

SHRI K. LAKKAPPA: 'Some day' is more hypothetical. Tell us which day?

SHRI H. N. BAHUGUNA: I merely said that at this stage it was not possible to say the date on which we shall become self-reliant; that is my answer; not that we will not try to be self-reliant. We will try our best to be self-reliant as early as possible in fuel and energy as a whole. So far as the Bhandari Committee is concerned, it is concerned with the determining of refining capacity as existing today and expanding it in terms of our future projections and requirements and not with the search for oil or finding oil. But I can assure the hon. Member that the ONGC is aggressively going forth both for on-shore and off-shore exploration. You will be happy to know that in this month we have already a jack-up rig which will be drilling in the west coast of Kerala to find possibilities of hydro carbon; it will again go to Andamans and Nicobar to locate hydro carbon area. Onshore we are already having about 24 locations right now where our rigs are working. We are going ahead with an aggressive programme both on-shore and offshore to find oil so that we may become self-sufficient as early as possible.

SHRI RAJ KRISHNA DAWN: May I know whether oil drilling projects are not being worked properly? In Golshi and Bokultala areas in Diamond Harbour area in West Bengal they are not going upto the stipulated depth. May I know from the hon. Minister what the position is?

SHRI H. N. BAHUGUNA: It is true that in West Bengal in the Diamond Harbour area we had some trouble when we reached a depth of 644 metres—breaking up of the casing and some technical difficulties. We have overcome them and we have again started to go upto 6000 metres in Diamond Harbour area. The present deadlock arose out of the reasons I explained. I should like to assure the hon. Member and the House that

we are doing our level best to overcome this difficulty and go ahead. West Bengal is a prospective area from the geologist's point of view.

SHRI VINODBHAI B. SHETH: The price formula for the crude oil is defective; it is based on tonnage. When international price is rising don't you think that you are doing an injustice by paying value on tonnage basis?

MR. SPEAKER: How does this arise out of this question? The price formula does not arise out of this question.

Railway Freight Equalization Policy for Steel and Coal

*393. **SHRI SUSHIL KUMAR DHARA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether only steel and coal have freight equalisation in the country unlike other commodities like cotton, oil-seeds, etc.;

(b) is it a fact that due to the natural resources of coal and iron-ore in West Bengal and Bihar, these two States suffer very heavy financial loss due to this railway freight policy of the Centre; and

(c) do the Government propose to introduce freight equalisation system throughout the country in respect of other commodities as it is in vogue in case of steel and coal?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Railways do not have any system of freight equalisation. Railway freight for all commodities is charged according to the distance carried.

(b) and (c). Do not arise.

SHRI SUSHIL KUMAR DHARA: Will the hon. Minister let the House know who was the author of this system to be introduced in India? From Jharia to Calcutta it is only 200 km; from Jharia to the furthest point in

the west of India is about 1200 km. But the freight for carrying one metric tonne of iron and steel from Jharia to Calcutta is Rs. 350/- both ways. The freight from Jharia to the Western end of the country is Rs. 350. At the rate of Rs. 100 for 200 km., six hundred rupees will be for 1200 kms. And if Rs. 600 and Rs. 100 are added, it comes to Rs. 700 and divided equally, it comes to Rs. 350. Will the Minister let the House know as to how they came to this calculation and who is the author of this system?

PROF. MADHU DANDAVATE: There must be some misunderstanding in the mind of the hon. Member or at least I had gathered that impression. In my reply, I have said that railways have not introduced any system of freight equalisation. But there is a scheme of freight equalisation and that scheme at present is being applied to pig iron, steel, cement, petroleum products and nitrogenous fertilizers. But the *modus-operandi* of implementing this scheme is, the concerned Ministries have developed freight equalisation funds. As far as the industry is concerned, they pay the regular tariff rates and when there is a difference, which is calculated on the basis of average lead, it is from these funds in the hands of the concerned Ministry that the corresponding amount is paid and the freight equalisation is brought about. Therefore, I wish to clarify that the scheme of freight equalisation is there, but it is implemented only by the corresponding Ministries.

SHRI SUSHIL KUMAR DHARA: But in case of cotton and oil seeds, which are taken by the Eastern part of the country from the Western part, the freight is not equal. They have to pay Rs. 90 for one metric tonne in the case of cotton, oilseeds, synthetic goods, rubber, raw materials, etc. whereas for coal and steel it is only Rs. 50. Why is the disparity? I would like to know from the hon. Minister whether the Government has any desire to abolish this system.

PROF. MADHU DANDAVATE: The West Bengal Government and the Tamil Nadu Government had appealed to the Ministry of Commerce to consider this problem in depth and see whether freight equalisation scheme could be applied in the case of raw-cotton also because of the difficulties that the textile mills face. That was the proposal and on their proposal, in 1973, the Commerce Ministry had set up a Committee. The Committee went into this problem in depth and the Committee had finally recommended that there should be no extension of the existing scheme of freight equalisation to raw cotton and as a result of that, that particular proposal has not been implemented.

डा० रामजी सिंह : मंत्री जी ने पहले तो यह कहा कि फ्रेट इक्वलाइजेशन स्वीकार नहीं करते, उसके बाद कहा कि विभिन्न मिनिस्ट्रीज उसकी क्षतिपूर्ति करती है, तो क्या मंत्री जी यह बतायेंगे कि इस प्रकार से पश्चिम बंगाल और बिहार के लोगों को जो घाटा होता है उसे पूरा करने के लिए विभिन्न मिनिस्ट्रीज की समन्वय समिति बैठकर ऐसा कुछ काम करेंगे जिससे इन प्रान्तों को घाटा न हो, क्योंकि यहाँ जो कोयला उत्पादन होता है उस पर दूसरी जगह भाड़ा कम देना होता है और यहाँ से जो दूसरी चीजें जाती है उसमें उनको ज्यादा देना होता है। क्या मंत्री महोदय विभिन्न मिनिस्ट्रीज को बैठकर कुछ ऐसा काम करेंगे जिससे इन प्रान्तों को घाटा न हो ?

प्रो० मधु दंडवते : जो सवाल पूछा है उसके सिलसिले में मैं यह बताना चाहता हूँ कि 1973 में जो कमेटी मुकर्रर हुई थी वह कामसे मिनिस्ट्री की थी और सिर्फ रातकाटन के बारे में विचार करने के लिए थी। 1975 में इंटर-मिनिस्ट्रीयल ग्रुप की कमेटी फार्म की गई थी जिसके अध्यक्ष श्री एस० एस० मराठे थे। इस कमेटी ने पूरे विषय के बारे में अध्ययन किया है और

अपनी सिफारिश यह की है कि यह स्कीम एकसटैंड करने का सवाल ही नहीं लेकिन जो स्कीम पिग आयरन, स्टील, पैट्रोसियम प्रोडक्ट्स और नाइट्रोजन्स फर्टिलाइजर्स के बारे में है, उसे भी क्रमशः फेजघाउट करना चाहिए, उसको रद्द करना चाहिए और अन्य भागों से इस सवाल को हल करने की कोशिश की जाये, यह उनकी सिफारिश है।

सकरी-हसनपुर रेलवे लाइन

* 394. श्री राम सेबक हजारी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वतर रेलवे पर सकरी से हसनपुर तक नई रेलवे लाइन बनाने सम्बन्धी योजना अनेक वर्षों से अनिर्णीत पड़ी है ;

(ख) क्या गत वर्ष के बजट के अनुसार इस लाइन को बनाने का काम वर्ष 1980 तक पूरा होना था ; और

(ग) यदि हा, तो सरकार द्वारा उपरोक्त योजना की उपेक्षा किये जाने के क्या कारण है ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Construction of Hasanpur-Sakri line is an approved work included in the budget for 1974-75.

(b) Yes, Sir.

(c) Heavy commitments have been entered into for the construction of new railway lines and it has been decided to concentrate on some of them instead of starting all of them at the same time. Since the construction work on Hasanpur-Sakti line is yet to be started, it is proposed to take it up after the lines which are already in hand make substantial progress.

श्री राम सेबक हजारी : मंत्री महोदय ने इन सदन में कई बार कहा है कि सरकार पिछड़े क्षेत्रों को प्राथमिकता देगी। उन्होंने अभी भी कहा है कि वह इस वर्ष काम शुरू करने जा रहे हैं। मैं यह जानना चाहता हूँ कि इस वर्ष किम महीने में वह इन लाइन का कार्य शुरू करने जा रहे हैं। जब वह शुरू करने जा रहे हैं, तो क्या वह इनको प्राथमिकता देगे ?

प्रो० मधु दंडवते : माननीय सदस्य ने जिस परियोजना के बारे में पूछा है, उस की पूरी लैथ 74.9 किलोमीटर है और उसका कास्ट ग्राफ कन्सट्रक्शन 6.19 करोड़ रुपये है। सर्वेक्षण में पता चला है कि इस की रिटर्न रिकॉर्ड 2.9 परसेंट है। जब यह रिटर्न है, तो ही मफता है कि यह लाइन आर्थिक दृष्टि से ज्यादा महायक न हो। पिछली मर्तबा जो 28 लाइनें हम ने हाथ में ली थी, उन में से 7 लाइनों का काम पूरा हुआ है। एक लाइन ड्राप को गई है और तीन एंडीशनल लाइन्स ली गई हैं। इस बारे में हमारी स्ट्रैटेजी और नीति यह रहेगी कि जो काम हाथ में लिखे गये हैं, उन्हें पूरा किया जाये, या कम में कम उनमें काफ़ी तरक्की हो जाये, और उसके बाद एप्लाइड वर्क्स का जरूर हाथ में लेंगे।

श्री राम सेबक हजारी : किन योजनाओं को पूरा करने के बाद इस योजना को हाथ में लिया जायेगा ?

प्रो० मधु दंडवते : मैंने बता दिया है।

SHRI P. VENKATASUBBAIAH: In the answer given by the Minister he has raised two issues. One is, though it has been included in 1974, it has been thrown into the back-ground and some other works have been taken up, and the second is, he said that because of the lack of econo-