

(c) which rubber consuming industry will consume maximum rubber produced by Indian Petro-chemical Corporation Limited?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Marketing of the polybutadiene rubber to be manufactured by IPCL is expected to commence in October or November, 1978. The likely availability of polybutadiene rubber for sale, initially will be about 700 Metric Tonnes per month.

(b) The sale prices of various grades of rubber will be fixed at the time of selling the product.

(c) The Automotive Tyre Industry is expected to consume the maximum quantity of rubber to be produced by IPCL.

#### **Norms for locating Diesel Pumps in Rural Areas**

\*136. PANDIT D. N. TIWARY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether any norms for locating diesel pumps in rural areas have been fixed;

(b) if so, the distance at which these pumps are located; and

(c) whether it is a fact that no diesel pump is allowed in rural areas within a distance of 3 Km. from a diesel pump already set up?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). The locations of new retail outlets (petrol/diesel pumps) are decided by individual oil companies on the basis of economic viability of such outlets. The norms prescribed for installation of new retail outlets for various areas including rural areas are broadly as under:—

(i) In metropolitan cities of Bombay, Calcutta, Delhi and Madras the outlets would be installed, by

and large, according to Metropolitan Master Plans and availability of sites.

(ii) In other cities/towns having a population of 2.5 lakhs or above no new outlet would be installed within 3 kms. of an existing outlet unless the average combined monthly sales of High Speed Diesel and Motor Spirit of the outlet(s) within the 3 km. radius exceed 100 KL.

(iii) In other areas excluding National Highways, no new outlet would be installed within 4 kms. of an existing outlet unless the average combined monthly sales of High Speed Diesel and Motor Spirit of outlet (s) within the 4 kms. radius exceed 80 KL.

(iv) As regards National Highways no new outlet would be installed within 15 Kms. of an existing outlet unless the average monthly sales of the existing outlet (s) within the 15 km. radius exceed 80 KL.

#### **Priority for Import of Raw Materials by Drug Companies**

\*137. SHRI MOTIBHAI R. CHAUDHARY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that upto the year 1976-77, drug units were required to export 5 per cent of their production to acquire priority in import of raw materials;

(b) whether such exports were not to be legally taken into account for the purpose of discharge of export obligation, imposed separately;

(c) whether exports made by M/s. Pfizer and Sandoz for acquiring priority status for import of raw materials were treated under discharge of export obligation imposed separately; and

(d) if so, under what provision M/s. Pfizer and Sandoz were treated specially when it is nowhere provided that exports made for acquiring import priority would be counted towards obligatory exports?

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

(a) CCI&E has indicated that the Drug industry was being treated as a priority industry for the purpose of allocation of imported raw materials. It was, therefore, not necessary for them to export any portion of their production in order to acquire priority status, whereas non-priority industries were required to do so.

However, under paragraph 64 of Import Trade Policy 1976-77, drug units engaged in the manufacture of drugs and pharmaceuticals specified in part B of Appendix 10 of the Policy were liable for a cut of 10 per cent in their allocation of raw materials during 1976-77 if their export performance was below 5 per cent of their production during 1975-76 or calendar year 1975. Even this stipulation was dispensed with in 1977-78 Policy.

(b) In accordance with a clarification provided by the Commerce Ministry as general policy, the export obligation imposed by licensing forums should not be over and above a compulsory industry-wise export obligation stipulated in the Red Book. On the same analogy, Commerce Ministry has clarified that Red Book export obligation should not be treated in addition to export obligations imposed by different licensing forums.

(c) The above general policy, as clarified by the Commerce Ministry, was applicable to all drugs units coming within the purview of Import Policy including Pfizer and Sandoz.

(d) Does not arise.

#### **Committee to study Problems of Metre Gauge Operation**

\*138. SHRI C. K. JAFFER SHARIEF: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have set up a Committee to carry out a comprehensive study of the problems faced by the Railways in the existing metre-gauge operations; and

(b) if so, the details regarding its composition and functions and the number of projects which are under construction at present?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) and (b). A Committee has been recently set up by the Ministry of Railways in order to study the problems of Metre Gauge operations. The Committee will make a comprehensive study of the problems and make suitable recommendations on measures to be adopted for improving equipment and operations on Metre Gauge.

This Committee comprises:—

#### *Railway Board.*

1. Director, Railway Planning. Convenor.
2. Director, Efficiency Bureau. Member
3. Director, Traffic (Transportation). „
4. Director, Safety & Coaching. „
- Research, Design & Standards Orgn.*
5. Director, Standards (Civil). „
6. Director, Standards (Motive Power) „
7. Director, Standards (Wagon) „
8. Director, Traffic (Research). „

The following projects of conversion from Metre Gauge to Broad Gauge are in various stages of construction at present:—

<i>Section</i>	<i>Railway</i>
1. Barabanki—Samasti Pur.	North Eastern.
2. Moradabad—Ramnagar.	„
3. Barauni—Katihar.	„
4. New Bongaigaon—Gauhati.	Northeast Frontier.
5. Dharmavaram—Bangalore.	South Central.
6. Manmad—Aurangabad—Parbhani	„
Purli Vajjnath.	
7. Viramgam—Okha—Porbandar.	Western.

The following schemes have also been approved and included in the Budget but construction work on them has not been taken up due to shortage of funds:—

<i>Section</i>	<i>Railway</i>
1. Kashipur—Lalkua.	North Eastern.
2. Varanasi—Bhatni.	North Eastern.
3. Guntur—Macherla.	South Central.