

The Parliamentary Secretary to the Minister of Mines and Fuel (Shri Thimmaiah): (a) No, Sir.

(b) Does not arise.

Shri Indrajit Gupta: May I know if the Government has made any assessment of the comparative costs in the long run between transporting refined product all the way to Calcutta by pipe line and the establishment of a refinery near Calcutta itself?

The Deputy Minister in the Ministry of Mines and Fuel (Shri Hajarnavis): No, Sir.

Shri Hem Barua: May I know if it is not a fact that an expert committee appointed to report on the establishment of a refinery to process the Nahorkatiya crude recommended that a refinery in Calcutta would be the most economical proposition and if so, why the Government has shelved the recommendation of that committee?

Shri Hajarnavis: I am not aware of that recommendation.

Shri Hem Barua: What is the answer?

Mr. Speaker: He is not aware whether that committee had made that recommendation.

Shri Hem Barua: I have got a copy of the report with me. It has recommended like that. As far as the Minister is concerned. . . .

Mr. Speaker: He does not say that what the hon. Minister says is untrue. He says he has not got that information.

Shri Bhagwat Jha Azad: Since we are expecting to produce about 5 million tons out of a demand for 14 million tons by the end of the Third Five Year Plan, how do the Government propose to meet this since it has not assessed any possibility at Calcutta for an oil refinery?

Shri Hajarnavis: The next refinery will probably be in South India. For that purpose, we have already received two reports, one by the E.N.I.

and the other is by an American company. We have also requested the Indian Petroleum Institute to under take a techno-economic survey for the establishment of a refinery in South India. When all these three reports come in, we shall consider the establishment of the next refinery, but it will very probably be in South India.

Shri Yallamanda Reddy: What is the definite recommendation made by this enquiry committee in respect of a refinery in South India?

Mr. Speaker: Order, order. From the refinery in Calcutta we are passing on to the establishment of a refinery in South India. Next question.

Cement Quota for Bihar

*747. **Shri Yogendra Jha:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that substantial cut has been made in the allotment of cement quota to the Government of Bihar; and

(b) whether it is also a fact that this cut has created a crisis in the industries in that State?

The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Sethi): (a) No cut has been made in the quarterly quota of cement for Bihar State. The quota remains at 91,800 tonnes per quarter.

(b) Does not arise.

श्री योगेन्द्र झा : क्या यह सत्य है कि बिहार सरकार ने सीमेंट की अपनी जितनी जरूरत बताई है, उसका तीस से चालीस प्रतिशत तक ही सीमेंट का कोटा बिहार सरकार को दिया गया है; यदि हां, तो वहां पर चल रहे विकास-कार्यों पर इस का क्या असर पड़ा है ?

श्री प्र० चं० सेठी : जैसा कि मैं ने प्रारम्भ में निवेदन किया है, बिहार का सीमेंट का कोटा ९१,८०० टन पर क्वार्टर है और

तीनों क्वार्टरों में उतना ही उस को दिया गया है। दूसरे क्वार्टर में ६१,६७६ टन का आफ्रटेक हुआ है। ऐसी सूरत में उस में कोई कमी नहीं हुई है। इस के अलावा बिहार को बीस हजार टन का एक एड हाक क्वोटा दिया गया है।

श्री योगेन्द्र झा : आज भी बिहार को मिलने वाले सीमेंट के क्वोटे का आधार वही है, जब कि सीमेंट का उत्पादन ७.५ मिलियन टन था। मैं यह जानना चाहता हूँ कि आज जब कि सीमेंट का उत्पादन ८.२ मिलियन टन हो गया है, तो क्या उसी अनुपात में बिहार का क्वोटा बढ़ाया गया है या नहीं।

श्री प्र० चं० सेठी : यदि सीमेंट का उत्पादन बढ़ा है, तो उस की मांग भी बढ़ गई है। जहां तक किसी स्टेट को सीमेंट देने का सम्बन्ध है, वह इस आधार पर दिया जाता है कि गये साल उस स्टेट को कितना दिया गया था।

श्री विभूति मिश्र : बिहार में हतिया का कारखाना लग रहा है बोकारो और बरौनी के कारखाने लगने जा रहे हैं। इसी प्रकार गैर-सरकारी क्षेत्र में भी कारखाने लग रहे हैं। इस के बावजूद बिहार को सीमेंट का पुराना ही क्वोटा मिलता है मैं यह जानना चाहता हूँ कि इस बात को मद्देनजर रखते हुए कि बिहार में सरकारी और गैर-सरकारी दोनों क्षेत्रों में, कारखाने लगने जा रहे हैं, क्या उसका क्वोटा बढ़ाया जायेगा।

श्री प्र० चं० सेठी : माननीय सदस्य को कुछ शलती हो गई है। अभी मैं ने स्टेट क्वोटे के बारे में बताया है। जहां तक और कारखानों का सम्बन्ध है, उनको सेंट्रल कोटे में से एलाटमेंट किया जाता है।

Shri Tyagi: Will the Government be pleased to give us some idea as to the proportion that they have fixed in regard to the consumption of cement as between the public sector—the Government and the State projects—and the private sector?

Mr. Speaker: All over India?

Shri Tyagi: Most of it goes to the Government buildings.

Mr. Speaker: That is too wide a question.

Shri Tyagi: I only wanted to know whether they have fixed any proportion between these two sectors.

Mr. Speaker: That will be going too far.

श्री क० ना० तिवारी : अभी कल माननीय मंत्री जी ने बताया कि बिहार का जितना क्वोटा निश्चित है, वह सारा क्वोटा दिया जाता है, लेकिन क्या यह सही है कि जो कन्ज्यूमर्ज क्वोटा है, वह पूरा नहीं दिया जाता है ?

श्री प्र० चं० सेठी : मैं ने अभी बताया है कि पिछले तीन क्वार्टरों में बिहार को उतना ही दिया गया है, जितना कि निश्चित है। वहां का बाकी जो डिस्ट्रिब्यूशन है, वह वहां की स्टेट सरकार करती है।

श्री क० ना० तिवारी : अध्यक्ष महोदय, मैं ने पूछा है कि जो बिहार का क्वोटा निश्चित है, उतना नहीं दिया गया है, इसका क्या कारण है।

अध्यक्ष महोदय : मिनिस्टर साहब न कहा है कि उतना ही दिया जाता है। उन्होंने कहा है कि जो गवर्नमेंट का क्वोटा है, वह उन को मिलता है और पिछले तीन क्वार्टरों से दिया जा रहा है। उस के बाद बाकी काम स्टेट गवर्नमेंट का है।

Shri Bhagwat Jha Azad: In regard to the quota allotted to Bihar, may I know if the quota is based on the last year's quota, or whether it is based on the demand, as demanded by the Bihar Government?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): The point for consideration is, we are in short supply as far as cement is concerned. It has got to be equitably distributed to all the States. There-

fore, all the State representatives assembled together, and they have arrived at a formula on which basis this quota should be fixed and should be distributed. On that basis the quota has been fixed, and the allotments are made on that basis.

Foreign Experts to Study Coal Transport Problem

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*748. { **Shri Narendra Singh Mahida:**
Shri P. K. Deo:
Shri Harish Chandra Mathur:
Shri Rameshwar Tantia:

Will the Minister of Mines and Fuel be pleased to state:

(a) whether Government are proposing to invite a team of foreign experts to study the coal transport problem;

(b) if so, when; and

(c) whether Government feel that this would solve the coal transport problem?

The Minister for Mines and Fuel (Shri K. D. Malaviya): (a) to (c). A proposal in this regard is under consideration; the extent to which the study will help to solve the transport problem can be known only after the study has actually been completed.

Shri Narendra Singh Mahida: May I know whether there is any dearth of talent in this country to solve this coal transport problem?

Shri Hajarnavis: No, Sir. Our own experts are examining the question. A suggestion came from the World Bank that they might also take a hand at examining the problem and making suggestions. We could not turn down their sympathetic approach.

Shri Narendra Singh Mahida: May I know when the Government of India propose to solve this problem?

Shri Hajarnavis: As early as possible.

Shri S. M. Banerjee: May I know from which country the expert is being invited and what are his specific qualifications in regard to this subject?

The Parliamentary Secretary to the Minister of Mines and Fuel (Shri Maimmaiah): An official from World Bank who visited India suggested to the Government of India that we should approach the World Bank and request them to make a feasibility study of all modes of transport. In accordance with that advice, we requested them to make a feasibility study of all modes of transport. That is under the consideration of the World Bank.

Mr. Speaker: But the question is from which country the expert is being brought and what qualification he possesses in this subject?

Shri Hajarnavis: We have only conveyed to them our acceptance of their proposal. But we have not heard from them.

Shri Harish Chandra Mathur: We have the Neogy Committee, which is a high-powered committee going into the matter. Then, I understand from the Minister of Transport that he has recently appointed another committee to go into the matter. May I know whether these facts were brought to the notice of the World Bank that we have the highest-powered committees examining this matter and whether in spite of that they insisted on further examination by foreign experts? May I know whether they have given some special features and trends which are being examined by them?

Mr. Speaker: Certainly the question should not be so long and contain arguments.

Shri Harish Chandra Mathur: It is not argumentative.

Mr. Speaker: Arguments have been given and support has been brought from certain other facts also. It should not be so long.