

(b) whether the train was carrying soda ash and common salt;

(c) whether any enquiry has been made in this regard and if so, findings thereof;

(d) whether all the goods in the train were damaged; and

(e) if so, total loss suffered by the Railways?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):**(a) Twelve wagons of 657 Up Goods train derailed between Gandhigram and Sabarmati stations on 19-6-1977.

(b) Yes, sir.

(c) Yes, sir. The report of the Inquiry Committee is awaited.

(d) No, sir.

(e) The cost of damage to the goods has been estimated at approximately Rs. 5,000/- and to Railway property at Rs. 65,000/-.

#### Imports of Crude, Petroleum and Petroleum Products

\*532 SHRI DHARAMA VIR VASISHT : SHRI MANORANJAN BHAKTA :

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

(a) the steps if any taken to cut down the imports of crude oil, petroleum and petroleum products in view of drain on our foreign exchange reserve; and

(b) the steps taken and the success achieved in striking rupee-basis agreements, if any for the import of these items together with the names of countries and the nature of the agreements reached?

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

(a) Although the demand for petroleum products in India in the past (1968-69 to 1973-74) had been rising at a compound rate of 8% per annum, a number of fiscal and regulatory measures have been taken in the wake of the phenomenal increases in crude prices since 1973 to curb the insensational consumption of petroleum products without affecting the essential needs of the economy. Amongst the important measures are :—

(i) Efforts are being made to increase the production of indigenous crude oil. Exploration activities both

onshore and offshore have been intensified, and with the discovery of crude oil in the Bombay offshore area, the prospects of attaining self-sufficiency have improved.

(ii) Fiscal and regulatory measures have been taken to curb the consumption of motor gasoline, kerosene and diesel and increase the production of naphtha for use mainly as feed stock for the fertilizers and petrochemical industries.

(iii) Through various optimisation exercises, the yield pattern of crude in the refineries has been adjusted to get the maximum yield of middle distillates (High Speed Diesel, Kerosene etc.).

(iv) Considerable switch-over from furnace oil to coal has been achieved in various power plants of the country.

(v) Major industries constituting furnace oil have been advised to adopt measures for improvement of efficiency in the use of furnace oil.

(vi) Studies for greater efficiency in utilisation of high speed diesel in the transport sector have been initiated.

(vii) State Governments have been advised to statutorily impose speed limits for passenger transport vehicles within cities and towns and on road transport vehicles in order to achieve efficiency in diesel consumption.

(viii) State Governments have also been requested to control goods and passenger vehicles with high smoke exhausts.

(ix) An improved kerosene wick stove has been devised by the Indian Oil Corporation Ltd., possessing a thermal efficiency of about 60% as compared to the normal thermal efficiency of about 40 to 45% in similar kerosene stoves. This stove is expected to reduce the kerosene consumption by about one-third.

(b) The following bilateral trade arrangements exist covering import of crude oil and petroleum products during 1977 on rupee-basis;

Item	Country	Quantity in million tonnes.
Crude oil	U.S.S.R.	1.0
Crude oil	Egypt	0.3
High speed diesel/ Kerosene	U.S.S.R.	1.4