

- IV. Delay in tie up of adequate funds and sources of funds Budgetary internal resources, extra budgetary and external aid).
- V. Delay in finalisation of detailed engineering, release of drawings and delay in availability of fronts.
- VI. Frequent Scope changes.
- VII. Delay in tendering and ordering.
- VIII. Lack of deleneration of responsibility with the Consultant and the project organisation.
- IX. Inadequate supply of inputs.
- X. Non-Sequential and delayed supply of fabricated equipment.
- XI. Non-sequential and delayed supply of fabricated equipment.
- XII. Teething troubles due to mal functioning of equipment.
- XIII. Selection of unproven technology.
- XIV. Difficult geology at the project site.
- XV. Poor project management practices.

According to the analysis carried out in the DPI in respect of the Central Projects indicates the following major causes of Cost escalation.

- I. Change in statutory duties like excise, customs, sales tax etc.
- II. Variation in foreign exchange rates.
- III. Higher cost of environmental safeguards and rehabilitation measures.
- IV. Higher cost of land acquisition due to higher compensation demanded by land owners.
- V. Change in the scope of project.
- VI. Higher prices being quoted by the bidders in certain disturbed areas.
- VII. Under estimation of original cost estimate and
- VIII. General price rise.

#### STATEMENT-II

*Steps taken by the Government to streamline for preparing the original estimates and implementation of projects*

- (i) Two-stage project approval to ensure adequate preparation, environmental and other clearances and infrastructure planning at stage I before a project is finally approved for implementation at stage II.
- (ii) Intensive monitoring of projects at various levels. This enables the monitoring

agencies to identify constraints and help the management in taking remedial measures.

- (iii) Indepth critical review of the progress by the project authorities and Administrative Ministries.
- (iv) Setting up of Task Force/Empowered committees for speedy finalisation of contract packages, solving land acquisition and other problems.
- (v) Close follow up by the Department of Programme Implementation, concerned administrative Ministries and project authorities with the State Government, equipment suppliers, contractors, consultants and other concerned agencies to minimise delays.
- (vi) Inter-ministrial coordination and interaction.
- (vii) Emphasis on preparation of realistic project implementation plan.
- (viii) Review by the Committee of Secretaries of the Specific Projects facing constraints.

#### Refuelling Facility at Imphal Airport

1737. SHRI ISWAR PRASANNA HAZARIKA : Will the PRIME MINISTER be pleased to state :

(a) whether there is refuelling facility at Imphal Airport;

(b) if not, the quantity of extra fuel to be carried from the immediately preceding airports like Guwahati in the case of Air Bus A 320 flights to Delhi;

(c) whether it results in reduction in number of passengers that can be carried in the flights to and or via Imphal and it results in loss to IAC; and

(d) the steps the Government are taking to install fuelling facility at Imphal Airport to avoid these losses and public inconvenienc?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):  
(a) Yes, Sir. There are permanent refuelling facilities at the Imphal Airport operated by the Indian Oil Corporation Ltd.

(b) to (d). Do not arise.

#### Roads in Delhi

1738. SHRI RAMSAGAR : Will the PRIME MINISTER be pleased to state :

(a) whether the condition of roads in Delhi become deplorable after ever rains;

(b) if so, the reasons therefor;

(c) the corrective steps being taken in this regard; and

(d) the normal life of a road in Delhi and whether due supervision is not maintained by the Authorities concerned while the roads are being repaired/relaid?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (c). No, Sir. However, in few places on account of unprecedented/intermittent rains and excessive traffic some damage occurs in the form of potholes. After the rains, repairs/resurfacing of the roads is undertaken by the concerned agencies.

(d) The normal life of a road with premixed bituminous surfacing is taken between two to three years whereas in the cases of bituminous dense carpet surfacing, the life of a road is taken as five years depending on the traffic load. Due supervision and care is taken by the concerned authorities while relaying/repairing roads.

[Translation]

#### Increase in Water Tax

1739. SHRI JAGAT VIR SINGH DRONA : Will the PRIME MINISTER be pleased to state :

(a) whether there has been an exorbitant increase in water tax and framing of a new law for collecting water tax by Kanpur Water Authority; is violative of rules;

(b) if so, whether the Government propose to defer/scrap this law;

(c) if so, the details thereof; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) No, Sir.

(b) to (d). Question do not arise.

#### Supply of Wheat

1740. DR. BALIRAM : Will the PRIME MINISTER be pleased to state :

(a) whether the ration Depot of Kendriya Bandar H-Block in Gole Market Delhi has not been supplied with wheat for the last two months;

(b) if so, the reasons thereof; and

(c) the steps being taken by the Government to make proper arrangement of the supply of wheat to the above mentioned depot?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) The Fair Price Shop

attached to the Kendriya Bhandar Store at H Block in Gole Market i.e. Kali Bari Store (FPS No. 2204) has been having adequate stock of wheat.

(b) and (c). Do not arise.

[English]

#### Kashmiri Militants

1741. SHRI GULAM RASOOL KAR : Will the PRIME MINISTER be pleased to state :

(a) the number of Kashmiri Militants who are in jail outside the Jammu and Kashmir;

(b) whether the Government are proposing to transfer them to Jammu and Kashmir jails; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) As per available information, there are 66 J & K prisoners in Jails outside the State of J & K.

(b) and (c). Some persons arrested by the J & K authorities had been lodged in Jails outside the State due to lack of adequate accommodation in Jails in J & K. As and when accommodation becomes available these prisoners are transferred back to the State.

#### LPG Agencies

1742. SHRI DILEEP SANGHANI :  
SHRI SATYAJITSINH DULIPSINH  
GAEKWAD :

Will the PRIME MINISTER be pleased to state :

(a) the number of LPG agencies allowed to bifurcate during the last year State-wise, which were allotted on partnership basis;

(b) the number of such cases under consideration; and

(c) the policy and rules being followed by the Govt. in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) During the last three years i.e. 1993-94 to 1995-96, two (2) LPG distributorships have been allowed to be bifurcated on compassionate grounds.

(b) Two.

(c) Generally, bifurcation is not allowed. However, bifurcation of an LPG distributorship has been permitted on compassionate grounds or some other extraordinary circumstances in deserving cases.

#### LPG Connections

1743. SHRI V. DHANANJAYA KUMAR : Will the PRIME MINISTER be pleased to state :

(a) whether there is a proposal to declare Dakashina