

partments, I have suggested a 20% cut. If there are difficulties, we are going to change it.

About the impact after these measures were introduced, we are assessing it. After 2 or 3 months, we are going to come to conclusions. May I remind the House that these measures are taken to prevent a future crisis in the oil sector.

I have already done this, and I am appealing to the people, so that there may be awareness. It is not my intention to see that the wheels of industry and agriculture stop. I do not want to see that the industry is affected in any manner by this. I want unnecessary consumption to go, superfluous consumption to go, and wastage to go. There is a tremendous wastage in oil consumption.

Therefore, I think the house will agree with me that we should avoid wastage of petrol, superfluous consumption, luxurious consumption (*Interruptions*)

[*Translation*]

SHRI BHAJAN LAL: Mr. Speaker, Sir, I would like to know from the hon. Minister whether the policy framed in regard to Petroleum would be reviewed. This policy has created an apprehension of shortage of petroleum in the near future, and in view of that probability everybody tries to make some alternative arrangement. Two months back the Government had announced that they proposed to go in for the rationing of petrol. Mr. Speaker, Sir, you know that the very word 'rationing' creates a fear in the minds of people. Then the Government laid down working hours for petrol pumps i.e. from 7.00 A.M. to 7.00 P.M. and Sunday has been declared closed. I would like to know the total consumption during the months of June and July in 1989 and in the corresponding period in 1990 and also the savings effected thereby and whether the apprehension that has been created in the minds of people will be removed and whether the Government proposes to review this matter.

[*English*]

SHRI M.S. GURUPADASWAMY: May I just give the figures as has been asked by the hon. Member. (*Interruptions*)

MR. SPEAKER: You reply to the last part of his question.

SHRI M.S. GURUPADASWAMY: In the year 1985-86, the consumption of petroleum products was 45.867 million tonnes; in the year 1989-90, that is last year, the consumption was 53.82 million tonnes; in the year 1990-91, it is estimated that the consumption will be 58.74 million tonnes. Then you had asked about the deficit. In the year 1990-91, the deficit will be 9.49 million tonnes; by the end of the Eighth Five Year Plan, it is expected to be 14.48 million tonnes. Then you had asked about the break-up of the figures. I do not have the break-up of the figures. I will supply you those figures later. (*Interruptions*)

MR. SPEAKER: Next question—Shri Chavda.

(*Interruptions*)

Late Running of Trains

*2. SHRI K.S. CHAVDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether all the passenger trains running on Mehsana-Patan, Mehsana-Chanasma and Mehsana-Taranga Hill sections in Rajkot Division, Western Railway have become irregular;

(b) if so, the reasons thereof;

(c) to what extent the inadequate supply of coal has contributed to it; and

(d) the remedial measures taken by Government in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) to (d). A statement is laid on the Table of the Sabha.

STATEMENT

(a) to (c). No, Sir. However, the running of 4 pairs of passenger carrying trains out of 13 pairs running on Mehsana-Patan, Mehsana-Chanasma and Mehsana-Taranga Hill sections had to be suspended from 6.6.90 to 17.6.90 (both days inclusive) due to dislocation of supply of loco coal and consequent shortage on account of a serious accident involving derailment of a freight train on Ratlam-Godhra section which interrupted through running of trains for about 84 hours.

(d) Normally such situations do not arise.

SHRI K.S. CHAVDA: The branch lines are in my constituency. I know the trains on these lines run regularly irregular. There are two reasons for this; and these two reasons will be my two supplementaries. (1) The railways have engaged a contractor who does not give adequate wages to the labourers who load loco coal with the result that the trains do not run according to the departure time. I would like to know, Sir, from the hon. Minister, what steps he is going to take to give adequate wages to the labourers who are engaged to supply loco coal.

SHRI GEORGE FERNANDES: We are dealing with the question where four trains out of 13 pairs of the trains that were operating in the section had to be suspended for eleven days. This suspension was due to certain specific problems that we had on the Ratlam-Gonda section where there had been a derailment of a freight train which was carrying coal. It took more than three days to clear the track and that upset the scheduled in that entire section, of supply of loco coal in this particular metre gauge line. This had nothing to do with the contractor loading or unloading coal or the wages that the contractor had to pay to the labourers, who are involved in loading or unloading coal.

SHRI K.S. CHAVDA: Mr. Speaker, the Railway has employed a contractor who

does not give the wages to the labourers at all.

[*Translation*]

SHRI L.K. ADVANI: Mr. Speaker, Sir, I never interrupt during the Question Hour. But just now I have received information that some people are standing on Gate No. one and raising slogans on microphone within the compound of Parliament House. It has never occurred in the history of Indian Parliament. Our friends have come just now from that place and have told us about all these things. It is a very serious matter.

MR. SPEAKER: I have come to know of it and I am verifying it.

SHRI L.K. ADVANI: If the Congress party is involved in it, it would be a wrong practice... (*Interruptions*)

[*English*]

SHRI SOMNATH CHATTERJEE: This is a matter which has to be looked into. This cannot be permitted to go unnoticed. (*Interruptions*)

SHRI L.K. ADVANI: I want the Hon. Speaker to take action against this. (*Interruptions*) You condemn them.

SHRI SOMNATH CHATTERJEE: This is a serious matter and action has to be taken immediately.

MR. SPEAKER: You please take your seat. Yes, Mr. Chavda? You put your question.

SHRI CHAVDA: I am not satisfied with the reply given by the hon. Minister.

MR. SPEAKER: What is your question?

SHRI CHAVDA: The steam engines of the GBS Railway—Gaiwad—Baroda State Railway—are still running on this branch line. Many a time these old engines fail and

that is why the trains are late. May I know whether the hon. Minister is taking any steps to change the old engines and replace them by new ones?

SHRI GEORGE FERNANDES: There is a plan to replace the old steam engines and that plan is under implementation.

[*Translation*]

SHRI RAGHAVJI: Mr. Speaker, Sir, in the Central Railway there are some trains which always run behind scheduled round the year. I would like to know whether the hon. Minister proposes to get all the factors responsible for the late running of trains analysed and effect a change in the time table to ensure the adherence of their schedule or analyse and remove such factors.

SHRI GEORGE FERNANDES: We will implement the suggestion given by the hon. Member.

[*English*]

DR. A.K. PATEL: This pertains to my constituency. Over and above the irregularity of the trains there are various other problems also there. At present one agitation is going on in my constituency, Mehsana on the 10th of August, and about 10,000 people are going to take part in a rail *roko* agitation. The problem is that these old railway lines were laid some fifty years back; the entry to the city is too small and the people have to wait for two to three hours to enter the city. We have been asking the Railways to widen the track. I would like to know from the hon. Minister whether they will construct the over bridge or widen the track at the cost of Railways.

SHRI GEORGE FERNANDES: It does not relate to this question. However, I would like to tell the hon. Member that that action will further hurt the punctuality schedule of the trains.

Availability of Essential Drugs

*3. **SHRIMATI SUBHASHINI ALI:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any new initiatives have been taken by Government to ensure availability of low cost essential drugs to the consumers;

(b) if so, the details thereof and the outcome thereof; and

(c) what steps have been taken to break the nexus between the MNCs and large scale drug manufacturing companies to the detriment of the consumers?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

(a) and (b). Government is committed to make available essential medicines to the public in adequate quantities at fair and reasonable prices. While doing so reasonable returns are also ensured to the manufacturers. The prices of number of formulations based on Chlorpromazine, Thioridazine, Trifluoperazine, Amitryptiline, Imipramine, Triprolidine, Polymixin B. Sulphate, Flucinolone Acetonide, Oxyfedrine, Triameinolone etc. have already been reduced in the recent past. The existing drug policy is also under review and the objective of making drugs available at reasonable prices will be kept in mind.

(c) In such situations the following steps are taken to protect the interest of the consumers:

- (i) Prices of bulk drugs/raw materials procured by large manufacturers from abroad are constantly monitored.