

(b) Originally the D.V.S. building at Dhanbad was licensed at a nominal fee for opening of a staff managed high school. The Railway staff at Dhanbad was not able to open the high school even after the building was licensed to them for the purpose. Subsequently the Central School authorities approached the railway for shifting their school from the Mines Campus area to Railway colony as the Mines authorities were not in a position to provide them additional facilities for the expansion of their school. As shifting of the Central School to Railway colony would readily fill the gap in available educational facilities to the railwaymen in the area, the request was favourably considered and the D. V. S. building was licensed to the Central School authorities. The Central School authorities are taking steps to shift their main school from the Mines Campus to the Railway colony. In the process there seems to be some resistance from the Mines' staff and this issue is being sorted out by those authorities. With the final shifting of the Central School to the Railway Colony, availability of educational facilities for the children of railwaymen would be greatly strengthened. This will be further reviewed in case the Central School authorities fail in their move to shift the school to railway colony.

Main Office of Bongaigaon Refinery and Petrochemicals Complex in New Delhi

220. SHRI AHMED HUSSAIN: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the main office of the Bongaigaon Refinery and Petrochemicals Complex are located at New Delhi without any proper justification;

(b) the reasons why it is located in New Delhi when the project is located at Bongaigaon and why the work at New Delhi cannot be managed by simply keeping a liaison office; and

(c) when do Government propose to shift the office from New Delhi to the project site?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). Bongaigaon Refinery and Petrochemicals Limited (BRPL) was incorporated as a separate company in February, 1974. Before that the work relating to the implementation of the project was being handled by Indian Petrochemicals Corporation Limited, and certain officers who were handling this work were stationed at New Delhi. Even after incorporation of BRPL as a separate company, most of the officers of the newly incorporated company including the Managing Director continued to function from New Delhi primarily because of the following reasons:—

1. The work at the project site being still in preliminary stages did not require the whole time presence of Managing Director and bulk of the other administrative staff.
2. A large number of matters connected with the implementation of the project, e.g. getting various clearances from the Government departments, negotiations with prospective foreign collaborators as well as with BRPL's engineering consultants M/s. Engineers India Limited could be attended to more effectively from New Delhi.
3. The project site namely Bongaigaon did not have adequate office or residential accommodation which had to be built up over a period of time.

Nonetheless a site office had been set up at Bongaigaon and more and more staff are being progressively transferred to the site office as per the need for their presence at the project site.

It is expected that most of the officers of BRPL will shift to the site shortly and only officers required for liaison work would be left at New Delhi.

मथुरा तेलशोधक कारखाना

221. श्री धर्जन सिंह शर्मा : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने को कृपा करेंगे कि :

(क) मथुरा तेलशोधक कारखाने का निर्माण-कार्य कब आरम्भ हुआ था, इस पर कुल कितनी लागत आवेगी और इसमें किस प्रकार के कितने-कितने पेट्रोलियम उत्पादों का उत्पादन होगा ;

(ख) इस कारखाने पर अब तक कुल कितना निर्माण-कार्य हो चुका है ;

(ग) यह कारखाना कब तक चालू हो जायेगा और इससे कितने लोगों को रोजगार मिलेगा ; और

(घ) कारखाने का निर्माण शीघ्र पूरा करने के लिए सरकार ने क्या कार्यवाही की है ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमवती नन्दन बहुगुणा) : (क) मथुरा तेलशोधक कारखाने का निर्माण-कार्य मई, 1975 में आरम्भ किया गया था। सम्भाव्यता रिपोर्ट को आधार मान कर, वर्ष 1973 में 97 करोड़ रुपए की मूल प्रायोजना लागत की स्वीकृति की गई थी। तथापि, विस्तृत प्रायोजना रिपोर्ट के अनुसार, इस तेलशोधक कारखाने पर 195.31 करोड़ रुपए की लागत आने की संभावना है।

अनुमानित उत्पाद निम्नलिखित होंगे :—

उत्पाद	'000 मी० टन प्रति वर्ष दर से मात्रा
एल०पी०जी०	197
एम०एस०	350
नेफथा	809
ए०टी०एफ०	480
एस०के०	658
एच०एस०डी०	2043
एल०डी०ओ०	36
एफ० ओ० (रेगुलर)	84
फटिलाइजर फीड	640
विटुमन	300
सल्फर	6

(ख) तेल शोधक कारखाने के लिए 1054 एकड़ और कस्बे के लिए 216 एकड़ भूमि का अधिग्रहण कर लिया गया है और उसके चारों तरफ बाड़ लगा दी गई है। कीबम झील तथा यमुना नदी से पानी की सप्लाई हेतु 60 एकड़ भूमि का अधिग्रहण किया जा रहा है। तेल शोधक कारखाने के समस्त एकड़ों के प्रक्रिया डिजाइन पूर्ण हो चुके हैं। उनके कार्य के भाग के रूप में, रूसी पक्ष से अधिकांश इंजीनियरिंग ड्राइंग्स पहले से ही प्राप्त हो चुकी है। भारतीय काय के भाग के सम्बन्ध में विस्तृत इंजीनियरिंग कार्य प्रगति पर है। अधिकांश विपुल सामग्री जैसे वायलर क्वालिटी प्लेट्स, कोड प्लेट्स, ऐल्योय स्टील प्लेट्स तथा दीर्घकालीन अक्षय में दिये जाने वाले मर्दों जैसे कालमूस, वेसत्स रिएक्टर आदि के सम्बन्ध में दिए जाने वाले आदेशों को अन्तिम रूप दे दिया गया है। स्टील प्लेटें प्राप्त हो चुकी हैं और इनमें से अधिकांश निर्माताओं को दे दी गई हैं। विद्युत संयंत्र के निर्माण, डिजाइन और सप्लाई के