

SHRI H. N. BAHUGUNA: I have not concluded; all I can say now is that I am not in a position to announce a judgement on these things. As I said earlier this government....

SHRI VASANT SATHE: Let us know your attitude; you are progressive.

SHRI H. N. BAHUGUNA: Mr. Sathe was very progressive. But with all his progressivism of which I am also a witness, he could not persuade, the outgoing Government to take this particular recommendation out of the shelf for two good years and he is not willing to give me even a month's time. All I say is that I am completely with him to see that multi-nationals do not block this country in any manner whatsoever. I am one with him on that.

Naphtha Cracker Unit in BRPL

*288. SHRI SURENDRA BIKRAM: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Naphtha Cracker Unit in Bongaigaon Refinery and Petro-chemicals Limited has been rejected; and

(b) if so, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) and (b). There has been no proposal for setting up a Naphtha Cracker unit under the Bongaigaon Refinery and Petro-chemicals Limited.

श्री सुरेन्द्र बिक्रम : नैपथा क्रैकर यूनिट स्थापित करने के लिए क्या क्या शर्तें हैं ?

श्री हेमवती नन्दन बहुगुणा : शर्तें यह हैं कि उत्पादन क्षमता के अनुरूप खपत हो सके और उत्पादन क्षमता के लिए जो आवश्यक कच्चा माल है वह उपलब्ध हो।

श्री सुरेन्द्र बिक्रम : राज्यों में कितने इसके यूनिट हैं और कहाँ कहाँ पर हैं ?

श्री हेमवती नन्दन बहुगुणा : इस वक्त महाराष्ट्र में दो छोटे छोटे एयरोमेटिक यूनिट हैं। एक नेफ्ता क्रैकर बडोदा में है जो इंडियन पेट्रो-कैमिकल्स लिमिटेड के मातहत है और पब्लिक सेक्टर में है।

SHRI PURNA SINHA: It is stated that Naphtha is the main product of Bongaigaon Refinery and Petro-chemicals Ltd. and Gauhati Refinery. This Naphtha is necessary for the process of producing a number of downstream industries. I want to know whether the Naphtha produced at Bongaigaon and Gauhati Refineries is being utilised for this purpose.

SHRI H. N. BAHUGUNA: The total Naphtha available in Gauhati and Bongaigaon Refineries is not equal to the need of the economic size of Naphtha Cracker. Secondly, even for an aromatic plant which is being put there producing a number of downstream units we have to bring Gauhati naphtha to Bongaigaon. Bongaigaon and Gauhati Naphtha together have given us a possibility of putting up an aromatic plant which has already been decided to be put up there and work is going on. The various things will come latest by 1979.

SHRI SHAMBHU NATH CHATURVEDI: Naphtha is the basic ingredient of chemical fertilizers. I want to know to what extent it is utilised.

SHRI H. N. BAHUGUNA: Naphtha is also used for producing fertilizers and to the extent it is available today we are using Naphtha as feedstuff for fertilizer industry also.

Providing Diesel Engines to Trains running in Saurashtra

*289. PROF. P. G. MAVALANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to use the diesel engines and also to speed up the several trains running in the entire railway network of Saurashtra region in Gujarat;

(b) if so, when and how; and

(c) if not, reasons therefor?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) to (c). Having regard to limited availability of Metre Gauge diesel locomotives, it is not proposed to dieselise any passenger train in Saurashtra area. From 1-10-1977, 13 passenger carrying trains were speeded up by 15 to 50 minutes.

PROF. P. G. MAVALANKAR: While I congratulate the Minister for giving a very brief reply, I am sorry to say that it is a very distressing reply because for several years in the past this problem has been coming up before the Railway Minister or whoever it is again and again, and several of us have been asking successive Railway Ministers about the question of dieselising and speeding up trains in Saurashtra. In view of all this, may I ask him specifically when he says "limited availability of Metre Gauge diesel locomotives", what is the number of Metre Gauge diesel engines or locomotives at present in India, and in which regions are they used, and why Saurashtra region which has a wide network of so many railway connections is completely neglected to this date?

PROF. MADHU DANDAVATE: I was brief and precise because I wanted to leave some material for supplementaries also.

As far as 1976-77 performance is concerned, there were 13 Metre Gauge diesel locomotives. I say 10 plus 3, because 10 are for indigenous consumption and utilization, and 3 for export. During 1977-78 the position is that there are 22 metre gauge diesel locomotives—14 for utilization in the country and 8 for export. He asked, in part (d) of the question; out of all these locomotives that are available, how many are made available for other lines. If he is interested, I can give the names of the 8 lines. They are: Gauhati-Silchar Barak Valley Express;

Vaishali Express between Gorakhpur and Lucknow; Delhi-Jodhpur Mails; Delhi-Jaipur Pink City Express; Miraj-Bangalore Mahalaxmi Express; Madras-Egmore-Madurai Vaigai Express; Gauhati-Lucknow Express between Lucknow and Gorakhpur, and Siliguri-Gauhati; and Kanpur-Barauni Express between Lucknow and Gorakhpur.

These are the regions and the areas and trains for which the present locomotives have been utilized.

PROF. P. G. MAVALANKAR: I am glad he gave these details. It only strengthens my request, suggestion and argument. When he has given dieselised locomotives to metre gauges where the passenger traffic is quite heavy, does he not know that in Saurashtra region also, the passenger traffic is very heavy? That is why there is the further fact and my second question that such a journey on so wide a network of trains takes an inordinately long time; some time, even hours together for a very short distance of 30 to 40 Kms. That is why people have to travel either by cars or buses. There are, of course, the helicopters but only Ministers and Government leaders can go by the helicopters. We cannot do it. So, my question is how can people go by these slow trains, when they have to go every day, not in hundreds but in hundreds of thousands over a period of months and years? That is why in view of his answer to part (b) of the question, I have to ask this. My friend says that passenger trains have been speeded up by 15 to 50 minutes. But he does not tell us how does it really cut out the inordinate delays and longer duration hours of railway journeys in Saurashtra area where, without ordinary amenities like drinking water, tea, biscuits etc. we have to travel for hours together in the trains? Why not give attention to this and speed up the trains?

PROF. MADHU DANDAVATE: I will reply to the hon. Member's question part by part. As far as the density of traffic is concerned, as the hon.

Member is aware, the density of traffic in respect of 23-24 Somnath Express and 35-36 Mehsana-Porbandar Kirti Express, the density of traffic is this. All the statistics indicate that as far as the first train is concerned; in spite of there being 17 or 16 bogies, the occupancy ratio is between 44 per cent and 82 per cent; and in the case of Kirti Express, it is between 32 and 135 per cent.

Now about the speed. When the diesel engine is to be introduced, especially on the metre gauge track, it is very necessary that the track satisfies certain conditions so that it can take up a certain load. Our investigations regarding the relative load that can be taken by the diesel locomotives indicate that the present metre gauge track is not suitable for it; and if we have the usual speed, it will be dangerous. Therefore, if the diesel locomotives with their heavy loads are to be introduced on the present metre gauge track the present speed of which is the order of 65 to 70 Kms. per hour will have to be reduced to a great extent. If the diesel engine is introduced with the present condition of the tracks, the speed of trains like the Surendranagar-Bhavnagar Express—all of whom have today a speed of 65 to 75 Kms.—will have to be reduced to 50 Kms. The speed of the Ahmedabad-Botad Express will have to be reduced to 50—65 Kms. and that of the Rajkot-Veraval Express to 50 to 65 Kms; so also, that of the Mehsana-Okha Express reduced to 50 to 75 Kms. The speeds of the Rajkot-Bhakti Nagar and of Surendranagar-Joravar Nagar Express will also have to be reduced to 50 Kms. This means that by introducing the diesel locomotives on this track, instead of improving the speed, we will have to decrease it in the ratio that I have already indicated. The journey time will increase; and ultimately, the time will also come down. Therefore, as a result of it, we have not done it.

Now I will come to the last part of his question. To find out an alternative

what we have decided is, if the conditions of the metre-gauge track are not favourable for dieselisation being introduced we would like to convert them into broad-gauge. We have already decided on work for conversion of Parawal-Okha-Porbandar line into broad-gauge and the work is in progress. It is expected to be completed by March 1981; subject to availability of funds, it will be our best effort to see that the work is expedited. Once it is converted into broad-gauge, we can have dieselisation and we can increase the speed without any danger to the safety of the track—Sir, please record that he is satisfied.

श्री सत्यजी घाई : मैं यह जानना चाहता हूँ कि 1975-76 में डीजल से चलने वाले इंजिनों की संख्या क्या थी, 1980 तक कितने नये डीजल इंजिन चलाये जायेंगे और 1971 तथा 1975 के बीच कितने कोयले के इंजिन बन्द पड़े हुए हैं और क्या वे डीजल से चल सकेंगे।

प्रो० मधु इंडवते : 1976-77 में 13 मीटरगेज डीजल लोकोमोटिव का निर्माण हुआ है। 1977-78 में हम ने 22 मीटरगेज लोकोमोटिव के निर्माण का फैसला किया है। 1980 तक का प्लानिंग नहीं किया गया है। आगे चल कर कितने डीजल लोकोमोटिव बनाये जायेंगे, उस की जानकारी मैं बाद में दूंगा। जहाँ तक इस प्रश्न का सम्बन्ध है कि कितने कोयले से चलने वाले स्टीम-इंजिन बन्द पड़े हैं, उस के लिए अलग नोटिस की जरूरत है, क्योंकि यह मामला इस प्रश्न के अन्तर्गत नहीं आता है।

PROF. R. K. AMIN: The hon. Minister knows very well that his predecessor, Shri Poonacha, in this very House, as early as 8 years ago, had promised that diesel engines would be available and there will be speedy trains between Delhi and Ahmedabad, which will cover the distance between 16 to 17 hours. Did that Minister give that promise without considering whether the

track is suitable or not? Then, what about the speed of the Pink City Express and Jodhpur Mail? Secondly in the Saurashtra region one of the reasons for the delay or slow speed is that too many carriages, as many as 17, are added for distant places like Okha and Porbandar. Why should he combine the trains in this manner?

PROF. MADHU DANDAVATE: The hon. Member has not only transgressed the question but he has also transgressed geography. This question is specifically about the Saurashtra region. When a notice is given about the Ahmedabad Mail, I will answer that question.

PROF. R. K. AMIN: In that case, why did the Minister refer to Jaipur and Jodhpur?

PROF. MADHU DANDAVATE: My reply was not irrelevant, because Professor Mavalankar had specifically asked a question, if the Saurashtra region could not get the diesel engines, which are the trains to which diesel engine is given.

श्री मोती बाई शरद चौधरी : माननीय मंत्री जी को पता है कि मेहसाना से मोखा तक की जो रेल पटरी है उस पर डीजल इंजन से मालगाड़ियां चल रही हैं तो इसी ट्रैक पर पैसेंजर गाड़ी डीजल इंजन से चलाने में क्या कठिनाई है ?

श्री मधु दंडावते : माननीय सदस्य ने सवाल अच्छा पूछा है। अगर वह चाहते हैं कि मुद्दस ट्रेन की रफ्तार से पैसेंजर ट्रेन चले तो फिर हम डीजल इंजन लगाने के लिए तैयार हैं।

Pending applications for Gas Connections in Delhi

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*290. SHRI DURGA CHAND:
SHRI KACHARULAL
HEMRAJ JAIN:

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

(a) the number of applications pending for issue of gas connections in Delhi since January, 1977;

(b) the number of cooking gas connections released in Delhi since April, 1977 and the number of gas connections, released by him as special cases in Delhi;

(c) whether Government propose to grant the gas connections to consumers who pay the cost in foreign currency; and

(d) if so, by when this proposal is likely to be finalised, and if not, what is the reason thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) to (d). A statement giving the requisite information is laid on the Table of the Sabha.

Statement

(a) The number of persons on the waiting list as on the 30th November, 1977 for grant of cooking gas connections in Delhi was about 1,30,000.

(b) The total number of new gas connections released in Delhi between April and November 1977 was about 3000. Out of this, 496 gas connections were released by the Indian Oil Corporation on priority against authorisations given by the Ministry of Petroleum.

(c) No, Sir.

(d) It is not possible to allot gas connections against payment in foreign exchange *inter alia* for the following reasons:—

(i) The demand for LPG is far in excess of the availability of the product at present. No substantial increase in the availability of the product is foreseen for a number of months.

(ii) The amount required for securing a gas connection is only about Rs. 250/-, which in terms of foreign exchange, will be negligible.

(iii) After providing initial LPG connection, the oil companies have to supply refills of cylinders which is a recurring liability.

श्री दुर्गा चंड : माननीय मंत्री जी ने जो स्टेटमेंट रखा है उस में यह कहा है कि इस