjab are met and they do not suffer on this account. Everyday, we are sending rake-full trains of diesel to Punjab, Haryana and to North-West UP and see that the filling station are supplied with enough oil. But I have made a request to the State Government. Instead of saying that such-and-such a station or depot does not have diesel oil, I would be very happy if when our State coordinators call on the Minister or Secretary, Civil Supplies every day—in Chandigarh with regard to Punjab and Haryana, in Lucknow with regard to Lucknow, in Bhopal with regard to Madhya Pradesh—the latter are able to tell them that in such-and-such city at such-and-such a petrol pump or bunk of diesel, diesel oil is not available. We will then be able to pinpoint the trouble. The figures here indicate the situation, I am not saying it is very comfortable, but shortages should not be a bother, provided day-to-day supplies are maintained by the farmers also

The hon. Member has said something about rationing in Punjab. If Punjab has introduced some informal rationing, it is only since 2 or 3 days that they had to do it. I hope that with the new arrivals, the situation

will be completely in hand, and there will be no loss, either in the harvesting of paddy or in the sowing of the rabi crop.

श्री ब्रजसुवर्ण तिवारी (खलीनाबाद) : अध्यक्ष महोदय, श्रीमं जो बयान मंत्री महोदय ने दिया है, इस सम्बन्ध में मेरा अनुरोध है यह कि उन्होंने इसमें मध्य प्रदेश नहीं जोड़ा और उसके साथ साथ उत्तर प्रदेश के कुछ पूर्वी जिले हैं जिनमें सारा उत्तर प्रदेश प्रभावित है। अभी मैं 19 तारीख को अपने जिले बस्ती में था वहाँ पर मैंने हर पेट्रोल पम्प पर यह देखा कि हजारों की तादाद में लोग डीजल और मिट्टी के तेल के लिये लाइनों में लगे हुए थे। गांव के किमान यह कह रहे थे कि साहब हम लोगों ने जनता पार्टी को पैसा दिया, वोट दिया और बक्सा रखवाया, मगर आज जब गेहूँ की बुवाई का सीजन है, उस समय न तो पम्पिंग मीट चल पा रहा है और न लोग ट्रैक्टर चला पा रहे हैं।

हमारा इलाका बाढ़ग्रस्त है, वहाँ पर गांव के गरीब लोगों को लालटेन, डिबरी व दिया तक जलाने के लिये तेल का इंतजाम नहीं है। इसके साथ ही पूर्व के जिलों में छोटी लाइन है, लेकिन वहाँ पर वेयर-हाउसिंग कार्पोरेशन के भंडार गह नहीं बनाये गये जिससे लोगों को खाद मिल सके। उत्तर प्रदेश में जो खाद लोगों को दिया जा रहा है, वह कांडला से आ रहा है। आप कल्पना कीजिये कि कांडला बन्दरगाह से जो विदेशी खाद आये वहाँ उत्तर प्रदेश के पूर्वी जिलों में ट्रांसपोर्ट की दिक्कत होने के कारण कैसे पहुँच पायेगा ?

आज ढाई खाद का सबसे ज्यादा जरूरत है। जाने वाले 10 दिन के बाद फिरिया खाद की जरूरत पड़ेगी। पर वहाँ पर यह सारा संकट है, इसलिये मैं अर्ज करना चाहता हूँ कि वहाँ पर प्लानिंग की कमी है ट्रांसपोर्ट की योजना की कमी है और साथ ही साथ डिस्ट्रीब्यूशन की व्यवस्था की कमी है। इस समय यह सब चीजें वहाँ मिलनी चाहियें क्योंकि यही सीजन है। अगर 10 दिन निकल जायेंगे और उसके बाद चाहे आप पूरे प्रदेश को डीजल से बहा दें तो उसकी कोई उपयोगिता नहीं रहेगी और खाद की भी कोई उपयोगिता नहीं रहेगी।

इसलिये मैं मंत्री जी से सीधा सवाल करना चाहूँ कि क्या यह सही है कि एक्सपर्ट कमेटी के तमाम विशेषज्ञों ने यह राय दी कि हमारी स्टोरेज कपेसिटी को बढ़ाने के लिये तत्काल कोई ऐसा उपाय किया जाना चाहिये जिससे इस ग्रहम बुवाई के समय में हम पर्याप्त मात्रा में स्टोर कर सकें और अपने डीजल या पेट्रोलियम प्रॉडक्ट्स का ताकि जरूरत के समय या किसी अन्तर्राष्ट्रीय कमी के समय कोई सीधा असर न हो ?

दूसरी बात यह है कि पूर्वी उत्तर प्रदेश के जिले में खाद महूध्या कराने के लिये क्या व्यवस्था की जा रही है क्योंकि हमारे जिले में इसकी बहुत आवश्यकता है? मैं 19 तारीख की बात बताता हूँ कि वहाँ के हमारे अधिकारियों ने कहा कि वहाँ पर 1 लाख लिटर

डीजल की प्रतिदिन आवश्यकता है। इस समय 1-0 हजार लिटर से भी कम वहाँ पर उपलब्ध हो रहा है। बड़े डीलर्स वहाँ पर गड़बड़ कर रहे हैं, छोटे डीलरो का काम यह नहीं है। बड़े डीलर्स स्टोर कर रहे हैं, छोटे डीलर्स की न कुव्वत है और न हिम्मत है कि वह ऐसा करें। मेरे जिले में ऐसे 3 डीलरों का पकड़ा गया, मगर उसके बाद भी एक बंद डीलर भी हमारे जिले में उपलब्ध नहीं हो पा रहा है। यह बड़े अफसरों, बड़े डीलरों और अन्तर्राष्ट्रीय कमीशन एजेंटों की एक बड़ी कांस्पोरेसी है। ये तीनों मिल कर इस देश में एक आर्टिफिशियल स्कैसिटी पैदा करना चाहते हैं, जिसका सीधा असर इस देश के किसानों पर पड़ रहा है।

खाद में मिलावट की भी बड़ी समस्या है। सरकारी गोदामों में जो खाद है, उसमें मिलावट है। किसानों को घटिया किस्म का खाद मिल रहा है, जिससे उन लोगों को बहुत बड़ा नुकसान होगा। मंत्री महोदय इन समस्याओं पर भी विचार करें।

श्री हेमवती नन्दन बहुगुणा : माननीय सदस्य ने खाद में मिलावट का जो प्रश्न उठाया है, मैं अपने साथी कृपि मंत्री, का ध्यान उसकी ओर आकृष्ट कर दूँगा।

मैं माननीय सदस्य की राय से सहमत हूँ कि उत्तर प्रदेश के पूर्वांचल में हमारी तेल के भंडार की क्षमता स्टोरेज कपेसिटी, पूरी नहीं है और वितरण व्यवस्था पर उसका कुप्रभाव पड़ता है। उसको ठीक करने के लिए हम चेष्टा करेंगे। माननीय सदस्य ने कहा है कि वहाँ कुछ डीलर पकड़े गये हैं, मगर फिर भी तेल नहीं मिलता है। इससे तो कुछ और ही बात सिद्ध होती है। इससे हमारी सप्लाय की व्यवस्था की गड़बड़ी हमारे सामने आती है। अगर डीलरों की तरफ से कुछ गड़बड़ी होती, तो उनके पकड़े जाने के बाद तेल मिल जाता। हम इस सारी स्थिति को देख रहे हैं। इस बयान में यह कमी रह गई है कि हम पूर्वांचल के पूरे आँकड़ें नहीं दे पाये हैं। लेकिन मैं माननीय सदस्य को बचन देना चाहता हूँ कि पूर्वांचल के बारे में भी हम चिंतित हैं और हम वहाँ पूरी मात्रा में तेल भेजने की चेष्टा करेंगे और तेल की कमी के कारण कोई हानि नहीं हो पायेगी।

12.52 hrs

COMMITTEE ON PAPERS LAID ON THE TABLE

TENTH REPORT

SHRI DWARIKADAS PATEL (Amreli): I beg to present the Tenth Report of the Committee on Papers laid on the Table.