

Oil Exploration in Arunachal Pradesh

+

*791. SHRI D. D. DESAI;
SHRI N. SHIVAPPA:

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

(a) whether Oil exploration in the Union Territory of Arunachal Pradesh has been renewed with the spudding of a well in Tirap District by Oil India;

(b) whether drilling was given up there in 1968-69 after reaching a depth of 2,000 metres; and

(c) if so, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Yes Sir, Kharsang Well No. 2 was spudded in on 20-3-74.

(b) and (c). Exploratory drilling in Kharsang well No. 1 in Arunachal Pradesh had to be given up in 1968 after reaching a depth of 2237 metres on account of abnormally underground high pressures and temperatures. For further drilling it was essential to import special equipment capable of reaching the objective depths notwithstanding these hazardous conditions.

SHRI D. D. DESAI: Sir, Kharsang Well No. 1 was abandoned after reaching about 2237 metres depth. The Shonking well adjacent to that has proved to be dry and this well is about 200 metres away from the explored area. What were the special reasons or special investigations which made the Ministry or the Oil India to decide on drilling this well and what are the prospects of its proving successful?

SHRI SHAHNAWAZ KHAN: Sir, at the exploration stage, it is very difficult to say which is going to be successful and which is not going to be successful. The very object of exploration is to find out where oil is. In some cases, if we are lucky, we find

oil and in other cases we may not find oil. We are merely exploring, based on the geological data which has been collected. From the data that is available, we find that this is a good area and holds out good prospects.

SHRI D. D. DESAI: Sir, Oil India is doing exploration in certain specified areas of Assam and adjacent States like Arunachal Pradesh. Now, is there a provision for competition between ONGC and Oil India on the one hand, and is there a provision for Oil India to do drilling in territorial waters or continental shelves, just as ONGC has been permitted to do.

SHRI SHAHNAWAZ KHAN: Sir, Oil India is a joint venture between BOC and Government of India. The exploration lease or licence was given to this company to explore areas in Arunachal Pradesh. This is a very limited area and activities are confined to that area. I may inform the hon. Members that the area in which they are functioning now, is adjacent to Digboi well and that area is a prospective area. They have no plans for drilling in off-shore.

SHRI BISWANARAYAN SHASTRI: Sir, may I know from the hon. Minister whether mining lease has been given to Oil India for entire Arunachal Pradesh, how many sites have been selected so far in Arunachal Pradesh and in how many places, wells have been dug.

SHRI SHAHNAWAZ KHAN: Sir, the area which is left with Oil India Company is approximately 213 sq. miles. As I said, after drilling one well, it had to be closed because of high pressure. They have spudded a second well only a few days ago. They propose to drill 4 wells in that area, to start with during the year 1974-77 one well per year.

SHRI B. V. NAIK: Oil exploration according to the Industrial Policy Resolution of 1956 falls in A category, industries exclusively within the preserve of the Government, the State sector. While this Industrial Policy

Resolution has been applicable as far as inland drilling is concerned, we are given to understand that multi-national and other corporations all over the world, particularly American corporations, are permitted in offshore drilling. Is offshore drilling exempted from the applicability of the 1956 Industrial Policy Resolution?

MR. SPEAKER: I am sorry it is not relevant.

Loss Incurred by D.L.W. Varanasi due to slow production

*792. SHRI RAM PRAKASH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Diesel Locomotive Works, Varanasi has of late incurred heavy losses and its production is far behind the targets;

(b) if so, the reasons therefor; and

(c) the remedial measures proposed?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) to (c). A statement is laid on the table of the Sabha.

Statement

(a) and (b). The difference between the selling price and the cost of production is the profit or loss in financial terms. On this basis there has been no financial loss on Diesel Locomotive Works, Varanasi. The manufacture of locomotives during 1973-74 has suffered a drop due to load shedding and power restriction, irregular supplies of castings and forgings from indigenous sources and sporadic incidence of labour troubles. Restricted power supply resulted in dis-jointed working.

(c) The remedial measures proposed are as follows:—

(i) provision of standby generating set.

(ii) maintenance of continuous dialogue with labour to improve

relations and remove grievances.

(iii) vigorous follow up with indigenous sources for development of various equipment to eschew dependence on imports.

(iv) chase up supplies of vital imported parts and accessories procured through I.S.M./Washington.

श्री राम प्रकाश : मिनिस्टर साहब ने पार्ट सी के पैरा 4 में फरमाया कि आई० एस० एम० के यू माल खरीदेंगे। क्या मिनिस्टर साहब बता सकते हैं कि इस पर कितना फारेन एक्सचेंज खर्च होगा ?

एल० एन० मिश्र : हमने बताया है कि उत्पादन करने में जो खर्च होता है, उसमें घाटा नहीं है। यह मुख्य प्रश्न था, जिस का उत्तर दिया है और व्यापक रूप से बताया है कि किस तरह से तरक्की होती है। जो बोड़ी सी तरक्की करना चाहते हैं, वह ध्यान में बता दी है।

श्री राम प्रकाश : इसकी प्रोडक्शन कंपे-सिटी को कितना बढ़ाया जायेगा ?

एल० एन० मिश्र : पांचवीं फाइव डायर प्लान में प्रोडक्शन को बढ़ाया जायेगा और उसके लिए लक्ष्य निर्धारित किये गये हैं।

श्री राम प्रकाश : एक बात में यह जासबा चाहता हूँ कि ब्रह्म पर क्षेत्र की क्या किमार्कड्स की और उन्होंने इस फैक्टरी में कितनी मात्र हड़ताल की ?

अल्पेश महोदय : यह भाष ने कहाँ से निकाल लिया।

श्री सुख० एन० मिश्र : बर्कस की डिमान्ड्स अभी नहीं है लेकिन कभी कभी ऐसी बातें होती हैं जिनकी वजह से प्रोडक्शन में कमी हुई है लेकिन बर्कस की क्या डिमान्ड्स हैं, य अभी तक नहीं कहा जा सकता। आज तो सारे रेलवे बर्कस की डिमान्ड्स एक रफ्तार की