

(CA)

MR. SPEAKER: I have already allowed that one. Please sit down. Now, Shri K. A. Rajan—calling attention motion.

11.09 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED SCARCITY OF DIESEL AND KEROSENE

SHRI K. A. RAJAN (Trichur): Sir, I call the attention of the Minister of Petroleum, Chemicals and Fertilizers to the following matters of urgent public importance and request that he may make a statement thereon:—

'The reported scarcity of diesel and kerosene oil in the country and the steps proposed to be taken by Government in the matter.'

THE MINISTER OF WORKS AND HOUSING AND PETROLEUM AND CHEMICALS (SHRI P. C. SETHI): Sir: Hon'ble Shri K. A. Rajan and other Members have called the attention regarding the reported scarcity of diesel and kerosene oil in the country and the steps proposed to be taken by the Government in the matter. The position is indicated below.

The demand for petroleum products, particularly High Speed Diesel (HSD), has been growing at a very high rate. Thus while the annual growth rate for HSD was 8 to 9 per cent until 1977-78, it rose to a little over 11 per cent in 1978-79 and it was around 16 per cent during the first half of the current financial year. In spite of growth in the HSD sales being as high as 16 per cent, which rate is much higher than the growth rate in the past, reports concerning HSD shortages have been received. These shortages are primarily on account of HSD demand being abnormally high due to factors such as increased transportation of goods in bulk by road instead of by rail over long distances, shortfalls in power availability leading to the employment of captive diesel generating sets, in-

creased demand of the product for agricultural pumps and unprecedented drought conditions in various parts of the country on account of failure of monsoons. Keeping in view the high price of petroleum products, difficult availability of the product even at high prices in the international market and the transportation constraints, the State Governments were advised in September 1979 that supplies of HSD during the period October 79 to March 80 will be maintained at a level of 5 per cent higher than the actual sales in the preceding year. However, keeping in view the increased demand of HSD on account of drought, shortage of power, increased use of diesel generating sets, additional allocations over and above the quota fixed earlier have been made from time to time. Thus original allocations of 652,000 tonnes HSD for the month of October for all States and Union Territories was raised by 100,000 tonnes. Similarly, the original allocations of 700,000 tonnes and 720,000 tonnes for the month of November and December respectively were raised to 781,000 tonnes and 808,000 tonnes respectively.

The State Governments were requested through the letter dated 11th September, 1979 to devise exsuitable priorities as regards use of HSD and make allocations accordingly within the overall quota for the States. They were also advised to accord the highest priority to agriculture in the matter of supply of HSD. The State Governments were further asked to take effective steps either by promulgation of control orders under the Essential Commodities Act or otherwise to ensure that blackmarketing and other malpractices may not take place. These instructions to the State Governments were followed up by meetings held with Civil Supplies Commissioners of different State Governments and Union Territories. In these meetings, the need for devising effective system of distribution as well as for curbing malpractices was particularly emphasised.

As regards kerosene about 45 per cent of the total requirement of about

4 million tonnes to be consumed in the country during 1979-80 is to be imported from outside. The availability of the product in the international market had also been difficult, and keeping in view the difficult availability of the product and the transportation constraints, the kerosene allocations to different States and Union Territories were maintained at the level of actual sales last year without allowing any growth in consumption.

The main problems in regard to HSD and kerosene supplies have been as follows:—

(i) The most immediate and critical problem facing the country in regard to supply of petroleum products is continued disturbed political situation in Assam. The refineries in Assam were closed since 27th December. Besides, the Barauni refinery in Bihar also remains closed since 2nd January. There have been stoppage of movement of petroleum products as well as of crude oil from out of Assam since the last week of last month. The North-eastern States are today facing acute problems of petroleum products of availability. Besides, the closure of Barauni refinery had led to serious problems of diesel and kerosene availability in Bihar and U.P. as well as in other parts of Northern India.

(ii) In recent months there have been serious dislocations in the functioning of the ports in different parts of the country. The ports which have been mainly affected are Bombay, Haldia and Madras. For instance, in December 1979 alone the strike in Bombay Port Trust for 18 days led to total closure/reduction in throughout of the two refineries in Bombay as well as essential movement of petroleum products, mostly from Bombay to other port locations of the country. There were production losses of about 30,000 tonnes of kerosene and 60,000 tonnes of HSD in Bombay refineries as a result of this.

(iii) There have also been serious transportation constraints for movement of petroleum products from the main feeding phases to the consuming locations. The total rail movement of petroleum products by tankwagons has not registered any growth in the last 2 years due to a number of factors. As a result, the upcountry locations which have to mainly depend on rail transportation of petroleum products suffered very badly in respect of diesel and kerosene availability.

As far as the railways are concerned, they are giving the maximum possible number required for this but the total availability appears to be less.

The situation regarding diesel and kerosene availability, particularly in Northern and North-Eastern India is very critical. The following steps have been taken to meet the situation:—

(i) Adequate imports of HSD and kerosene are being organised to ensure that sufficient stocks are available at the main port locations to take care of the full requirements of these two products in the country. In addition to the imports that have already been organised and are expected to be received in the coming months in country, further imports of the products will be organised so that there is no dearth of availability of these products at the port locations.

(ii) Following the disruption in production in Barauni refinery and movement of petroleum products from out of Assam, certain steps have been taken for movement of products from alternate sources. The pumping of products like diesel and kerosene from Haldia through the Haldia-Barauni-Patna-Mughalsarai-Allahabad-Kanpur pipeline has been maximised in the last weeks. Discussions have also been held with the Railways to move additional product by rail to these locations to the extent possible. However, the total

[Shri P. C. Sethi]

availability inspite of these alternatives arrangements falls short of the deficit that has been created by closure of Barauni refinery and movement of petroleum products from out of Assam. The concerned State Governments have already been advised about the reduced availability of products and they have been requested to ensure the best possible distribution of the available products. The responsibility for distribution of petroleum products within the States is with the State Governments. They have already been requested to take effective steps for curbing anti-social practices like black-marketing etc. which are usually experienced in times of shortages. The State Governments have powers under the Essential Commodities Act to take action against such malpractices. A meeting is also being arranged on 29th January with Chief Ministers and Chief Secretaries and Secretaries of Civil Supplies of certain States to go into the various matters regarding equitable distribution of the available products.

(iii) Discussions have been held with Railway and a meeting is fixed today with the Minister of Railways to consider the extent possible, the rail movement of petroleum products in the country. It must be remembered that even if adequate imports of products like diesel and kerosene are organised, making them available at the consuming locations to the sufficient extent will necessarily depend upon our capacity to move the products to these locations.

The demand for petroleum products is rising very fast for a number of reasons. Whatever possible is being done to improve the availability of petroleum products and remove the constraints that are now standing in the way.

SHRI K. A. RAJAN: I heard the statement read out by the hon. Minister with rapt attention. I can very

well understand the over-all position regarding petroleum products in our country, especially in the light of the world market position and all those things. I can also appreciate the bottleneck that has arisen regarding the transportation of these products and the peculiar situation that has arisen in the northeastern region. That also he has very well stated. But, whatever be the availability of this material, I wish to stress that it is more a question of distribution.

Scarcity is quite evident and the black market prices are rising even to Rs. 5 per litre of kerosene in certain regions. It has been reported widely in the press. Kerosene as well as diesel shortage has its own impact on the over-all economy of the country, especially agriculture. My purpose in calling the attention of Government is just to impress and urge upon them to see that a proper distribution system is evolved, so that priority is laid down and the country does not suffer. To make it easy for the Minister to reply, I am just dividing my question into parts:

(a) How does the Government propose to meet the ever surging demand for the petroleum products especially in the light of the disturbing situation in the northeastern region?

(b) What is the estimated growth in demand for kerosene and diesel in 1980 over 1979?

(c) What is the criterion adopted for the distribution of kerosene and diesel for the different states?

(d) Has the Government laid down any priority consideration in the matter of supply of kerosene and diesel?

(e) What concrete steps are being taken for the fair and proper distribution of kerosene to the rural poor and diesel to the agriculturists?

SHRI P. C. SETHI: I am thankful to the hon. Member for putting very good questions with a view to elicit proper

information. As a matter of fact, as far as the northeastern region is concerned, as I have pointed out, the difficulty is two-fold. One is, Assam refineries are closed and the ONGC's oil wells are closed. There is picketing and one of our best officers has been killed and people are not allowed to go and work on the oil wells as well as in the refineries. Fortunately, two days before, Gauhati refinery had just started working and we hope that all concerned will help us in bringing the situation to normalcy in Assam and we also hope that the other two refineries will also commence working shortly. As soon as the oil wells start working, instead of pumping oil from Haldia we would be able to pump it from Assam. The capacity of the pipe line which takes the crude oil from Assam to Barauni is much bigger than what is available from Haldia to this side. Instead of that, although the pipe line is long, we are trying to meet the situation by pumping whatever capacity we can pump from Haldia. But there is another difficulty also. If we want to send road tankers from this side,—most of the tankers and other commodities which are likely to go to Assam are lying at Siliguri or at certain other points—they are afraid that once they enter, either the driver will be killed or the vehicle will be burnt. A large number of vehicles consisting not only of this, but also other products which are required in Assam, are on the border of Assam at present. Therefore, in consultation with the Home Ministry, adequate steps are being taken to meet the situation. The Railways are supplying the maximum number of tankers available with them and the Railway Minister, since he took charge is fully seized of the matter and we are very much thankful to him. But, at the same time, I must say that the growth rate with regard to consumption has been from 8 to 9 per cent and from 9 to 16 per cent and, as compared to that, the growth rate of the tankers has not been commensurate with this growth rate with the result that tankers are not able to meet the requisite demand. We are

also trying to find out whether we can take tankers from certain areas which are also very useful. For 15 or 26 days if we can draw tankers from there, we can use these tankers to send these products, from other ports to the north-eastern region. We are on that exercise and I can assure the hon. Members that we will try to give results as early as possible, in no more than 15 to 20 days at the most.

As far as the estimated growth rate is concerned, as I have said, it was 8 to 9 per cent last year and this year, it is in the vicinity of 16 per cent. The growth rate is increasing every day because on account of the closure and shortage of electricity, diesel is being diverted to agricultural operations also. Besides that, every year, in the agricultural sector, new pumping sets are coming up and, therefore, diesel is required to meet that demand. The road transport is also increasing in a big way. The growth rate of road transport is also very big. So, all these factors are there. An exercise in depth is being undertaken to take care of the whole situation.

As far as the criteria for distribution are concerned, we have taken the criteria of the last year's consumption when the availability was at its peak. Apart from that, although we should have added 10 per cent growth but in view of these difficulties and shortages, it has not been possible. According to the allocations that were made last year, we have taken into account only 5 per cent growth and, to that extent, we are definitely in shortfall. The allocations to the States are made on this basis, that is, on the basis of what we have given them in the last year and, over and above that, 5 per cent more. This is the position.

I would like to explain that making an allocation and making it available are two things. Allocation is one thing but actual receipt is a different

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thing. On account of the various constraints which I have mentioned, actual receipts in every State are not to the extent the allocations are made. There is a shortfall. Particularly in the north-eastern region, the situation is very difficult. For example, I would like to state that in Madhya Pradesh, we are supplying all these products from Vizag and there is no difficulty. The total allocation for diesel in Madhya Pradesh was in the vicinity of 16,500 tonnes and the shortfall in actual receipt was hardly 1500 tonnes.

Then, we see that on account of the non-cooperation of the State Governments in having effective control over the distribution system, the mal-practices go on and, in spite of the availability, the situation is bad. For that, the State Governments are responsible. If they take stern measures under the Essential Commodities Act and also make use of the Ordinance which is going to take the shape of the law, particularly in these areas. I think, 50 per cent of the difficulties would be over. According to the reports from many people coming and telling me, it is a common knowledge that petrol pumps remain closed during the day; they operate during the night. Anybody who pays a higher premium gets priority and others stand in the queue.

Similar is the position in respect of kerosene. Kerosene is not reaching remote villages because of the mal-distribution system. Whatever the hon. Member has said with regard to kerosene—it may be Rs. 5 a litre in his area but in my area also... (Interruptions).

SHRI JYOTIRMOY BOSU (Riamon Harbour): It is Rs. 8 in my area.

SHRI P. C. SETHI: You are a big man; you can afford to pay! (Interruptions)

As regards the steps are concerned, in my main statement I have enumerated the steps that we are taking.

श्री वृद्धि चन्द जैन (बाड़मेर) : राजस्थान में पच्चीस प्रतिशत की कटौती कर दी गई है। जनवरी 1979 के मामले में जनवरी 1980 में 25 प्रतिशत हाई स्पीड डीजल में और उतनी ही क्रूड आयल में भी कटौती कर दी गई है।

दूसरा सवाल मेरा यह है कि 11 सितम्बर 1979 को जो आपने पत्र द्वारा परामर्श दिया था राज्य सरकार को कि एच० एस० डी० की सप्लाई के मामले में कृषि को अधिकतम प्राथमिकता दी जाये तो उस प्राथमिकता का परिपालन नहीं किया जा रहा है। बाड़मेर जालौर और जोधपुर जिले एग्रीकल्चरल परपज के लिये डीजल प ही निर्भर रहते हैं और जहां सूखा पड़ा है, जहां बाढ़ की चपेट से भयंकर हानि हुई है और अभी उन्होंने बड़ी मेहनत करके काश्त की है लेकिन वहां डीजल प्राप्त नहीं हो रहा है फसलें सूख रही हैं बरबाद हो रही हैं। इस लिये मैं जानना चाहता हूं कि जो आपने आदेश दिये जो सलाह दी निर्देश दिये उनका राजस्थान सरकार अगर पालन नहीं करती है तो आप क्या कदम उठाएंगे? क्योंकि वहां जनता पार्टी की सरकार है और वह जानबूझ कर कोशिश कर रही है कि जहां जहां से कांग्रेस आई० के० एम० पीज० आये हैं बाड़मेर जालौर और जोधपुर में भी वहां के किसानों की फसलें बरबाद हो जाये और उसके लिये जिम्मेदार कांग्रेस आई की सरकार हो जाये। तो इस सम्बन्ध में कन्य सरकार क्या कदम उठायेगी?

SHRI P. C. SETHI: For the benefit of the Hon. Members from the South, think the Hon. Member would not mind if I reply in English.

As far as this 20 per cent 'Katoti' which the Hon. Member has raised is concerned, I would like to make it very clear that after the assumption of office by the Government on 14-1-1980 no 'katoti' has been done by this Government. Actually, the 'Katoti' was done by the previous Government on 5th Jan. 1980. Therefore, as far as this 'Katoti' is concerned, we are not responsible for it. It was exactly on the 5th before the results stated coming that the previous Government made this reduction of 20 to 25 per cent.

Then, I would also like to add, in this connection, that the Hon. Member is right that proper priorities were not given. What happened in States like Uttar Pradesh is that there are complaints that equitable distribution to

all the Districts was not made. Now, I will have to go into the complaints, but it is reported that the bulk of the supplies has been diverted to Western U.P. while the Jhansi Division and eastern U. P. was kept dry.

Similarly, with regard to the instructions which the previous Government has issued, though it claimed to be the greatest supporter of Kisans, they could not get it implemented because they were only violating popular slogans for the Kisans. They never paid any heed to this. This is the State Government's subject, and the State Government never paid heed to it. But I can assure the Hon. Member that we have called a meeting of the Chief Ministers the Chief Secretaries and the Civil Supplies Secretaries on the 29th of this month. The matter is so urgent that the Prime Minister herself is very much concerned about it and she herself is dealing with the subject every day. She is having discussions with the concerned persons in the Ministry. We have called this meeting and we are serious about it. The State Government would not implement the Ordinance which is already in existence, but it will now take the shape of law and if they indulge in malpractices and uneven distribution, then we will have to find out ways and means to deal with these issues.

* SHRI R. K. MHALGI (Thane): Sir, I have divided my question into three parts. The first part is whether the shortage of kerosene and HSD has been due to reduced supply of imported kerosene from Soviet Russia, whether Russia has reduced the supply of kerosene against its commitment and if so, the reasons communicated to India, Part (b) is whether any retices and uneven distribution, then we search is being made for an alternative fuel. Part (c) is this; with the Government is thinking of raising the prices of gas cylinders used for domestic purposes and also of kerosene; this step of Government will definitely be throwing petrol in the flames of discontent of the common man; may I, therefore, know whether Government

really intends to raise the prices of domestic gas cylinders and of kerosene?

SHRI P. C. SETHI: Although gas cylinders do not come under the orbit of this question, I would be very happy to inform the hon. Members of this House as well as the hon. Members of the other House that today we have passed orders to give gas 'chulies' to all the Members of Parliament in Delhi as well as in their constituencies.

SHRI R. K. MHALGI: I am speaking about the common man.

MR. SPEAKER: His question is whether you are trying to raise the price or not.

SHRI P. C. SETHI: I know where the shoe pinches.

Again, the hon. Members seems to be absolutely misinformed that there is any shortfall with regard to supply from the USSR. The USSR is standing by the commitment which they have made. We are getting regular supplies from the USSR. This is, I think, a deliberate propaganda.

As far as the alternative fuel is concerned, this is a complex question; this and other such questions will have to be dealt with by Science and Technology. Of course, we would be in the picture, and we are prepared to assist the Departments concerned who will think over this.

SHRI R. K. MHALGI: My one question has not been replied to—about raising the price of kerosene which will affect the common man.

SHRI P. C. SETHI: As far as the price of kerosene is concerned, it is Rs. 1.50 now. But on account of mal-distribution, it is not available at Rs. 1.50. For example, I would like to state that in Madhya Pradesh, apart from Rs. 1.50, the State Government has put additional charges on account of transportation of Rs. 27, with the result that the Government price in Madhya Pradesh is Rs. 1.68 and not

Rs. 1.50 These are things which they are not entitled to do. But all these things have been done because the Centre was not strong.

SHRI NARAYAN CHOUBEY (Midnapore): Will the hon. Minister kindly let us know whether the allocations to various States are made on monthly basis or on annual basis and also whether before allocating kerosene and diesel oil to the States, he gets certain demands from various States. The hon. Minister has stated very kindly that the previous Government, on the 5th January, had made this cut. Will he kindly state when the present Government is going to make up this cut and restore the old thing? If that Government had made the cut, why can't this Government make it up? As it has come out from the various statements made on the floor of the House, the cut in Rajasthan has been 20 per cent. Will he kindly let us know as to what is the cut in the State of West Bengal. Whether their instructions to check black marketing, etc., are being followed or not? He has stated that they are not being followed and a certain amount of corruption is taking place in the matter of distribution of kerosene and diesel oil, causing further scarcity which should not have taken place. I want to know whether your instructions are being followed or not and, if not, apart from the meeting on the 29th what other steps are you going to take to see that your instructions are followed in this matter?

Lastly, will you kindly state whether we can expect some amelioration of this condition or as you have stated so far, we have understood in whatever ways and means you have stated, that you expect the same condition as it is today will continue?

SHRI P. C. SETHI: I am sorry about the depressed feeling the hon. Member is having. We are absolutely confident that we will overcome this situation. There is no shortage of diesel or kerosene and if there is any... (Interruptions). Give us time. Whatever you have spoil in three years,

please give us three months to improve it.

MR. SPEAKER: Shri Chandra Pal Shailani.

SHRI NARAYAN CHOUBEY: What about my other questions? The previous government made a cut. When are you going to restore it?

SHRI P. C. SETHI: The hon. Member asked whether there was an extraordinary cut for West Bengal. Now it was a 20 per cent cut on a uniform basis for all the States effected by the previous Government on January 5, 1980.

As far as the restoration is concerned, I said we are trying to tie it up with the imports and we are trying to review the products and I can assure the hon. Member that not only we would be able to restore the cut but we will be able to flood.

श्री चन्द पाल शैलानी (हाथरस): अध्यक्ष महोदय, इस समय देश में मिट्टी के तेल और डीजल की कितनी शार्टेज है उसका अगर सही मूल्यांकन करना चाहें तो किसी गरीब विद्यार्थी के घर जा कर देखें, किसी किसान के घर जा कर देखें किसान की फसल को देखें, आप को पता चल जायगा। आप कस्बों में या शहरों में जायें तो वहां ट्रैक्टरों और ट्रकों की लाइन लगी पाएंगे। गरीब विद्यार्थियों को पढ़ने के लिए मिट्टी का तेल नहीं मिल पा रहा है। मैं यह सिर्फ इसलिए कहना चाहता हूं कि हमारी सरकार, सरकार के नेताओं, राष्ट्रपति से लेकर प्रधान मंत्री तक और पेट्रोल मंत्रियों तक ने दसियों साल से आश्वासन दिया कि जल्दी ही डीजल और मिट्टी के तेल की कमी पूरी कर दी जायगी। लेकिन अफसोस के साथ कहना पड़ता है कि यह आश्वासन अभी तक पूरा नहीं हुआ। आप देखें कि इस चुनाव के पहले ट्रैक्टरों को और पम्पिंग सेटों को कितना तेल दिया जाता था—एक ट्रैक्टर को सौ लिटर और पम्पिंग सेट को 20 लिटर प्रति सप्ताह चुनाव से पहले दिया जाता था। जैसे ही ये चुनाव खत्म हुए इसकी मात्रा आधी रह गई। आज हालत यह है कि गरीब विद्यार्थी पढ़ नहीं पाते, किसान की फसल सूख रही है। हमारे बहुत से साथियों ने और बातों पर प्रकाश डाला है। मैं उसमें न जा कर मंत्री महोदय से जानना चाहूंगा कि इस वक्त मिट्टी के तेल और डीजल की जो शार्टेज चल रही है कितने दिनों में वह स्थिति सामान्य हो जायेगी और उसके लिए सरकार क्या क्या कदम उठाने जा रही है।

दूसरा सवाल मेरा यह है कि क्या मिट्टी के तेल और डीजल की कीमत और बढ़ाने का सरकार का विचार है? क्या 30 प्रतिशत इस की कीमत और बढ़ाई जा रही है?

एक सवाल मैं यह करना चाहता हूँ कि पिछले 6 महीनों में कितने स्टॉकस्ट्स कितने थोक बिजनेसों के खिलाफ कार्यवाही की गई और वह किस प्रकार की कार्यवाही की गई? कितने लोगों को जेल भेजा गया कितनों को जुर्माना किया गया?

मेरा चौथा सवाल यह है कि डीजल और मिट्टी के तेल की ब्लैक मार्केटिंग करने में सरकारी अधिकारियों का हाथ होता है। उनकी मिली भगत से ही स्टॉकस्ट्स निर्धारित कीमत पर तेल नहीं देते हैं बल्कि ऊँची कीमत पर बेचते हैं। मैं जानना चाहता हूँ इसके खिलाफ सरकार क्या कार्यवाही करने जा रही है?

मेरा पाँचवाँ सवाल है

MR. SPEAKER: There are spates of questions. You are to ask one question.

SHRI HARIKESH BAHADUR (Gorakhpur): Sir, according to the rules, the hon. Member cannot ask five questions.

MR. SPEAKER: He has split up the one question into parts. Please sit down. (Interruptions.) Members should not interrupt him at all. Order, order. Let the Minister reply. All of you will please sit down.

श्री पी० सी० सेठी: माननीय सदस्य ने कितने सवाल पूछे हैं उसमें कहा गया है कि कितने लोग ब्लैक मार्केटिंग में पकड़े गए और कितने जेल भेजे गए लेकिन मैं शुरु में ही बता चुका हूँ कि एंफोर्समेंट करने का काम राज्य सरकारों का है। इस सम्बन्ध में किस राज्य में कितने गिरफ्तार किए गए यह जानकारी राज्य सरकारों से मंगवानी पड़ेगी। अगर माननीय सदस्य नोटिस देंगे और राज्यों से यह सूचना उपलब्ध हो जायेगी तो माननीय सदस्य को यह जानकारी मिल जायेगी।

माननीय सदस्य के जो बाकी सवाल हैं वह मैंने जो उत्तर दिया है उसमें से निकले हैं। यह तो ऐसे ही हुआ कि सारी रामायण पढ़ी और आप पूछें कि सीता कौन है और राम कौन हैं।

11.47 hrs.

ANNOUNCEMENT RE: CANCELLATION OF SITTING

MR. SPEAKER: Members are aware that the 31st January, 1980 has been declared a closed holiday in all the Government of India Offices on account of Milad-un-uabi or Id-e-Milad, the birthday of Prophnet Hazarat Mohammad. I have discussed the question of cancellation of sitting of Lok Sabha fixed for 31st January, 1980 with the Leaders of the Party/Groups in the House. They have all agreed that the sitting may be cancelled. Accordingly, the House will not sit on Thursday, the 31st January, 1980.

Replies to both Starred and Unstarred Questions listed for that day will be laid on the Table at the sitting to be held on the 1st February, 1980.

Now, statement by the Minister of Parliamentary Affairs.

BUSINESS OF THE HOUSE
THE MINISTER OF PARLIAMENTARY AFFAIRS AND COMMUNICATIONS (SHRI BHISHMA NARAIN SINGH): With your permission, Sir, I rise to announce that Government Business in this House during the week commencing 28th January, 1980, will consist of:—

(1) Consideration of any item of Government Business carried over from today's Order Paper.

(2) Discussion and voting on:

(i) Supplementary Demands for Grants (Railways) for 1979-80.

(ii) Supplementary Demands for Grants (Railways) for 1979-80.

(3) Further consideration and passing of the Government of Union Territories (Amendment) Bill, 1980.