

*(Rs. in crores)*

<i>Sl. No.</i>	<i>Name</i>	<i>Year of Approval</i>	<i>Estimated cost</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
1.	Manmad-Aurangabad-Parbhani-Parli vaijnath conversion.	1973-74	Rs. 140.00
2.	Parbhani-Purea and Mudkhed-Alilabad conversion & Purna-Mudkhed Parallel BG line.	1984-85	Rs. 107.42

(c) and (d). Work on Manmad-Aurangabad section of item 1 above (114 k.) is in progress and upto 31.3.90 an expenditure of Rs. 31.36 crores has been incurred.

(e) During 1990-91, a higher outlay of Rs. 14.00 crores has been approved for item 1 and Rs. 9.5 crores for item 2. Completion of these projects depends on availability of funds in the coming years.

#### **Losses in Barauni Refinery Due to Flaring**

7923. SHRI RAM SHARAN YADAV: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Barauni Oil Refinery in Bihar is suffering heavy losses due to flaring of gas;

(b) whether Government propose to make adequate arrangements for proper channelisation of this gas being flared at present;

(c) if so, when; and

(d) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (d). No, Sir. The flare

system is provided in the refinery basically as a safety requirement for safe disposal of hydrocarbons released from safety valves in case of excess pressure during unit emergencies. The pilot burner of flare is always kept burning with refinery fuel gas (after LPG recovery) so as to ensure that any hydrocarbons released during emergencies are safely disposed of by burning. Since the quantity of gas flared is insignificant, there is no proposal to change the present system.

#### **Conversion of Delhi-Ahmedabad Line**

7924. PROF. RASA SINGH RAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether a survey to convert metre gauge rail line from Delhi to Ahmedabad via Jaipur and Ajmer into broad gauge was conducted by Government;

(b) if so, the details thereof; and the action taken thereon; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) Yes, Sir.

(b) The length of MG line to be con-

certed was 1066 km and the cost of conversion was estimated at Rs. 120.05 crores at the then prevailing rates.

(c) Due to constraint of resources, it has not been possible to undertake the conversion.

[*English*]

#### **Guidelines for Air Taxi Services**

7925. SHRI A. VJAYARAGHAVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have issued any guidelines for the proposal Air Taxi services in the country; and

(b) if so, the steps taken to prevent the usage of second hand and unsafe planes as air taxis?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) The licence for operating air taxi is given by Director General of Civil Aviation only after ensuring all the conditions for safe operation. The operator will have to comply with the guidelines issued by D.G.C.A. and they will have to submit to periodic inspection by D.G.C.A.

[*Translation*]

#### **Declaration of Dhopur as Industrially Backward District**

7926. SHRI THAN SINGH JATAV: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government propose to declare Dhopur district in Rajasthan as an industrially backward area:

(b) if so, when it will be done; and

(c) if not, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (c). Backward districts/ areas were identified by the Central Government on the basis on the criteria laid down by the Planning Commission. As district Dhopur did not fulfil the criteria laid down, it was not declared as a backward area. There is no proposal to declare any more districts including Dhopur as backward.

[*English*]

#### **Summer Special Trains**

7927. SHRI MANIKRAO HODLYA GAVIT:  
SHRI RAMESH CHENNI-  
THALA:  
SHRI R.N. RAKESH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to start some special trains to cope with the summer rush in the months of April to August, 1990 in the country and especially on Delhi-Kashmir line; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) Yes, Sir.

(b) A pair of summer specials was run between Mangalore-Jammu Tawi on 24.4.90 ex. Mangalore and 27.4.90 ex. Jammu Tawi. From May '90 Time Table a new weekly Express service has been introduced between these two stations.

A statement giving details of special trains running on various routes is given