

Plan of 1623 MW. Surplus power over and above Mysore's requirements, they have suggested, could be made available to other States which are in need of power at rates considerably less than thermal power till such time as load develops in Mysore. Instead of making heavy investments on costly thermal units in other States which are in need of power, it is preferable to invest on cheap hydel projects in Mysore and make cheaper power available to them.

The details of 5500 MW are not available. According to the figures available with the Centre, the realistic hydro power potential of Mysore is 3.1 million kW at 60 per cent load factor. Thermal power stations are very important to provide the base load and at any rate the limited hydro power in Mysore State will not be sufficient to cater to the requirements of the Southern Region on a long-term basis.

Requirements and Import of Oil during 1972

2090. SHRI M. RAM GOPAL REDDY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the estimated requirements of oil in our country during 1972;

(b) the total quantity of oil imported, country-wise, during 1972; and

(c) the foreign exchange involved?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI DALBIR SINGH): (a) The estimated requirement of crude oil (in terms of actual refinery throughput) during 1972 is 19.7 million tonnes.

(b) and (c). The total quantity and the c.i.f. value of crude oil imported (from Iran, Iraq and Saudi Arabia) during the period January/September, 1972 were 9.1 million tonnes and

Rs. 104.97 crores respectively. It is not in the public interest to disclose country-wise imports of crude.

Negotiations with Representatives of Un-Recognised Unions regarding strike on Ratlam-Neemuch Section of Western Railway

2091. SHRI DHARAMGAJ SINGH: SHRI CHANDRIKA PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether on the 27th July, 1972 the Station Masters' Association observed a strike from 10.00 hours to 13.00 hours on Ratlam-Neemuch Section of the Western Railway and the train services were totally suspended for three hours;

(b) whether Divisional Secretary of the Station Masters' Association, with two other members of their Association was called by the Divisional Superintendent, Ratlam, for negotiation to normalise the work; and

(c) if so, the reasons for which the Divisional Superintendent, Ratlam deviated from the laid down policies of the Railway Administration by calling the members of the un-recognised Association for negotiation?

THE MINISTER OF RAILWAYS (SHRI T. A. PAI): (a) and (b). No.

(c) Does not arise.

Authority for imposition of restrictions on booking of goods and parcels, Ajmer Division (Western Railway)

2092. SHRI DHARAMGAJ SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the competent authority on the Zonal Railways to impose restrictions on Booking of Goods and Parcels;

(b) whether Divisional Operating Superintendent, Ajmer Division Western Railway vide his Telegram No. T/215/86, dated 19th June, 1972 imposed restriction on the booking of grains, pulses and rape-seeds for more than 10 bags on the stations of Ajmer Division;

(c) if so, the reasons for imposing such restrictions and whether similar restrictions have also been imposed on other Divisions of Western Railway; and

(d) the comparative loading figures of grains, pulses and rape-seeds from 20th June to 31st July, separately for 1971 and 1972?

THE MINISTER OF RAILWAYS (SHRI T. A. PAI): (a) Chief Operating Superintendents and Divisional Superintendents of the Zonal Railways.

(b) Yes. But by this message what was imposed was a "regulation" and not a "restrictions."

(c) To help genuine traffic in smalls by arresting splitting up of indents for full wagon loads of commodities needing use of covered wagons which were in short supply due to onset of rainy season and also due to heavy demands for cement, superphosphate and fertilizer traffic from Kandla. Such a regulation was not imposed by other Divisions.

(d) Loading of grains, pulses and rape-seeds was 544 wagons during 20-6-72 to 31-7-72 as against 854 wagons during the corresponding period of previous year.

Over-carriage of parcels booked by passenger trains allowed by Divisional Superintendent, Ajmer

2093, SHRI DHARAMGAJ SINGH:
SHRI CHANDRIKA PRA-
SAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Divisional Superintendent, Ajmer Division vide his Phone Message No. DC/24, dated the 24th July, 1972 instructed the Station Superintendent, Ajmer to allow the over-carriage of Parcels booked by Passenger trains in case these are not unloaded within the schedule period of stoppage of the train, if so, the reasons therefor;

(b) the total number of parcels over-carried beyond destination from 24th July, 1972 to 10th August, 1972, date-wise, separately for perishable and non-perishable parcels; and

(c) the percentage of loss sustained by the perishable parcels due to over-carriage and for the parcels which were entirely not received at the destination?

THE MINISTER OF RAILWAYS (SHRI T. A. PAI): (a) Yes. The message was issued to improve punctual running of passenger trains.

(b) During the period 24-7-1972 to 10-8-1972, parcels were over-carried beyond Ajmer on four occasions. Details are as given below:—

Date	No. of parcels over-carried.		
	Perish-able	Non-Perish-able	Total
3-8-1972	2	4	6
4-8-1972	8	34	42
7-8-1972	102	17	119
9-8-1972	52	52

All the over-carried parcels were received back at Ajmer Over-carriage of parcels on 3-8-1972 and 4-8-1972 was due to abnormal increase in parcels booked to Ajmer on account of private transport operators' strike in Rajasthan, and on 7-8-1972 and