

would like to know from the Hon. Minister whether Behrampur—Ganjam is going to be modernised. The hon. Minister has said just now that there is some improvement in the buildings which is not worth the improvement. I would like to have a categorical answer from the Minister as to whether Government is thinking of modernising the Behrampur Railway Station.

**SHRI MADHAVRAO SCINDIA:** As I said, modernisation and upgradation of facilities is an on going process and quite naturally sometimes the State capitals also come with in this programme. But there is no definite policy that every state Capital is specifically going to come under the model station or under the scheme of modernisation. The general scheme will be applicable to them. Therefore, Bhubaneshwar was specially picked up not because it was State Capital but it was picked up as a Station to be developed as a model station on that particular division.

As far as Behrampur is concerned, I have already said that we are doing some improvement work. As I have mentioned, there is some face lifting of the Station building that is taking place.

**SHRI A.J.V.B. MAHESWARARAO:** Sir, I would like to know from the Hon. Minister whether it is a fact that the modernisation process is slow and delayed because there is no allocation of fund. For example, in Hyderabad-Secunderabad division, the Nampalli station is not working till today because there is no allocation of fund.

**SHRI MADHAVRAO SCINDIA:** In South-Central Railways about five stations are being taken up as model stations and a scheme costing about Rs. 8,20,00,00 has been sanctioned for these five stations. For Hyderabad, a scheme costing about Rs. 3 crores has been drawn up to develop Hyderabad as a model station. The work has now commenced on Hyderabad also.

### Edible Oil Stock with STC

\*64. **SHRIMATI BASAVARAJESWARI †:**  
**SHRI ATISH CHANDRA SINHA:**

Will the Minister of COMMERCE be pleased to state:

(a) whether the State Trading Corporation has invested huge sums for raising the stock of edible oil of different varieties;

(b) if so, the facts thereof; and

(c) whether there is any likelihood of the STC incurring loss on this count?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DAS MUNSII): (a) to (c). A statement is given below.

### STATEMENT

(a) and (b). The stock level of imported Edible Oils with the State Trading Corporation at the end of June, 1989 was approximately 1.56 lakh tonnes, valued at about Rs. 110 crores (CIF).

(c) State Trading Corporation's import and distribution operation of edible oils is done on Government Account and all surpluses/deficits are allocated to Government Account. The extent of deficit on Government Account, if any, will depend on the price at which Government decides to finally issue these oils. Thus, the question of State Trading Corporation incurring any losses does not arise.

**SHRIMATI BASAVARAJESWARI:** Mr. Speaker, Sir, I would like to know the varieties of edible oil which have been imported by the STC and the names of the countries from which they are imported. I would like to know whether the Government has come to know that there already a lot of fluctuations in the market as far as edible oil is concerned; if so, does the Government propose

to stabilise the market.

**SHRI P.R. DAS MUNSI:** Sir, we are importing edible oil from different countries through STC. For example, we are importing Soyabean Oil from U.S.A., Brazil, Argentina and Europe. So far as Rapeseed Oil is concerned, which is used for vanaspati and PDs, we are importing it from Canada, Europe and China. We import Sunflower Seed Oil from U.S.A., Argentina and Europe. The Neutralised Palm Oil is imported from Malaysia. RBD Palm Oil and RBD Palmolein is imported from Malaysia and Indonesia.

It is not in the hands of STC to stabilise the market. In view of the fact that there is a very good oilseeds production this year, the growers do require a good market and they are demanding remunerative prices. Therefore, we thought not to release all the stock in the market, especially for the vanaspati units and also not to release the stock in the open market because the growers felt that when the supply was enough from the domestic production, then the prices would crash. Therefore, Sir, we had to maintain certain stock with us which was not released for the vanaspati units and we also increased the STC release price to vanaspati industry. That is why the stock is there so that there is no destabilisation in the market.

**SHRIMATIBASAVARAJESWARI:** May I know from the hon. Minister whether the Government have decided to import oil during this year also by spending a lot of foreign exchange. If not, what is the alternative plan before the Government so as to see that the farmers grow sufficient quantity of oil seeds during this year?

**SHRI P.R. DAS MUNSI:** It is a pleasure for us once again to inform the hon. Members of the House that our plan for 1988-89 was to import more than 21 lakhs metric tonnes of edible oil but we did import only about a little over 10.5 lakhs metric tonnes. It is because we thought that the country's production is enough. It was an arrangement made between our Civil Supplies Department and the other concerned agencies,

keeping in view the oil-seeds production, that we should provide remunerative price to the farmers in the oilseeds sector. It is once again an achievement of the Government for having done a genuine import substitution in this country. To that extent, we did reduce the import. After having reduced it, whatever little over 1 lakh tonnes that was left in our hands, we did not deliver it to the Vanaspati units. It is because we on our own increased the price, keeping in view that the vanaspati units can purchase at a higher price from the international market which is more than the release price. However what we have decided now is that if at all, Palmolein Oil is required, we may think of having it or whatever is suggested by the Civil Supplies Department. That we may do. As such there is no big plan to import edible oil at the moment.

**SHRI C. MADHAV REDDI:** The question related to the prices of imported edible oils.

Is it a fact that the stock worth about 110 crores, which is accumulated, of the imported edible oil will result in the loss to the STC? Now, the Government takes a view that the STC has nothing to do with this because it is on the Government's account. I want to know whether there is going to be any loss because of the huge stock being accumulated by the STC. I would also like to know as to what is the pricing policy and whether it is also a fact that this pricing policy is resulting in profiteering, that is, keeping the imported edible oil at a lower rate and then inflating the price and selling the edible oil at a very higher rate to the consumers.

**SHRI P. R. DAS MUNSI:** I would like to inform the hon. Member that it was never the practice of the Government or the STC to increase the prices of edible oil for making profits. On the contrary, based on available international prices by which we used to buy the edible oil from time to time, we only used to add service charges along with transportation. Keeping all those things into account, whatever we used to supply to the Civil Supplies agencies or the PDS even that was

much cheaper than the usual market prices in the country. So, there was no tendency of profiteering.

As far as pricing policy of the STC's edible oil is concerned, as I stated earlier, it was never planned to make profit out of it. It is a commitment made to the civil supplies agencies to maintain PDS. Thereafter, after importing the oil at the imported prices, we do add our service charges, tinning charges, transportation charges and also other details. So, all that is accounted for and it is credited into the Government's account totally. It is not an individual profiteering tendency on the part of STC.

[Translation]

SHRI BANWARI LAL PUROHIT: The hon. Minister has stated in his reply that edible oil worth nearly Rs. 110 crores has been lying in the stock for quite a long time. If edible oil remains blocked for more than 4 to 6 months in the stock, it starts emitting foul smell and it becomes unfit for human consumption. Has the Government taken this factor into account? What is the quality of this oil and in which condition it is at present? No one in Maharashtra is willing to accept it even free of cost. How much loss Government will incur if it is not purchased by the consumers and instead used only in the manufacture of soap etc.?

[English]

SHRI P.R. DAS MUNSI: There should not be any impression that stock itself should be treated as a glut. It is not like that. The stock is precisely worth Rs. 110 crores or a little over 100 crores as was stated by the hon. Member—the crude stock and not the refined stock. Its quality gets deteriorated month after month. We have taken experts' opinion regarding refined crude stock of soybean, refined crude stock of rapeseed

and also the neutralised palmoil. Even after eight or 10 months, if the quality of neutralised palmoil gets deteriorated, it can be usually replaced by fatty acid industries so that the country may not import fatty acid and they can use neutralised palmoil.

It is in our stock from last October. We have also calculated its life taking into account all the angles. The life of this will remain intact, without being deteriorated before refining, for 8-10 months. Still there is a demand of 7 lakh tonnes and our stock is a little over one lakh tonnes. So, it is not a dead stock. It will be refined for the use of consumer. Therefore, there should not be any anxiety on the part of the hon. member as well as the consumer. We will do something about it. But, first, I would like to inform the hon. member that we take all precautions and safety measures while refining it for improving its quality, whatever stock we have with us, whether it is meant for consumers or others.

### Train Accidents

\*65. SHRI D.B. PATIL†:  
SHRIMATI GEETA MUKHER-  
JEE:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway accidents/derailments occurred from January to June, 1989 zone-wise and the number of trains involved;

(b) the number of persons killed/injured in these accidents;

(c) the quantum of compensation paid to the families of the deceased and to the injured persons;

(d) the loss to railway property as a result thereof; and