

SHRI C. K. CHANDRAPPAN: Considering that Engineers India Ltd., is a public sector undertaking and has done commendable work, as the Minister has said, would it be the policy of the Government to entrust more and more work to Engineers India Ltd., so that we will be able to avoid, to that extent, collaboration from abroad?

SHRI RAVINDRA VARMA: The EIL has done commendable work and has gained considerable experience, and it can today undertake design engineering and construction of complete refineries. However, in the refining field, there are certain complex units like the Catalytic Cracker and the Hydro Cracker Units and these are also other processes in the Fuel sector, where the EIL will have to continue to have foreign assistance wherever the Departmental processes, licences and know how are not applicable. It would not be possible, techno-economically, to develop such complicated processes since our requirement is infrequent—and this is the normal practice even in the Western countries of Europe. So, subject to this, Government will make every effort to see that the experience as well as the expertise of the EIL is fully utilised.

SHRI C. K. CHANDRAPPAN: I know that we need foreign assistance for EIL to work effectively in the country. But at the same time, I would like to know whether it is a fact that in case of refinery construction, EIL alone is quite capable of taking up the engineering side of the work and whether they had made any specific proposals before the Government that in the construction of Mathura refinery, they would take up the major portion of the construction work and in that case, what is the decision of the Government? From the type of work assigned to EIL as mentioned in the statement, it appears that it is a very small portion of the work. When EIL is capable of doing this work, why are we not giving it to them?

SHRI RAVINDRA VARMA: I have already stated that as far as design engineering and construction is concerned, the expertise and skill of EIL are acknowledged by the Government. Since it is an undertaking in the public sector, the Government will make every effort to see that its services are utilised. I would like to inform the hon. Member that in respect of the Mathura refinery projects, EIL are acting as the prime consultants and contractors. As the hon. Member must be aware, there are two aspects of this question. For the part of the work of the refinery which is assigned to the Soviet side, the scope of services of Engineers India Ltd. covers procurement of indigenous equipments and materials required for the sector, re-engineering that may be required on account of the use of indigenous equipment, material, construction and supervision etc. In addition to this, the EIL has also been entrusted with detailed engineering, construction, supervision, procurement and other project management activities of the other sector of the Mathura refinery. It can thus be seen that the Government is making every effort to make full utilization of the expertise of the EIL.

**रेलवे बोर्ड के अन्तर्गत इंडियन रेलवे कॉर्पोरेशन
एसोसिएशन (आई० एच० सी० ए०) के
कर्मचारी**

* 135. श्री नवाब सिंह चौहान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कर्मचारियों ने इंडियन रेलवे कॉर्पोरेशन एसोसिएशन को सीधे रेलवे बोर्ड के अन्तर्गत लेने के लिए सरकार से पुनः अनुरोध किया है ; और

(ख) यदि हाँ, तो क्या सरकार इस प्रश्न पर पुनर्विचार करने के लिए सहमत हो गयी है ?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE): (a)
Yes, Sir.

(b) No, Sir. The matter was considered in depth last year and it was decided to continue the I. R. C. A. as a separate entity.

श्री नबाब सिंह चौहान : क्या आप यह अनुभव करते हैं कि सरकार की इस नीति से आई० आर० सी० ए० के कर्मचारी बड़े घाटे में रहते हैं, उनकी तरक्कियाँ रुक जाती हैं और उनको वे सुख-सुविधाएँ और अधिकार उपलब्ध नहीं होते हैं जो अन्य रेल कर्मचारियों को होते हैं ? यदि हाँ, तो क्या सरकार की यह भेदभावपूर्ण नीति नहीं है और है, तो ऐसा क्यों है ?

प्रो० मधु दंडवते : इस सवाल के बारे में काफी जांच की गई थी और जांच करने के बाद यह पाया गया कि आज जो प्रबन्ध है उसमें तबदीली करने की कोई आवश्यकता नहीं है । हम चाहते हैं कि ज्यादा से ज्यादा एजेंसीज रेल मंत्रालय के नीचे लाने के बजाय उनको अलग रखा जाए । इसको भी अलग रखा गया है । वह अपना काम ठीक ढंग से करे इसको देखा जाना चाहिये । इंडियन रेलवे कॉन्फ्रेंस एसोसिएशन 1904-05 में फार्म हुई थी और वह एक इंडिपेंडेंट संस्था है । उसके साथ अलग-अलग सवालों पर रेल के इंटरस्ट्स के बारे में योजनाओं पर चर्चा होती है और ऐसी जो संस्था है उसको रेलवे मंत्रालय के नीचे लाने के बजाय वह अलग ढंग से काम करे तो ज्यादा अच्छा होगा । यह नीति रही है । उसको रेलवे के नीचे नहीं लाया गया है ।

श्री नबाब सिंह चौहान : क्या वहाँ के जो कर्मचारी हैं उनको रेलवे बोर्ड ने वही अधिकार दिए हुये हैं जो दूसरे रेल कर्मचारियों के हैं ? क्या उनको भी उसी तरह से शीलप करने का अधिकार है जिस तरह से

रेल कर्मचारियों को है, क्या वे भी राष्ट्र-पति तक अपील कर सकते हैं ?

प्रो० मधु दंडवते : एन० एफ० आई० आर० से एफिलिएटड उनकी यूनियन है । एन० एफ० आई० आर० एक रि-कग्नाइज्ड फंडेशन है । उनके चन्द सवाल हम लोगों के सामने आते हैं । लेकिन आज तक रेल मंत्रालय का काम करने का तरीका यह रहा है कि किसी कैटेगरी की यूनियन के साथ हम डायरेक्टली डील न करें और न ही हम करते हैं । फंडेशन के साथ डील करते हैं । यही तरीका इस यूनियन के बारे में हमारा रहा है ।

Oil Exploration in Assam

*138. SHRI NIHAR LASKAR: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have decided for oil exploration in Assam;

(b) whether the U.S.A. has been approached to conduct fresh survey in the area, if so, the reaction of the American Government thereto; and

(c) the areas selected and agreements reached for the exploration of oil in the country during the current year?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND LABOUR
(SHRI RAVINDRA VARMA): (a) Oil exploration in Assam has now been going on for several decades.

(b) No, Sir.

(c) Does not arise.

SHRI NIHAR LASKAR: My friend in his answer says:

'Oil exploration in Assam has now been going on for several decades.'