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Singh, Shri Kirti Vardhan (Gonda)
Singh, Shri Lakshman (Rajgarh)
Singh, Shri Manik (Sidhi)
Singh, Shri Manvendra (Barmer)
Singh, Shri Mohan (Deoria)
Singh, Shri Prabhunath (Maharajganj, Bihar)
Singh, Shri Rakesh (Jabalpur)
Singh, Shri Rampal (Vidisha)
Singh, Shri Rewati Raman (Allahabad)
Singh, Shri Sartaj (Hoshangabad)
Singh, Shri Sita Ram (Sheohar)
Singh, Shri Sugrib (Phulbani)
Singh, Shri Suraj (Balisa, Bihar)
Singh, Shri Uday (Purnea)
- Singh, Shri Vijayendra Pal (Bhilwara)
Singh, Shri Vishvendra (Bharatpur)
Singh, Shrimati Kanti (Arrah)
Singh, Shrimati Pratibha (Mandi)
Sippiparai, Shri Ravichandran (Sivakasi)
Solanki, Shri Bharatsinh Madhavsinh (Anand)
Solanki, Shri Bhupendrasinh (Godhara)
Sonowal, Shri Sarbananda (Dibrugarh)
Soren, Shri Shibu (Dumka)
Srikantappa, Shri D.C. (Chikmagalur)
Subba, Shri M.K. (Tezpur)
Subbarayan, Shri K. (Coimbatore)
Sugavanam, Shri E.G. (Krishnagiri)
Sujatha, Shrimati C.S. (Mavelikara)
Suklabaidya, Shri Lalit Mohan (Karimganj)
Suman, Shri Ramji Lal (Firozabad)
Sumbui, Shri Bagun (Singhbhum)
Surendran, Shri Chengara (Adoor)
Suryawanshi, Shri Narsingrao H. (Bidar)
Swain, Shri Harihar (Aska)
Swain, Shri Kharabela (Balasore)
Taslimuddin, Shri (Kishanganj)
Thakkar, Shrimati Jayaben B. (Vadodara)
Thangkabalu, Shri K.V. (Salem)
Thomas, Shri P.C. (Muvattupuzha)
Thummar, Shri V.K. (Amrelli)
Thupstan, Shri Chhewang (Ladakh)
Tirath, Shrimati Krishna (Karol Bagh)
Topdar, Shri Tarit Baran (Barrackpore)
Tripathi, Shri Chandra Mani (Rewa)
Tripathy, Shri Braja Kishore (Puri)

- Tytler, Shri Jagdish (Delhi Sadar)
- Vaghela, Shri Shankersinh (Kapadvanj)
- Vajpayee, Shri Atal Bihari (Lucknow)
- Vallabhaneni, Shri Balashowry (Tenali)
- Varma, Shri Ratilal Kalidas (Dhandhuka)
- Vasava, Shri Mansukhbhai D. (Bharuch)
- Veerendra Kumar, Shri M.P. (Calicut)
- Velu, Shri R (Arakkonam)
- Venkatapathy, Shri K. (Cuddalore)
- Venkatswamy, Shri G. (Peddapalli)
- Venugopal, Shri D. (Tiruppattur)
- Verma, Shri Beni Prasad (Kaisarganj)
- Verma, Shri Bhanu Pratap Singh (Jalaun)
- Verma, Shri Rajesh (Sitapur)
- Verma, Shri Ravi Prakash (Kheri)
- Verma, Shrimati Usha (Hardoi)
- Vijayan, Shri A.K.S. (Nagapattinam)
- Vijayashankar, Shri C.H. (Mysore)
- Vinod Kumar, Shri B. (Hanamkonda)
- Virendra Kumar, Shri (Sagar)
- Virupakshappa, Shri K. (Koppal)
- Vundavalli, Shri Aruna Kumar (Rajahmundry)
- Waghmare, Shri Suresh (Wardha)
- Warsi, Shri Anil Shukla (Bilhaur)
- Yadav, Dr. Karan Singh (Alwar)
- Yadav, Kunwar Devendra Singh (Etah)
- Yadav, Prof. Ram Gopal (Sambhal)
- Yadav, Shri Akhilesh (Kannauj)
- Yadav, Shri Anirudh Prasad alias Sadhu (Gopalganj)
- Yadav, Shri Baleshwar (Padrauna)
- Yadav, Shri Bhal Chandra (Khallilabad)
- Yadav, Shri Chandra Pal Singh (Jhansi)
- Yadav, Shri Devendra Prasad (Jhanjharpur)
- Yadav, Shri Dharmendra (Mainpuri)
- Yadav, Shri Giridhari (Banka)
- Yadav, Shri Jay Prakash Narayan (Monghyr)
- Yadav, Shri Kailash Nath Singh (Chandouli)
- Yadav, Shri M. Anjan Kumar (Secundrabad)
- Yadav, Shri Mitrasen (Faizabad)
- Yadav, Shri Paras Nath (Jaunpur)
- Yadav, Shri Rajesh Ranjan alias Pappu (Madhepura)
- Yadav, Shri Ram Kripal (Patna)
- Yadav, Shri Ramakant (Azamgarh)
- Yadav, Shri Sita Ram (Sitamarhi)
- Yadav, Shri Umakant (Machhlishahar)
- Yaskhi, Shri Madhu Goud (Nizamabad)
- Yerrannaidu, Shri Kinjarapu (Srikakulam)
- Zawma, Shri Vanlal (Mizoram)

OFFICERS OF LOK SABHA

THE SPEAKER

Shri Somnath Chatterjee

THE DEPUTY-SPEAKER

Shri Charnjit Singh Atwal

PANEL OF CHAIRMEN

Shri Giridhar Gamang

Dr. Satyanarayan Jatiya

Shrimati Sumitra Mahajan

Dr. Laxminarayan Pandey

Shri Balasaheb Vikhe Patil

Shri Varkala Radhakrishnan

Shri Arjun Sethi

Shri Mohan Singh

Shrimati Krishna Tirath

Shri Devendra Prasad Yadav

SECRETARY-GENERAL

Shri P.D.T. Achary

COUNCIL OF MINISTERS

Cabinet Ministers

Dr. Manmohan Singh	The Prime Minister and also in-charge of the Ministries/Departments not specifically allocated to the charge of any Minister viz.: (i) Ministry of Personnel, Public Grievances and Pensions; (ii) Ministry of Planning; (iii) Department of Atomic Energy; (iv) Department of Space; (v) Ministry of Coal; and (vi) Ministry of Environment and Forests
Shri Pranab Mukherjee	The Minister of External Affairs
Shri Arjun Singh	The Minister of Human Resource Development
Shri Sharad Pawar	The Minister of Agriculture and Minister of Consumer Affairs, Food and Public Distribution
Shri Lalu Prasad	The Minister of Railways
Shri A.K. Antony	The Minister of Defence
Shri Shivraj V. Patil	The Minister of Home Affairs
Shri A.R. Antulay	The Minister of Minority Affairs
Shri Sushilkumar Shinde	The Minister of Power
Shri Ram Vilas Paswan	The Minister of Chemicals and Fertilizers and Minister of Steel
Shri S. Jaipal Reddy	The Minister of Urban Development
Shri Sis Ram Ola	The Minister of Mines
Shri P. Chidambaram	The Minister of Finance
Shri Mahabir Prasad	The Minister of Micro, Small and Medium Enterprises
Shri P.R. Kyndiah	The Minister of Tribal Affairs
Shri T.R. Baalu	The Minister of Shipping, Road Transport and Highways
Shri Shankersinh Vaghela	The Minister of Textiles
Shri Vayalar Ravi	The Minister of Overseas Indian Affairs
Shri Kamal Nath	The Minister of Commerce and Industry
Shri H.R. Bhardwaj	The Minister of Law and Justice
Shri Sontosh Mohan Dev	The Minister of Heavy Industries and Public Enterprises

Prof. Saif-ud-din Soz	The Minister of Water Resources
Dr. Raghuvansh Prasad Singh	The Minister of Rural Development
Shri Priya Ranjan Dasmunsi	The Minister of Parliamentary Affairs and Minister of Information and Broadcasting
Shri Mani Shankar Aiyar	The Minister of Panchayati Raj, Minister of Youth Affairs and Sports and Minister of Development of North-Eastern Region
Shrimati Meira Kumar	The Minister of Social Justice and Empowerment
Shri Murli Deora	The Minister of Petroleum and Natural Gas
Shrimati Ambika Soni	The Minister of Tourism and Minister of Culture
Shri A. Raja	The Minister of Communications and Information Technology
Dr. Anbumani Ramadoss	The Minister of Health and Family Welfare
Shri Kapil Sibal	The Minister of Science and Technology and Minister of Earth Sciences
Shri Prem Chand Gupta	The Minister of corporate Affairs

Ministers of State (Independent Charge)

Shri Oscar Fernandes	The Minister of State of the Ministry of Labour and Employment
Shrimati Renuka Chowdhury	The Minister of State of the Ministry of Women and Child Development
Shri Subodh Kant Sahay	The Minister of State of the Ministry of Food Processing Industries
Shri Vilas Muttemwar	The Minister of State of the Ministry of New and Renewable Energy
Kumari Selja	The Minister of State of the Ministry of Housing and Urban Poverty Alleviation
Shri Pratul Patel	The Minister of State of the Ministry of Civil Aviation
Shri G.K. Vasan	The Minister of State of the Ministry of Statistics and Programme Implementation

Ministers of State

Shri E. Ahamed	The Minister of State in the Ministry of External Affairs
Shri Suresh Pachouri	The Minister of State in the Ministry of Personnel, Public Grievances and Pensions and Minister of State in the Ministry of Parliamentary Affairs
Shri B.K. Handique	The Minister of State in the Ministry of Chemicals and Fertilizers and Minister of State in the Ministry of Parliamentary Affairs

Shrimati Panabaka Lakshmi	The Minister of State in the Ministry of Health and Family Welfare
Dr. Dasari Narayan Rao	The Minister of State in the Ministry of Coal
Dr. Shakeel Ahmad	The Minister of State in the Ministry of Communications and Information Technology
Rao Inderjit Singh	The Minister of State in the Ministry of Defence
Shri Naranbhai Rathwa	The Minister of State in the Ministry of Railways
Shri K.H. Muniyappa	The Minister of State in the Ministry of Shipping, Road Transport and Highways
Shri M.V. Rajasekharan	The Minister of State in the Ministry of Planning
Shri Kantilal Bhuria	The Minister of State in the Ministry of Agriculture and Minister of State in the Ministry of Consumer Affairs, Food and Public Distribution
Shri Manikrao Hodlya Gavit	The Minister of State in the Ministry of Home Affairs
Shri Shriprakash Jaiswal	The Minister of State in the Ministry of Home Affairs
Shri Prithviraj Chavan	The Minister of State in the Prime Minister's Office
Shri Taslimuddin	The Minister of State in the Ministry of Agriculture and Minister of State in the Ministry of Consumer Affairs, Food and Public Distribution
Shrimati Suryakanta Patil	The Minister of State in the Ministry of Rural Development and Minister of State in the Ministry of Parliamentary Affairs
Shri M.A.A. Fatmi	The Minister of State in the Ministry of Human Resource Development
Shri R. Velu	The Minister of State in the Ministry of Railways
Shri S.S. Palanimanickam	The Minister of State in the Ministry of Finance
Shri S. Regupathy	The Minister of State in the Ministry of Environment and Forests
Shri K. Venkatapathy	The Minister of State in the Ministry of Law and Justice
Shrimati Subbulakshmi Jagadeesan	The Minister of State in the Ministry of Social Justice and Empowerment
Shri E.V.K.S. Elangovan	The Minister of State in the Ministry of Textiles
Shrimati Kanti Singh	The Minister of State in the Department of Heavy Industry, Ministry of Heavy Industries and Public Enterprises
Shri Namo Narain Meena	The Minister of State in the Ministry of Environment and Forests
Shri Jay Prakash Narayan Yadav	The Minister of State in the Ministry of Water Resources
Dr. Akhilesh Prasad Singh	The Minister of State in the Ministry of Agriculture and Minister of State in the Ministry of Consumer Affairs, Food and Public Distribution
Shri Pawan Kumar Bansal	The Minister of State in the Ministry of Finance

Shri Anand Sharma	The Minister of State in the Ministry of External Affairs
Shri Ajay Maken	The Minister of State in the Ministry of Urban Development
Shri Dinsha Patel	The Minister of State in the Ministry of Petroleum and Natural Gas
Shri M.M. Pallam Raju	The Minister of State in the Ministry of Defence
Dr. T. Subbarami Reddy	The Minister of State in the Ministry of Mines
Dr. Akhilesh Das	The Minister of State in the Ministry of Steel
Shri Ashwani Kumar	The Minister of State in the Department of Industrial Policy and Promotion, Ministry of Commerce and Industry
Shri Jairam Ramesh	The Minister of State in the Department of Commerce, Ministry of Commerce and Industry
Shri Chandra Sekhar Sahu	The Minister of State in the Ministry of Rural Development
Shrimati D. Purandeswari	The Minister of State in the Ministry of Human Resource Development
Shri M.H. Ambareesh	The Minister of State in the Ministry of Information and Broadcasting
Shrimati V. Radhika Selvi	The Minister of State in the Ministry of Home Affairs

LOK SABHA DEBATES

Vol. XXX, First day of the Twelfth Session of Fourteenth Lok Sabha, No. 1

LOK SABHA

Thursday, November 15, 2007/Kartika 24, 1929
(Saka)

The Lok Sabha met at Eleven of the Clock

(MR. SPEAKER *in the Chair*)

NATIONAL ANTHEM

The National Anthem was played.

11.03 hrs.

MEMBER SWAORN

[English]

MR. SPEAKER: Secretary-General may now call Shri Francisco Sardinha to take oath.

Shri Francisco Sardinha (Mormugao)

11.04 hrs.

OBITUARY REFERENCES

[English]

MR. SPEAKER: Hon. Members, I have to inform the House of the sad demise of Shri Vijay Kumar Khandelwal, a sitting Member of this House and four of our former colleagues, Shri Manjay Lal, Shri Yashwant Borole, Shri Lala Ram Ken and Dr. L.M. Singhvi.

Shri Vijay Kumar Khandelwal was a sitting Member of the Lok Sabha representing the Betul Parliamentary Constituency of Madhya Pradesh. Earlier he was a Member of the Eleventh, Twelfth and Thirteenth Lok Sabhas from 1996 to 2004 representing the same constituency.

Shri Khandelwal was a member of the Committee on Subordinate Legislation and Committee on Transport, Tourism and Culture. Earlier he was a member of the Committee on Finance; Committee on Subordinate Legislation and Joint Parliamentary Committee on the functioning of Wakf Board during the Eleventh Lok Sabha. He was member of the Committee on Public Accounts, Committee on Transport and Tourism and Joint Parliamentary Committee on Essential Commodities (Amendment) Bill, 1998 during the Twelfth Lok Sabha. He was a member of the Committee on Transport and Tourism; Joint Committee on Salaries and Allowances of Members of Parliament and Committee on Members of Parliament Local Area Development Scheme during the Thirteenth Lok Sabha.

A well-known social worker Shri Khandelwal was the Chairman of the Municipal Council, Betul from 1978 to 1980. He was the Chairman, District Land Development Bank, Betul from 1972 to 1977 and district Central Co-operative Bank, Betul from 1990 to 1993.

Shri Khandelwal played a proactive role in the campaigns for the protection of environment and for the betterment of the health and educational facilities for the *adivasis*.

A sports enthusiast, Shri Khandelwal was the Vice President, Hockey-Federation of Madhya Pradesh.

A widely travelled person, Shri Khandelwal was the Chairman of the Indian delegation to Asian Association of Parliamentarians for Peace Conference held at Philippines in 2003.

Shri Vijay Kumar Khandelwal passed away on 13 November, 2007 at Nagpur at the age of 71 after a brief illness.

Shri Manjay Lal was a Member of the Ninth, Tenth and Thirteenth Lok Sabhas from 1989 to 1996 and 1999 to 2004, representing the Samastipur Parliamentary Constituency of Bihar.

Shri Manjay Lal was a member of the Bihar Vidhan Parishad from 1970 to 1976 and 1984 to 1989. He was

also a member of the Bihar Vidhan Sabha from 1977 to 1979. Shri Lal Served as the Minister of State for Personnel and Transport in the Government of Bihar from 1977 to 1979.

An Able Parliamentarian, Shri Manjay Lal was a member of the Public Accounts Committee and the Consultative Committee of the Ministry of Agriculture in 1990 during the Ninth Lok Sabha. During the Thirteenth Lok Sabha, Shri Lal was a member of the Committee on Industry and the Committee of Estimates from 1999 to 2000.

A committed social and political worker Shri Lal actively participated in the freedom struggle. He was also associated with the Bhoodan Movement. A well-known social activist, he fought for the rights of farmers and worked for the welfare of the poor, downtrodden and the deprived sections of the society. He was also instrumental in setting up of several educational institutions in the State.

Shri Manjay Lal passed away on 29 April, 2007 at Patna at the age of 87.

Shri Yashwant Borole was a member of the Sixth Lok Sabha from 1977 to 1979, representing Jalgaon Parliamentary Constituency of Maharashtra.

Earlier, Shri Borole was a member of the erstwhile Bombay Legislative Assembly from 1955 to 1957.

Shri Borole was member of Committee on Estimates from 1977 to 1979.

An educationist, Shri Borole served as lecturer in Agriculture College, Pune and as Assistant Professor in Law College, Jalgaon, Maharashtra. He was the Vice-President of K. Narkheda Vidyalaya, Bhusawal and Jyoti Vidya Mandir, Sangavi Jalgaon, besides being member of the Managing Committees of Khandesh Education Society, Jalgaon; Tapi Valley Education Society, Faizpur and Shikshan Mandir, Jalgaon, Maharashtra.

A well-known social worker, Shri Borole was a life-member of Bharat Krishak Samaj and also organised Conference of Agriculturists. He was actively associated in the movement for eradication of dowry system.

Shri Borole has to his credit commentaries on "Bombay Village Panchayat Act, 1958" and "The Maharashtra Agricultural Lands (Ceilings on the Holdings) Act, 1961."

Shri Yashwant Borole passed away on 16 September, 2007 at Jalgaon, Maharashtra at the age of 87.

Shri Lala Ram Ken was a member of the Seventh and Eighth Lok Sabhas from 1982 to 1989, representing Bayana Parliamentary Constituency of Rajasthan.

Shri Ken was a member of the Committee on Private Members' Bills and Resolutions from 1985 to 1987 and Committee on Public Undertakings during 1989-90.

An agriculturist by profession, Shri Ken worked for the uplift of poor and marginalised sections of the society. He strove for distribution of land among the landless people in District Bharatpur, Rajasthan. He was associated with several social organisations. He served as President of Jatav Navyuvak Sangh, District Bharatpur from 1945 to 1950; District Jatav Sabha from 1950 to 1957; Balmiki Sudhar Sangh from 1954 to 1960 and Dalit Warg Sangh from 1957 to 1960. He also served as the patron of Anu Suchi Jati and Anu Suchit Jan Jati Sangh, Bharatpur from 1978 to 1983 and Bharat Dalit Sevak Sangh, Agra Mandal during 1979.

Shri Lala Ram Ken passed away on 5 October, 2007 at New Delhi at the age of 79.

Dr. L.M. Singhvi was a member of the Third Lok Sabha from 1962 to 1967 representing Jodhpur Parliamentary Constituency of Rajasthan.

A devoted Parliamentarian, he had the distinction of serving on all the Select Committees constituted by the Parliament of Constitutional Matters between 1962 to 1967.

An exceptionally brilliant scholar, Dr. Singhvi had his education at prestigious institutions in India and abroad including Allahabad University, Cambridge University, Harvard University, Cornell University and

Institute of Private International Law, Hamburg. A legal luminary, constitutional expert, diplomat, eminent jurist, philosopher and Statesman, Dr. Singhvi had a long and illustrious career. His outstanding contribution to the cause of legal system in the country will be remembered for long.

He was Senior Advocate of the Supreme Court and the Advocate General, State of Rajasthan from 1972 to 1977. A doyen of the Indian Bar, Dr. Singhvi was the Founder Member and first organising Secretary of the Indian Law Institute and an elected member of the Governing Council of the Institute.

His close associations with academic bodies and institutions benefited a generation of students in India and abroad. He was the Honorary Professor in Leicester and Hull Universities of United Kingdom and of Delhi and Andhra Universities besides being Honorary Tagore Law Professor, Kolkata University.

Dr. Singhvi's commitment of democracy extended beyond territorial confines and he was associated with the framing of Constitutions of several countries of Asia and Africa.

A gifted speaker Dr. Singhvi who had a grasp on varied subjects, participated in a number of International Conferences. He was the Deputy Leader of the Indian Delegation to the Commonwealth Parliamentary Conference at Jamaica in 1964. Besides, he attended numerous Conferences, Symposiums and Seminars and in this connection, he had travelled to almost all the countries of the world.

Dr. Singhvi displayed his innate skills in diplomacy by ably serving as India's High Commissioner to the United Kingdom from 1991 to 1997. During his tenure he took major initiatives to improve and strengthen the ties between these two major democracies of the world.

A multifaceted personality, he was also an accomplished author, poet, linguist and litterateur, who made illuminating contributions in different spheres of national life. A recipient of many awards and honours, Dr. Singhvi was deeply associated with literary and

cultural activities. He was the trustee of the prestigious Bhartiya Jnanpith Trust. A well-known exponent of Human Rights, in recognition of his services, he was conferred with the Ambassador of Excellence Award and also the U Thant Peace Prize.

A man of letters Dr. Singhvi and several literary and legal publications in Hindi and English to his credit.

In his demise the country has lost a worthy son and a committed votary of humanitarian values and a scholar par excellence. His absence will be felt in many walks of life.

Dr. L.M. Singhvi passed away on the 6th October, 2007 at New Delhi at the age of 76 after a brief illness.

We deeply mourn the loss of these friends and I am sure the House would join me in conveying our condolences to the bereaved families.

The House may now stand in silence for a short while as a mark of respect to the memory of the departed.

11.13 hrs.

The Members then stood in silence for a short while.

WRITTEN ANSWERS TO QUESTIONS

[English]

Modernisation of Railway Stations into World Class Stations

*1. SHRI UDAY SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has recently approved a scheme for modernising several railway stations into world class stations;

(b) if so, the details thereof and the total amount to be sent for this purpose;

(c) whether the Inter-Ministerial group set up by the Government to finalise model and concessior agreement for modernisation of railway stations has since submitted its report to the Government; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) Yes, Sir.

(b) It has been decided to develop 22 stations into world class stations through Public Private Partnership by leveraging the land and air space available at and around these stations. The stations identified are: Pune, Carnac Bunder (Mumbai), Howrah, Lucknow, Anand Vihar (Delhi), Bijwasan (Delhi), Amritsar, Chandigarh, New Delhi, Varanasi, Chennai, Thiruvananthapuram, Secunderabad, Ahmedabad, Patna, Bhubaneshwar, Mathura, Bangalore, Gaya, Jaipur, Agra and Bhopal. At this stage, in the absence of completion of the architectural/technical studies, no precise estimate of the amount to be spent is available.

(c) No, Sir.

(d) Does not arise.

Import of LNG from Qatar

*2. SHRI ADHIR CHOWDHURY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Qatar has recently offered the supply of Liquefied Natural Gas (LNG) on a priority basis to India;

(b) if so, the details thereof; and

(c) the steps taken by the Government to import liquefied Natural Gas and to meet the domestic demand in the country?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) The indigenous production of natural gas is not adequate to meet the demand of natural gas in the country. Attempts are being made to bridge the gap between demand and supply of natural gas, inter alia, by import of Liquefied Natural Gas (LNG).

2. Petronet LNG Limited (PLL) signed a contract with RasGas of Qatar in July 1999 for import of 7.5

Million Metric Tonnes per Annum (MMTPA) LNG for a period of 25 years. As per the contract, supply of 5 MMTPA LNG commenced in 2004 and the supply of balance 2.5 MMTPA LNG would commence in 2009. Further, in July 2007, PLL has signed another contract with RasGas Qatar for supply of 1.25 MMT LNG from July 2007 to September 2008 to meet the requirement of Ratnagiri Power Project in Maharashtra.

3. Recently, during a meeting between Deputy Premier and Minister of Energy and Industry of Qatar and Minister (P and NG), the latter expressed Indian interest in additional committed long-term supply of LNG to India. The Qatari side indicated that they would consider the request favourably.

4. To augment the supplies of LNG to the country, PLL and GAIL are in active discussions with various potential suppliers for long-term tie up of LNG. For meeting the LNG requirement of Kochi Terminal, PLL is in discussion with an Australian supplier for supply of 2.5 MMTPA LNG on long-term basis. Further, IOC and ONGC are making efforts for tying up long-term LNG supply for their proposed LNG terminals at Ennore and Mangalore respectively.

5. Currently, two LNG terminals namely, 5 MMTPA Dahej LNG terminal of PLL and 2.5 MMTPA Hazira LNG terminal of Hazira LNG Pvt. Ltd. (HLPL) are operational in the country.

6. To handle increased LNG import, additional infrastructure is being created in the country. The capacity of Dahej terminal is being expanded from the current 5 MMTPA to 12.5 MMTPA. Dabhol LNG terminal is expected to be completed without breakwater by the end of March 2008; this terminal will become fully operational after completion of breakwater facilities in March 2011. Further, Kochi LNG terminal with capacity of 2.5 MMTPA and provision for expansion upto 5 MMTPA is planned to be commissioned in 2011. HLPL plans to expand its 2.5 MMTPA terminal to 5 MMTPA. LNG terminals are also being planned at Ennore and Mangalore.

[Translation]

**Adulteration in Petrol,
Diesel and Kerosene**

*3. SHRIMATI SANGEETA KUMARI SINGH DEO: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the arrangements that exist for detecting adulterations in petrol, diesel and kerosene oil in the country alongwith the name of agencies nominated for this purpose;

(b) total number of cases of adulteration detected by the said agencies during last three years;

(c) the reasons for the existence of adulteration cases even after making these arrangements;

(d) the reaction of the Government thereto; and

(e) the fresh steps taken by the Government with regard thereto?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) As per the provisions of the Motor Spirit and High Speed Diesel (Regulation of Supply, Distribution and Prevention of Malpractices) Order, 2005 any Gazetted Officer of the Central Government or a State Government or any Police Officer not below the rank of Deputy Superintendent of Police, by general or special order of the Central Government or a State Government as the case may be, or any officer of the Oil Company not below the rank of Sales Officer has the power of search and seizure and to draw the sample to check whether density and other parameters of the product conform to the requirements of Bureau of Indian Standard specifications. Government has requested the State Governments/Union Territory Administrations to take steps to control adulteration by exercising power vested under the Control Order issued under the Essential Commodities Act, 1955. Oil Marketing Companies (OMCs) also undertake regular and surprise inspection of Retail Outlets and take action for termination in established cases of adulteration under the Marketing Discipline Guidelines (MDG). In addition, the following measures are in place:—

(i) Keeping in view the misuse/diversion of SKO for adulteration, the import of SKO by private parties has been canalized through OMCs.

(ii) OMCs have created a separate wing to overview and monitor all activities of curbing adulteration.

(iii) A pilot project, viz., Jan Kerosene Pariyojna is operational in 414 blocks since 02-10-2005. The project is aimed at streamlining the PDS Kerosene distribution System and preventing diversion of Kerosene.

(b) The number of cases of suspected adulteration detected by OMCs during last three years is as under:—

Year	Number of cases of suspected adulteration
2004-05	225
2005-06	229
2006-07	187

(c) In spite of the above-cited measures, the possibility of adulteration of petrol/diesel by some unscrupulous elements cannot be ruled out due to huge price difference between petrol/diesel and various adulterants available in the market and the easy miscibility of these products with petrol/diesel.

(d) and (e) In order to check adulteration, the Government has taken a number of additional initiatives viz., Automation of Retail Outlets, Third party certification of Retail Outlets, Monitoring of movement of tank trucks through Global Positioning System (GPS), Use of Marker in Kerosene, Revision of MDG etc.

Catering Policy of the Railways

*4. SHRI HARIKEWAL PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has formulated any new catering policy in the Railways;

(b) if so, the details thereof;

(c) the number of new agencies to which catering contracts have been awarded during the last three years alongwith the terms of the contracts and the procedure followed in this regard;

(d) the zone-wise number of new catering stalls allotted during the last three years; and

(e) the steps taken to keep the prices of food items in these stalls reasonable?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) and (b) Railways' catering policy was last revised in December 2005. Thereafter, no new catering policy has been issued.

(c) and (d) Generally contracts for bigger catering units are awarded through two-packet tender system, and other units by calling applications. The tenure of these contracts ranges from three to nine years. Information regarding award of contracts to new agencies and allotment of stalls during last three years is being obtained from Indian Railway Catering and Tourism Corporation (IRCTC) and Zonal Railways. The information will be laid on the Table of the Sabha as and when the same is collected and compiled.

(e) Prices of standard meals, tea/coffee and breakfast are fixed by Railway Board taking into account the cost of raw materials, fuel, staff cost, packaging etc. Menu and tariff of a-la-carte food items are decided by IRCTC and Zonal Railways in a similar fashion. These prices are considered reasonable. Regular watch is kept to ensure that the catering licencees do not overcharge the passengers while selling standard and a-la-carte food items at stations and on trains. Action is taken against licencees overcharging railway passengers.

Renovation of Ancient Forts and Temples

*5. SHRI CHANDRABHAN SINGH: Will the Minister of CULTURE be pleased to state:

(a) whether many ancient forts and temples in various States are in a dilapidated condition and require renovation;

(b) if so, whether the Union Government has drawn up any special schemes in this regard, particularly in respect of Madhya Pradesh; and

(c) the details of the funds allocated in this regard, State-wise?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) There are a large number of monuments, forts and temples in the country, out of which 3667 have been declared as of national importance by the Archaeological Survey of India (ASI) and 3404 are under protection of State Governments. Conservation of centrally protected monuments is a continuous process. Under the Annual Conservation Programme, the ASI takes up conservation, preservation, maintenance and environmental development of monuments of national importance as per requirements on site and depending on the availability of resources. No special scheme has been drawn up by ASI for this purpose for any particular State.

(c) ASI has 24 circle offices and two branch offices located in different States throughout India for conservation of protected monuments. The circle/branch wise allocation of funds for the year 2007-08 for structural conservation, preservation and environmental development are enclosed as statement.

Statement

The allocation of Funds Circle-wise for the Conservation, Preservation and Environmental Development for the year 2007-08

Sl. No.	Name of Circles	Allotment (Rs. in lakhs)
1	2	3
1.	Agra	555.00
2.	Aurangabad	850.00
3.	Bangalore	775.00
4.	Bhopal	585.00

1	2	3
5.	Bhuvaneshwar	325.00
6.	Chennai	515.00
7.	Chandigarh	435.00
8.	Delhi	800.00
9.	Dehradun	160.00
10.	Dharwad	575.00
11.	Goa	80.00
12.	Guwahati	110.00
13.	Hyderabad	575.00
14.	Jaipur	285.00
15.	Kolkata	325.00
16.	Lucknow	450.00
17.	Mumbai	350.00
18.	Patna	400.00
19.	Ranchi	60.00
20.	Raipur	225.00
21.	Srinagar	290.00
22.	Shimla	125.00
23.	Thrissur	210.00
24.	Vadodara	340.00
25.	C.H. Agra	1330.00
26.	Director (Science) Dehradun	710.00
Total		11440.00
Office of Director General, ASI (Reserve)		92.00
Grand Total		11532.00

[English]

**Task Force on Socio-Economic
Conditions of Minorities**

*6. SHRI EKNATH MAHADEO GAIKWAD:
SHRIMATI NIVEDITA MANE:

Will the Minister of MINORITY AFFAIRS be
pleased to state:

(a) whether a task force appointed by the Government to suggest a roadmap for improving the socio-economic condition of minorities has submitted its recommendation to the Government;

(b) if so, the details of the recommendations made by the task force; and

(c) the follow-up action taken by the Government on the recommendations?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) to (c) An inter-ministerial task Force to examine the implications of the geographical distribution of minorities in India was set up on 2nd March, 2007 with the following terms of reference:—

(i) To identify towns/cities having substantial concentration of minority population requiring special attention;

(ii) To formulate multi-sectoral plan for provision of basic civic amenities such as housing, schools and educational facilities, health facilities and employment opportunities for urban localities having substantial concentration of minority population within such towns/cities.

(iii) To identify existing schemes/programmes for which funds could be channelised to such urban localities for implementation of multi-sectoral plans; and

(iv) To suggest schemes for funding the resource gap of projects included in the multi-sectoral plan and also for funding specific projects which are not covered under any of the existing scheme/programme.

The Task Force has submitted its report only on 8th November, 2007.

[Translation]

Non-Government Directors in Navratna and Miniratna Companies

*7. SHRI KASHIRAM RANA:

SHRI V.K. THUMMAR:

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the number of Non-Government Directors in Navratna and Miniratna Companies alongwith the number of posts of Directors lying vacant;

(b) the name of other undertakings where vacant posts of Non-Government Directors exist alongwith the field to which they are related;

(c) whether there are directions to the Non-Government Directors to take part actively in all the Board meetings; and

(d) if so, the details thereof and the results of monitoring this aspect?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) As per available information, there are 59 non-official Directors on the Board of Navratna Central Public Sector Enterprises (CPSEs) and 120 non-official Directors on the Board of Miniratna CPSEs. There are 35 vacant positions of non-official Directors on the Board of Navratna CPSEs and 126 vacant positions of non-official Directors on the Board of Miniratna CPSEs.

(b) The list of other CPSEs having vacant positions of non-official Directors on their Boards is enclosed as statement. The persons with expertise in different fields such as finance, marketing, industry and trade, administration, academics, research and consultancy, etc. are considered for appointment as non-official Director on the Board of CPSEs.

(c) and (d) The non-official Directors are expected to take part actively in the Board meetings and provide professional and managerial advice to the Board of the concerned CPSEs.

Statement

List of CPSEs having vacant posts of Non-official Directors

Sl. No.	Name of CPSE
1.	Air India Air Transport Services Limited
2.	Air India Charters Limited
3.	Airline Allied Services Limited
4.	Airports Authority of India Limited
5.	Akaltara Power Limited
6.	Andaman and Nicobar Islands Forest and Plant Development Corporation Limited
7.	Andrew Yule and Company Limited
8.	Antrix Corporation Limited
9.	Artificial Limbs Manufacturing Corporation of India
10.	Assam Ashok Hotel Corporation Limited
11.	Bel Optronics Limited
12.	Bharat Coking Coal Limited
13.	Bharat Pumps and Compressors Limited
14.	Bharat Refractories Limited
15.	Bharatiya Nabhikiya Vidyut Nigam Limited
16.	Blecco Lawrie Limited
17.	Bihar Drugs and Organic Chemicals Limited
18.	Birds, Jute and Export Limited
19.	Brahmaputra Valley Fertilizer Corporation Limited

Sl. No.	Name of CPSE	Sl. No.	Name of CPSE
20.	British India Corporation Limited	44.	Guru Gobind Singh Refineries Limited
21.	Broadcast Engineering Consultants India Limited	45.	Handicrafts and Handloom Exports Corporation of India Limited
22.	Bum Standard Co. Limited	46.	Heavy Engineering Corporation Limited
23.	Cement Corporation of India Limited	47.	Hindustan Cables Limited
24.	Central Cottage Industries Corporation of India Limited	48.	Hindustan Copper Limited
25.	Central Inland Water Transport Corporation Limited	49.	Hindustan Fertilizer Corporation Limited
26.	Central Mine Planning and Design Institute Limited	50.	Hindustan Fluorocarbons Limited
27.	Certification Engineers International Limited	51.	Hindustan Insecticides Limited
28.	Coastal Gujarat Power Limited	52.	Hindustan Organic Chemicals Limited
29.	Coastal Karnataka Power Limited	53.	Hindustan Paper Corporation Limited
30.	Coastal Maharashtra Mega Power Limited	54.	Hindustan Photo Films Mfg. Co. Limited
31.	Cochin Shipyard Limited	55.	Hindustan Prefab Limited
32.	Cotton Corporation of India Limited	56.	Hindustan Salts Limited
33.	Donyi polo Ashok Hotel Limited	57.	Hindustan Shipyard Limited
34.	Eastern Coalfields Limited	58.	Hindustan Steelworks Construction Limited
35.	Educational Consultants (India) Limited	59.	Hindustan Vegetable Oil Corporation Limited
36.	Electronics Corporation of India Limited	60.	HMT (Holding) Company Limited
37.	Ennore Ports Limited	61.	HMT (MT) Limited
38.	Export Credit Guarantee Corporation of India Limited	62.	HMT (Bearing) Limited
39.	FCI Aravali Gypsum and Minerals (India) Limited	63.	HMT (Chinar Watches) Limited
40.	Fertilizers Corporation of India Limited	64.	HMT (International) Ltd.
41.	Fertilizers and Chemicals (Travancore) Limited	65.	HMT (Watches) Limited
42.	Food Corporation of India Limited	66.	Hooghly Dock and Port Engineers Limited
43.	Fresh and Healthy Enterprises Limited	67.	Hooghly Printing Company Limited
		68.	Hotel Corporation of India Limited
		69.	IDPL (Tamil Nadu) Limited

Sl. No.	Name of CPSE	Sl. No.	Name of CPSE
70.	Indian Medicine Pharmaceuticals Limited	93.	National Backward Classes Finance and Development Corporation
71.	Indian Oil Technologies Limited	94.	National Building Construction Corporation Limited
72.	Indian Railway Catering and Tourism Corporation Limited	95.	National Handicapped Finance and Development Corporation
73.	Indian Railway Finance Corporation Limited	96.	National Handloom Development Corporation Limited
74.	Indian Rare Earths Limited	97.	National Hydroelectric Power Corporation Limited
75.	Indian Renewable Energy Development Agency Limited	98.	National Informatics Power Corporation Limited
76.	Indian Strategic Petroleum Reserves Limited	99.	National Jute Manufacturers Corporation Limited
77.	ITI Limited	100.	National Minorities Development and Finance Corporation
78.	Jammu and Kashmir Mineral Development Corporation Limited	101.	National Research Development Corporation Limited
79.	Jute Corporation of India	102.	National Safai Karamcharis Finance and Development Corporation
80.	Karnataka Antibiotics and Pharmaceuticals Limited	103.	National Scheduled Castes Finance and Development Corporation
81.	Karnataka Trade Promotion Organisation	104.	National Scheduled Tribes Finance and Development Corporation Limited
82.	Konkan Railway Corporation Limited	105.	National Seeds Corporation Limited
83.	Kumarakuppa Frontier Hotels Limited	106.	National National Textiles Corporation Limited
84.	Madhya Pradesh Ashok Hotel Corporation Limited	107.	NEPA Limited
85.	Madra Fertilizers Limited	108.	North Eastern Electric Power Corporation Limited
86.	Maharashtra Elektros melt Limited	109.	North Eastern Handicrafts and Handlooms Development Limited
87.	Millennium Telecom Limited	110.	North Eastern Regional Agricultural Marketing Corporation Limited
88.	Mineral Exploration Corporation Limited	111.	NTPC Electric Supply Company Limited
89.	Mumbai Railway Vikas Corporation Limited		
90.	Nagaland Pulp and Paper Corporation Limited		
91.	Narmada Hydroelectric Development Corporation Limited		
92.	National Aviation Company of India Limited		

Sl. No.	Name of CPSE
112.	NTPC Hydro Limited
113.	NTPC Vidyut Vyapar Nigam Limited
114.	Nuclear Power Corporation of India Limited
115.	ONGC Videsh Limited
116.	Orissa Drugs and Chemicals Limited
117.	Parbati Koldam Transmission Company
118.	Pawan Hans Helicopters Ltd.
119.	Pipavav Power Development Company Limited
120.	Pondicherry Ashok Hotel Corporation Limited
121.	Praga Tools Limited
122.	Projects and Development India Limited
123.	Punjab Ashok Hotel Corporation Limited
124.	Pyrites, Phosphates and Chemicals Limited
125.	Rail Vikas Nigam Limited
126.	Railtel Corporation Limited
127.	Rajasthan Drugs and Pharmaceuticals Limited
128.	Ranchi Ashok Hotel Corporation Limited
129.	Richardson and Cruddas Limited
130.	Sambhar Salts Limited
131.	Sasan Power Limited
132.	Satluj Jal Vidyut Nigam Limited.
133.	Securities Printing and Minting Corporation India Limited
134.	Sethusamudram Corporation Limited
135.	Sponge Iron India Limited
136.	State Farms Corporation of India Limited
137.	STCL Limited

Sl. No.	Name of CPSE
138.	Tamil Nadu Trade Promotion Organisation
139.	Tehri Hydro Development Corporation Limited
140.	Triveni Structural Limited
141.	Tungabhadra Steel Products Limited
142.	Uranium Corporation of India Limited
143.	Utkal Ashok Hotel Corporation Limited
144.	Vignyan Industries Limited

[English]

Deletion of Castes from SC List

*8. SHRI MOHAN JENA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the procedure being followed by the Government to delete castes from the existing list of Scheduled Castes (SC);

(b) whether any caste can be included in the Scheduled Castes list without the recommendation of the State Government;

(c) if so, the details thereof;

(d) the number of cases pending for inclusion of new castes into the list of Scheduled Castes; and

(e) the time frame fixed for taking a decision in all these cases?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): (a) to (e) In accordance with the modalities approved by the Government on 15th June, 1999 as modified on 25th June, 2002, the proposal of the concerned State Government/Union Territory Administration for any modification, including deletions, in the list of Scheduled Castes is referred to the Registrar General of India (RGI). The proposals agreed to by the RGI are further

referred to the National Commission for Scheduled Castes (NCSC). In case there is disagreement, the proposals are rejected.

Such proposals as have been agreed to by the RGI and NCSC are processed further and introduced as a Bill for consideration and passing by the Parliament under Article 341(2) of the Constitution of India. Presently three cases for inclusion as new entries in the Constitution (Scheduled Castes) Orders, 1950 as amended time to time, are pending. In view of the consultation process and the requirement of enacting a law, it is not possible to specify a time frame.

[Translation]

Price Hike of Petroleum Products

*9. SHRI KAILASH NATH SINGH YADAV:

SHRI RAVI PRAKASH VERMA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government propose to hike the prices of Gas and other petroleum products;

(b) if so, the details thereof;

(c) whether the prices of crude oil have been increased at the international level;

(d) if so, the number of times the said hike has been made;

(e) whether the production of oil in the country is below its target; and

(f) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (d) As regards pricing of sensitive petroleum products namely petrol, diesel, PDS Kerosene and gas (Domestic LPG), Government has been taking all possible measures to ensure that there is no hardship to the common man. The Government has adopted the principle of equitable burden sharing to protect the interest of common man

and vulnerable sections of society. The Government is closely monitoring the international oil prices and will continue to protect the interests of consumers.

The global prices of crude oil and petroleum products have remained high and volatile. The price of crude oil fluctuates in the international market on daily basis. The trend in the international oil prices since April'07 is given below:—

	Crude oil (Indian Basket)	Petrol \$/bbl	Diesel \$/bbl
Apr'07	65.52	82.69	77.50
May'07	65.74	87.96	78.79
Jun'07	68.19	83.82	79.09
Jul'07	72.69	84.36	82.86
Aug'07	69.03	76.05	79.95
Sept'07	74.83	81.35	88.02
Oct'07	79.3	87.46	92.62

Despite increase in the international oil prices, the Government has not increased the retail selling prices of sensitive petroleum products namely petrol, diesel, PDS Kerosene and Domestic LPG. On the basis of softening in international oil prices during the second half of 2006-07, the prices of petrol and diesel were reduced on 30-11-2006 and again reduced on 16-2-2007. The reduction was Rs. 2/litre and Re. 1/litre for petrol and diesel respectively on each occasion (Delhi price).

(e) and (f) The domestic crude oil production during 2006-07 was 33.988 MMT as against the target/projection of 35.540 MMT in the country.

[English]

Open Toilet System In Railway Coaches

*10. SHRI JASUBHAI DHANABHAI BARAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to change the open discharge toilet system in the Railway coaches into vacuum-operated ones;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) to (c) Indian Railways have taken up development of environment friendly coach toilet discharge system.

Performance Specifications have been developed for two types of environment friendly toilet systems, viz., Vacuum assisted retention type toilets and Biological degradation type toilets.

Procurement action is in hand for both the above types of environment friendly toilet systems and field trials on receipt have been planned for these on one train each.

[Translation]

Agreements with Foreign Countries for Oil Exploration/Production

*11. SHRI SANTOSH GANGWAR:

SHRI GURUDAS DASGUPTA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Union Government has signed agreements for oil exploration and production in oil fields abroad;

(b) if so, the names of the countries with which such agreements have been signed and details of the agreement signed; and

(c) the details of the likely benefits to the country as a result thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) No agreement has been signed for oil exploration and production in

oil fields abroad by the Government with foreign countries during the last two years. However, Government of India has signed an Agreement on cooperation in the Hydrocarbon sector with the Bolivarian Republic of Venezuela on 5th March, 2005. The Ministry of Petroleum and Natural Gas on behalf of Government of India has also signed eight Memoranda of Understanding (MOU) for cooperation in the field of Hydrocarbons with foreign Governments, namely, Ministry of Economy and Commerce of Romania; Ministry of Energy and Natural Resources of the Republic of Turkey; Ministry of Commerce, Industry and Energy of the Republic of Korea; National Development and Reforms Commission (NDRC) of the Peoples' Republic of China (two MOUs); Ministry of Economy, Trade and Industry (METI), Japan; US Energy Information Administration (US EIA) and UZBEKNEFTGAZ the National Holding Company of Uzbekistan during the year 2005-2007.

2. The Agreement with the Bolivarian Republic of Venezuela provides for mutual actions of cooperation in the area of hydrocarbon resources, liquid and gas hydrocarbons and their derivatives, and of research and development, exploration, production, processing, development, refining, marketing and transportation of hydrocarbons, and development of human resources.

3. The MOU with Ministry of Economy and Commerce of Romania provides for cooperation in oil and gas related matters mainly in the fields of basic and applied research and development; manufacture, upgrading and supply of drilling rigs and petrochemicals processing units; oil energy and environment issues; training and technical assistance; risk management; environmental protection including oil spill emergency response systems etc.

4. The MOU with Ministry of Energy and Natural Resources of the Republic of Turkey provides for cooperation to promote links between Indian and Turkish companies in undertaking Exploration and Production (E and P) oil and gas pipeline initiatives in Turkey and abroad; undertake basic and applied research and

development, manufacture, upgrading and supply of drilling rigs and petrochemical processing units; environmental issues; development of regional energy infrastructure network; training etc.

5. The MOU with the Ministry of Commerce, Industry and Energy, Korea provides for cooperation in the field of oil and gas between Indian and Korean and Korean companies in undertaking E and P initiatives in India and third countries; basic and applied research and development; manufacture, upgrading and supply of drilling rigs; cooperation in underground petroleum storage facility and allied activities; oil energy and environmental issues; training; Environmental protection, including oil spill emergency response systems etc.

6. The MOUs with NDRC, China provides for cooperative participation in upstream and downstream projects in India, China and third countries; joint pursuit of R and D proposals particularly in the areas of increased oil recovery and enhanced oil recovery; bring together their significant position in the international oil market by exploring the possibility of joint purchases of crude oil and gas, etc.

7. The MOU with Ministry of Economy, Trade and Industry (METI), Japan, was signed for exchange of information and technology with respect to strategic oil and gas reserves and to network with each other to promote greater mutual understanding of the global economy.

8. The MOU with US EAI provides for exchange of annual hydrocarbon sector market statistics, other related data and information concerning fuel characteristics, refining capacity, reserves and other hydrocarbon sector information, statistical methods, analytical techniques and systems documentation and electronic information dissemination.

9. The MOU with UZBEKNEFTGAZ provides for bilateral cooperation in different areas of hydrocarbon sector, including joint bids for assets, bidding in NELP rounds for participation in the Indian E and P sector, and cooperation in regard to R and D technology, training of specialists and promotion of environment friendly fuels.

10. The MOUs with the Ministry of Economy and Commerce of Romania, Ministry of Energy and Natural Resources of Republic of Turkey and the Ministry of Commerce, Industry and Energy of Republic of Korea will establish the basis for a cooperative institutional relationship and encourage and promote bilateral cooperation on oil and natural gas development issues. The MOU with Ministry of Economy, Trade and Industry (METI) Japan will help us in acquiring know-how in setting up our strategic storage which will enhance our energy security and meet supply disruptions and emergency exigencies. The MOU with US EIA would result in exchange of hydrocarbon sector information to complement existing hydrocarbon sector statistics and other hydrocarbon sector market information. The MOU with Uzbekistan is intended to help Indian Oil PSUs to secure oil and gas assets in Uzbekistan and third countries.

11. This Government-to-Government dialogue and MOUs have resulted in creating a conducive environment for the companies to cooperate in acquiring assets in third countries. ONGC Videsh Ltd. (OVL) has acquired an oil asset in Syria with China National Petroleum Corporation (CNPC) and another asset in Colombia with China Petroleum and Chemical Corporation (SINOPEC). In addition, OVL as well as other National Oil Companies (NOCs) such as Oil India Ltd. (OIL), Indian Oil Corporation Ltd. (IOC), GAIL (India) Ltd. (GAIL), Bharat Petroleum Corporation Ltd. (BPCL) and Hindustan Petroleum Corporation Ltd. (HPCL) have acquired participating interests in Oil and Gas projects in 20 countries. Total investment made by NOCs in Overseas E and P projects as at the end of 2006 was approx. Rs. 21000 crore. OVL's Greater Nile Oil Project (GNOP) in Sudan, Sakhalin-I Project in Russia, Vietnam Project (Block 06.1), Block 24 in Syria and Mansarovar Project in Colombia, in all of which OVL has participating interest, yield oil and gas production of the order of 6 million tonnes per annum. The other assets are at various stages of exploration. The budget estimate for investment abroad by NOCs is about Rs.5500 crores in 2007-08. Country-wise details of investment made and budget estimate for 2007-08 are enclosed on statement.

Statement**Overseas Investment till 2006 and Budget estimates for 2007-08**

(Rs. in Crore)

Country	Comulative E and P Investment till 2006	Pipeline Investment till 2006	Marketing Investment till 2006	Budget estimates 2007-08
1	2	3	4	5
Australia	6.54	—	—	2.29
Brazil	948.57	—	—	256.31
Colombia	2023.28	—	—	230
Cuba	69.12	—	—	37.42
Egypt	26.18	—	—	49.13
Gabon	57.14	—	—	57.89
Iran	223.68	—	—	35.22
Iraq	4.53	—	—	1
Libya	112.6	—	—	212.71
Mauritius	—	—	75.67	—
Myanmar	386.71	—	—	99.15
Nigeria	34.22	—	—	44.1
Nigeria Sao Tome Principle JDA	9.46	—	—	46
Oman	1.78	—	—	• 15.91
Qatar	36.9	—	—	272.99
Russia	7735	—	—	708.4
Sri Lanka	—	—	194.14	—
Sudan	6892.26	750.91	—	1078.16
Syria	1062.59	—	—	48.59

1	2	3	4	5
Timor and Australia	—	—	—	18
Vietnam	1051.27	—	—	326.84
Yemen	—	—	—	11.1
UAE	—	—	1.26	—
Others	—	—	—	2025.65
Total	20681.82	750.91	271.07	5576.86

[English]

Survey for New Railway Lines

*12. SHRI S. AJAYA KUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the surveys conducted by the Railways for laying of new railway lines in the country during the last three years, State-wise particularly in the State of Kerala; and

(b) the steps taken by the Railways to commence work on the identified new lines?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) A statement is enclosed.

(b) Out of the above mentioned 127 completed surveys, 20 new lines projects have so far been taken up. The funds have been allotted and works are in various stages of progress.

Statement

The state-wise details of new line surveys completed during the last 3 years are as under

Sl. No.	Name of the Project	State(s)	KMS	Approx. cost (Rs. in Crore)	
1	2	3	4	5	6
1.	Mantralayam Road-Kurnool	Andhra Pradesh	111	241	
2.	Machilipattnam-Repalli	Andhra Pradesh	45	259	
3.	Ponduru-Rajam	Andhra Pradesh	19	53	
4.	Ongole-Donakonda	Andhra Pradesh	87	196	
5.	Jaggiyapet-Vishnupuram	Andhra Pradesh	55	156	# (Part)
6.	Bhadrachallam-Kovvur	Andhra Pradesh	151	334	
7.	Nadikudi-Sri Kalahasti	Andhra Pradesh	308	711	

1	2	3	4	5	6
8.	Hyderabad-Gazwal-Sircilla-Vemulwada	Andhra Pradesh	149	308	
9.	Medak-Akkanapet	Andhra Pradesh	18	46	
10.	Manoharabad-Kothapalli	Andhra Pradesh	148	308	#
11.	Cuddapah-Bangalore via Madnapalli	Andhra Pradesh/Karnataka	255	656	
12.	Attipattu-Putur (Incl. Periyapalayan-Tiruvallur)	Andhra Pradesh/Tamil Nadu	145	635	
13.	Tuli-Tuli Town	Assam and North East Region	9	44	
14.	Murkongselek-Pasighat	Assam and North East Region	30	123	
15.	Bedeti-Itanagar	Assam and North East Region	42	490	
16.	Azra-Bymihat	Assam and North East Region	30	223	#
17.	Bhairabi-Sairang/Aizwal	Assam and North East Region	52	519	
18.	Dimapur-Kohima	Assam and North East Region	887	912	#
19.	Agartala-Sabroom	Assam and North East Region	110	557	
20.	Hathua-Deoria (Bhatni)	Bihar	85	200	#
21.	Bariarpur-Mananpur	Bihar	68	292	#
22.	Pirpainiti to MGR	Bihar	17	45	
23.	Aurangabad-Bihta	Bihar	118	410	#
24.	Motihari to Sitamarhi	Bihar	77	211	#
25.	Kusheswarasthan-Darbhanga	Bihar	70	253	#
26.	Jhajha-Khera-Garhi-Nawada	Bihar	82	629	
27.	Bihariganj-Simribakhtiarpur	Bihar	54	139	
28.	Ara-Bhabua Road	Bihar	122	380	
29.	Masrakh-Rewaghat	Bihar	30	109	#
30.	Chhapra-Muzaffarpur	Bihar, Uttar Pradesh	85	378	#
31.	Chhitauni-Tumkhui Road	Bihar, Uttar Pradesh	59	264	#
32.	Dehri-on-Sone-Banjari	Bihar/Jharkhand	36	83	

1	2	3	4	5	6
33.	Jhajha-Girdih	Bihar/Jharkhand	82	624	
34.	Nawadah-Giridih	Bihar/Jharkhand	130	580	
35.	Gaya to Daltonganj	Bihar/Jharkhand	135	540	
36.	Araria-Galgalia	Bihar/West Bengal	101	365	#
37.	Sultanganj-Kathuria	Bihar	75	331	#
38.	Byepass line connecting Delhi Cantt. to avoid Patel Nagar and Brar square	Delhi	3	49	
39.	Kharaghoda-Santhalpur	Gujarat	111	199	
40.	Bhavnagar-Tarapore	Gujarat	135	411	
41.	Chhotaudaipur-Dhar	Gujarat/Madhya Pradesh	156	608	#
42.	Dahod-Banswara	Gujarat/Rajasthan	120	321	
43.	Hissar to Sirsa	Haryana	79	240	
44.	Bhattu Kalan-Jakhal	Haryana	92	448	
45.	Yamuna Nagar-Patiala	Haryana/Punjab	142	530	
46.	Rewari-Bhiwadi	Haryana/Rajasthan	27	105	
47.	Loharu-Bhiwani	Haryana/Rajasthan	64	100	
48.	Parwanoo-Darlaghat	Himachal Pradesh	92	1290	
49.	Chandigarh-Baddi	Himachal Pradesh	33	328	#
50.	Banupali-Bilaspur-Beri	Himachal Pradesh	63	766	
51.	Udhampur/Katra-Bhairawah, Doda-Kishtwar	Jammu and Kashmir	224	3860	
52.	Baramulla-Kupwara	Jammu and Kashmir	39	359	
53.	Ranchi-Kandra	Jharkhand	93	300	
54.	Chatra-Gaya	Jharkhand	101	389	
55.	Tori-Chatra	Jharkhand	66	278	
56.	Hansdiha to Godda	Jharkhand	29	144	

1	2	3	4	5	6
57.	Rayadurg-Tumkur	Karnataka, Andhra Pradesh	212	887	#
58.	Punalur to Erumeli	Kerala	63	345	
59.	Tirur-Angadipuram	Kerala	41	224	
60.	Erumeli-Punalur-Trivandrum	Kerala	138	699	
61.	Kayankulum-Kottakara	Kerala	48	276	
62.	Madurai-Kottayam	Kerala/Tamil Nadu	220	1025	
63.	Damoh-Kundalpur	Madhya Pradesh	35	58	
64.	Gotegaon-Ramtek	Madhya Pradesh/Maharashtra	275	775	
65.	Khandwa-Nardana	Madhya Pradesh/Maharashtra	225	520	
66.	Manmad-Indore via Malegaon and Dhule	Madhya Pradesh/Maharashtra	350	1001	
67.	Latur Road-Mudkhed	Maharashtra	138	359	
68.	Goregaon-Borivali	Maharashtra	7	128	
69.	Solapur-Tuljapur-Osmanabad	Maharashtra	80	189	
70.	Wardha-Yavatmal	Maharashtra	270	581	
71.	Jeypore-Malkangiri	Orissa	130	562	
72.	Bargarh-Nawapara Road	Orissa	136	416	
73.	Puri-Konark	Orissa	35	100	
74.	Extension of Rupsa-Bangriposi up to Gurumahishani	Orissa	42	211	
75.	Buramara-Chakulia	Orissa/West Bengal	50	186	
76.	Qadian-Beas	Punjab	40	142	
77.	Rama Mandi-Maur Mandi via Talwandi Saheb	Punjab	32	115	
78.	Ratlam-Banswara	Rajasthan	176	983	
79.	Phalodi-Balotra	Rajasthan	165	291	
80.	Anupgarh-Bikaner	Rajasthan	155	274	

1	2	3	4	5	6
81.	Jaisalmer-Barmer	Rajasthan	144	263	
82.	Bilara-Bar	Rajasthan	52	139	
83.	Phalodi-Nagaur	Rajasthan	147	214	
84.	Jaisalmer-Kandla	Rajasthan/Gujarat	562	991	
85.	Bari Sadari-Nimach	Rajasthan/Madhya Pradesh	50	130	
86.	Tindivanam-Nagari	Tamil Nadu	179	417	#
87.	Rameshwaram-Dhanuskotti	Tamil Nadu	17	27	
88.	Tindivanam-Cuddalore	Tamil Nadu	77	157	
89.	Chennai-Sriperumbadur	Tamil Nadu	38	242	
90.	Chennai-Thanjavur	Tamil Nadu	314	906	
91.	Tindivanam-Jolarpettai via Tiruvannamalai, Gingee	Tamil Nadu	168	406	# (Part)
92.	Jolarpettai-Hossur via Dharmapuri	Tamil Nadu	159	411	
93.	Satyamangalam-Mettur	Tamil Nadu	90	326	
94.	Mailaduturai-Karaikal	Tamil Nadu	47	115	
95.	Chennai-Cuddalore	Tamil Nadu	71	524	
96.	Erode-Satyamanglam	Tamil Nadu	69	283	
97.	Erode-Palani via Dharapur	Tamil Nadu	92	289	
98.	Nagapattinam-Thirucheraipundi	Tamil Nadu	33	91	
99.	Cuddalore-Jolarpettai	Tamil Nadu/Pudducherry	236	563	
100.	Kollengode-Trichur	Tamil Nadu/Kerala	59	301	
101.	Rishikesh-Doiwala	Uttarakhand	20	100	
102.	Anandnagar-Kaptanganj	Uttar Pradesh	60	145	
103.	Chola-Bulandshahar	Uttar Pradesh	16	59	
104.	Golagokaran Nath-Shahjanpur	Uttar Pradesh	67	172	
105.	Etah-Kasganj,	Uttar Pradesh	29	132	
106.	Padrauna-Kushinagar	Uttar Pradesh	28	110	

1	2	3	4	5	6
107.	Nautanwa-Bhairwaha	Uttar Pradesh	15	176	
108.	Amethi-Sahaganj via Sultanpur/ Qadipur	Uttar Pradesh	110	296	
109.	Sambhal-Gajraula	Uttar Pradesh	43	165	
110.	Nepalganj Road (India)- Nepalganj (Nepal)	Uttar Pradesh	12	149	
111.	Barhaj Bazar-Faizabad	Uttar Pradesh	194	782	
112.	Tanakpur-Bageshwar	Uttarakhand	155	2252	
113.	Muzaffarnagar-Haridwar via Roorkee	Uttarakhand/Uttar Pradesh	51	281	# (Part)
114.	Budge Budge-Uluberia	West Bengal	25	910	
115.	Chowrigacha-Kandi	West Bengal	16	50	
116.	Bandel-Naihati	West Bengal	9	30	
117.	Jhargram-Purulia	West Bengal	136	356	
118.	Budge Budge-Namkhana- Frazierganj	West Bengal	129	321	
119.	Samsi-Harishchandrapur	West Bengal	28	91	
120.	Balurghat-Hili	West Bengal	30	105	
121.	Canning-Sonakhali	West Bengal	17	126	
122.	Amta-Bongaon	West Bengal	16	65	
123.	Buniyadpur-Kaliyaganj	West Bengal	35	131	
124.	Budge Budge-Pujali	West Bengal	11	37	
125.	Mekhliganj-Haldibari with extrn. to Chandrabhanga	West Bengal	26	186	
126.	Barsoi-Chanchal	West Bengal/Bihar	33	131	
127.	Sivok-Giellikhola	West Bengal/Assam and North East Region	25	105	
Total			12749	47934	

#Indicates works which have been taken up.

[Translation]

(Rs. crore)

**Cess on Crude Production by
National Oil Companies**

*13. DR. CHNTA MOHAN:

SHRI RAJIV RANJAN SINGH 'LALAN':

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether cess on domestic crude production is still being charged from the national oil companies;

(b) if so, the rates thereof for 2007-08 and the amount collected so far;

(c) whether only 20% of the amount collected from the said cess has been used for oil exploration and development;

(d) if so, the details thereof; and

(e) the company-wise details of the amount collected on this account in the years 2004-05, 2005-06 and 2006-07 separately?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (e) Yes, Sir. Cess is payable on production of crude oil as per provision of Oil Industries Development Act, 1974. While there is stability of the rate of cess on joint ventures for the Production Sharing Contracts signed under Discovered fields policy. National Oil Companies (NOCs) pay cess as per rates determined from time to time. The NOCs namely viz., Oil and Natural Gas Corporation Limited (ONGC), Oil India Limited (OIL) paid cess at the rate of Rs.2500 per metric tonne in 2007-08. Cess on crude oil produced in the country was made effective from 23rd July, 1974. The amount collected upto 2006-2007 is Rs. 68104.79 crores. As on date, Rs. 902.40 crores has been made available to oil Industry Development Board (OIDB) for the purpose of development of oil industry.

The Company-wise details of cess paid by ONGC, OIL and Private/Joint Venture Companies are as under:

Companies	2004-05	2005-06	2006-07
ONGC	4054.73	3871.03	5661.10
OIL	558.28	587.21	779.74
Private/JV	420.96	399.34	434.69
Total	5033.97	4857.58	6875.53

[English]

Indo-Iran Gas Pipeline

*14. SHRI C.K. CHANDRAPPAN:

SHRI RAGHUVVEER SINGH KOSHAL:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there has been a slow-down in the talks on the implementation of the Iran-Pakistan-India Gas Pipeline Project;

(b) whether India had not participated in the trilateral talks held in Iran during September-October this year; and

(c) if so, the details thereof and the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) India has been pursuing the import of natural gas from Iran through the Iran-Pakistan-India (IPI) transnational gas pipeline. Various important issues are under discussion amongst the participating countries.

2. Such multilateral projects involve protracted discussions, as all the aspects have to be carefully examined and deliberated upon to the satisfaction of the participating countries to protect each country's interests as also to avoid any future problems in the successful operation of the project.

3. A tripartite Joint Working Group (JWG) of Iran,

Pakistan and India has been formed. Six meetings of the trilateral JWG have been held, the last meeting being held in New Delhi on June 28-29, 2007. Two separate Secretary level Joint Working Groups (JWGs), viz., India-Pakistan JWG and India Iran Special JWG, have also been constituted. Three meetings of India-Iran SJWG have been held. Five meetings of India-Pakistan JWG have been held; the last meeting was held on June 27 and 28, 2007 in New Delhi.

4. Iran proposed to hold the Seventh Trilateral Meeting in Tehran during last week of September 2007. India informed that it would be appropriate for the bilateral meeting between India and Pakistan to precede the trilateral meeting, as certain bilateral issues, such as transportation tariff and transit fee, needed to be resolved first. India and Pakistan also need to finalize their response to the demand of Iran to introduce a fresh price revision clause. However, Iran and Pakistan reportedly had the bilateral meeting. It is now proposed to hold bilateral discussion between India and Pakistan on the IPI project, after the Steering Committee Meeting of Turkmenistan-Afghanistan-Pakistan-(India) (TAPI) gas pipeline project to be held in Islamabad on November 28 and 29, 2007.

[Translation]

Promotion of Tourism

*15. SHRI BHUVANESHWAR PRASAD MEHTA: Will the Minister of TOURISM be pleased to state:

(a) the quantum of funds sought by the Ministry for allocation from the Planning Commission for the Eleventh Five Year Plan; and

(b) the special schemes for development of human resource through the Government-run hospitality management institutes to cater to the foreign tourists?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) The Ministry of Tourism had sought outlay of Rs. 5405.58 crore (on 10% increase basis) and Rs. 6569.61 crore (on 20% increase basis) from the Planning Commission for the Eleventh Five Year Plan.

(b) The Government run 26 Institutes of Hotel Management, 6-Food Craft Institutes and 4 private affiliated Institutes conduct courses in Hotel administration and hospitality crafts. The purpose of these courses is to train manpower to cater to all tourists including foreign tourists.

[English]

Acquisition of Coking Coal Assets

*16. SHRI CHANDRA BHUSHAN SINGH: Will the Minister of STEEL be pleased to state:

(a) whether the Steel Authority of India Limited have brought out a blue print for the growth beyond 2010;

(b) if so, the details thereof;

(c) whether the SAIL is considering to make acquisition of coking coal assets in Australia; and

(d) if so, the details thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) and (b) The current expansion plans of SAIL now under implementation envisages enhanced annual production capacity of 26 million tonnes of hot metal by 2010. SAIL is also preparing a directional plan for growth beyond 2010, targeting an annual production capacity of 60 million tonnes per annum by the year 2020.

(c) and (d) SAIL is exploring possibilities of acquiring equity stakes in coking coal mines in countries like Australia. This is at a preliminary stage of discussions with various Australian companies.

[Translation]

Ethanol Blended Petrol

*17. SHRI HANSRAJ G. AHIR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is considering to encourage mixing ethanol in petrol;

(b) if so, the percentage of ethanol allowed to be mixed in petrol in the country till date;

(c) whether demand is being made to increase the percentage of ethanol to be mixed in petrol keeping in view the increasing production of ethanol in the country;

(d) if so, whether the Government is contemplating to increase the percentage of ethanol to be mixed in petrol; and

(e) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (e) Yes, Sir. Ministry of Petroleum and Natural Gas vide its notification dated 20th September, 2006 has directed the Oil Marketing Companies (OMCs) to sell 5% Ethanol Blended Petrol (EBP) subject to commercial viability as per Bureau of Indian Standards specifications in the entire country except North-Eastern States, Jammu and Kashmir, Andaman and Nicobar Islands and Lakshadweep, with effect from 1st November, 2006.

Further the Government has decided that 5% EBP programme be made mandatory across the country except North Eastern States, Jammu and Kashmir, Andaman and Nicobar Islands and Lakshadweep. It has also been proposed to make 10% Ethanol blending optional.

However, there is at present no free inter-state movement of ethanol because of various taxes/fees levied by the State Governments and cumbersome procedures which need to be resolved in order to make adequate ethanol available for the EBP programme.

[English]

Expenditure on Track Renewal

*18. SHRI BRIJA KISHORE TRIPATHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a wasteful expenditure on track renewal works on sections identified for gauge conversion;

(b) if so, the details in this regard; and

(c) the remedial measures taken in this regard?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) No, Sir. Track renewals are part of track maintenance activities which are carried out as and when track becomes due for renewal on age-cum-condition basis criteria. The sections sanctioned for gauge conversion do need maintenance works for safe operations of traffic. Therefore, expenditure incurred on track renewal works on sections identified for gauge conversion is not wasteful expenditure.

(b) Does not arise.

(c) Review of track renewal works are carried out prior to execution, depending upon the progress of gauge conversion works and condition of tracks and accordingly decision is taken to either delete the work completely or execute portion of work needing attention.

Foreign Investment in Steel Sector

*19. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of STEEL be pleased to state:

(a) whether some countries have expressed, of late, their desire to invest in the steel sector of the country;

(b) if so, the details thereof; and

(c) the decision taken by the Government thereon?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) Some foreign investors have expressed their desire to set up steel projects in the country.

(b) The details of such major foreign investors are:—

(i) POSCO India Limited (a subsidiary of Pohang Steel Company (POSCO) of South Korea) has signed an Memorandum of Understanding with the Government of Orissa, on 22-06-2005, to set up a 12 million tonne steel project in Orissa at an estimated cost of Rs. 51,000 crores.

- (ii) Arcelor-Mittal India Limited has signed an Memorandum of Understanding with the Government of Orissa, on 22-12-2006, to set up a 12 million tonne steel project in Orissa at an estimated cost of Rs. 40,000 crores.
- (iii) Arcelor-Mittal India Limited has signed an Memorandum of Understanding with the Government of Jharkhand, on 08-10-2005, to set up a 12 million tonne steel project in Jharkhand at an estimated cost of Rs. 40,000 crores.
- (iv) Sinosteel India Pvt. Ltd., China has expressed interest to set up a 5 million tonne steel project in Jharkhand.

(c) As per the Government's Policy, Foreign Direct Investment (FDI) upto 100% is permitted in the steel sector under the automatic route where no prior approval is required.

Strategic Crude Oil Reserves

*20. SHRI NIKHIL KUMAR:

SHRI BADIGA RAMAKRISHNA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has recently taken a decision to build up a strategic crude oil reserve of 5 million metric tonnes in the country;

(b) if so, the details thereof and the total likely investment to be made for the purpose;

(c) whether Oil Industry Development Board (OIDB) will fund for building strategic crude oil reserves; and

(d) if so, the time by which such strategic crude oil reserves would be established by the Government?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Yes, Sir. In September 2005, the government has decided to set up strategic storage of crude oil of 5 MMT capacity at 3 locations viz., Vizag (1.0 MMT), Mangalore (1.5 MMT) and Padur, Udipi (2.5 MMT). The estimated capital cost

(2005) was Rs. 2397 crores. The crude filling cost was estimated at Rs. 8870 crores (based on crude price of \$ 55 per barrel).

(c) The funding of capital cost of building the strategic storage is by the Oil Industry Development Board. To finance the cost of crude required for storage, the Government could temporarily increase the cess on domestic crude and/or customs duty on imported crude, in case funds are not available from the existing OIBD cess collections.

(d) The completion targets for establishing the strategic crude oil reserves are mentioned below:—

Visakhapatnam	January 31, 2011
Mangalore	July 15, 2011
Padur	December 31, 2011

*MMT denotes Million Metric Tonnes.

[Translation]

Quality and Prices of Drugs

1. SHRI SUBHASH MAHARIA : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the mechanism in force for checking the genuineness and originality of the medicines issued to patients through Government Hospitals and Dispensaries;

(b) the number of fake drug suppliers detected/ arrested and action taken against them;

(c) whether the Government proposes to formulate guidelines for centralized drug procurement at 50% of MRP for issue through Government healthcare programmes and to ensure that such a move does not allow drug manufacturers and suppliers to raise MRP for general public or to settle for supply of fake drugs to ensure the level of their profits; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF

STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (d) The Government hospitals and dispensaries purchase drugs from licensed manufacturers or chemists as per norms set by the purchase committees of the hospitals or buying agencies to ensure that drugs purchased for distribution to the patients conform to the prescribed standards. No reports of detection or arrest of any drug supplier for supplying fake drugs have been received by Directorate General of Health Services in the recent past.

In the draft National Pharmaceutical Policy, 2006, which is presently under consideration of the Group of Ministers, this Department has proposed certain measures for streamlining of bulk procurement of drugs by Government.

[English]

Palace on Wheels on Ahmedabad-Udaipur Route

2. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to introduce a 'Palace on Wheels' type tourist attraction train on Ahmedabad-Udaipur route; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

[Translation]

Trust for Badrinath, Kedarnath Temples

3. PROF. PREM KUMAR DHUMAL: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government proposes to form trust for management of world famous and ancient pilgrimage centres like Badrinath, Kedarnath and Gomukh located in the Himalayas mountains;

(b) if so, the time by which it is proposed to form the trust; and

(c) if not, the reasons therefor?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) Development and promotion of tourism is undertaken primarily by the State Governments/Union Territory Administrations. The Ministry of Tourism, Government of India, extends financial assistance to the State Governments/Union Territory Administrations for tourism related projects including 'Religious Tourism' which are identified in consultation and interaction with them and the maintenance of the assets so created is the responsibility of the State Governments.

No such proposal pertaining to setting up of a Trust for management of world known ancient pilgrimage centres like Badrinath, Kedarnath and Gomukh located in the Himalayas mountains is under consideration of the Ministry of Tourism, Government of India.

[English]

Integrated Train Enquiry System

4. SHRI L. RAJAGOPAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Integrated Train Enquiry System has been opened recently only in eight States of the country;

(b) if so, the reasons therefor;

(c) whether it is also true that customers other than Mahanagar Telephone Nigam Limited (MTNL) and Bharat Sanchar Nigam Limited (BSNL) are not able to access universal enquiry number 139; and

(d) if so, the time by when the Railways are going to extend the facility to all States and all networks?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Integrated Train Enquiry System is being commissioned in a phased manner in four regions of the country made for this

purpose. Three regions i.e. North region having Delhi, Rajasthan, Haryana, Punjab, Uttarakhand, Himachal Pradesh, Jammu and Kashmir, Uttar Pradesh (commissioned on 17-07-07); West region having Maharashtra, Madhya Pradesh, Chhattisgarh, Gujarat, Goa (commissioned on 29-09-07) and South region having Kamataka, Kerala, Tamil Nadu, Pondicherry, Andhra Pradesh (commissioned on 15-10-07) have been covered. The remaining States and Union Territories in the East region are likely to be covered very soon. Mahanagar Telephone Nigam Limited (MTNL) and Bharat Sanchar Nigam Limited (BSNL) are the Telecom Service Providers (TSPs) for this service. This service will also be available on other networks in due course.

[Translation]

Supply of Kerosene Oil to Jharkhand

5. DR. DHIRENDRA AGARWAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether quantity of kerosene oil being supplied in Jharkhand inadequate as a result of which people in several parts of Jharkhand are unable to get kerosene oil;

(b) the details of quantity of kerosene oil supplied to Jharkhand against their demand during last three years; and

(c) the steps taken by the Union Government for ensuring that supply of kerosene oil is commensurate with its demand?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Kerosene is an allocated product for distribution under Public Distribution System (PDS). Allocation of Kerosene is made by the Government of India to different States/Union Territories (UTs) on a quarterly basis. Further distribution within the States/UTs through their PDS network is the responsibility of concerned States/UTs.

(b) Allocation of PDS Kerosene made to the State of Jharkhand for the last three years is as under:—

Year	Allocation (in MTs)
2004-05	211175
2005-06	211175
2006-07	211175

(c) Kerosene is allocated to ther States/Union Territories (UTs) for distribution under the PDS on historical basis for the purpose of cooking and illumination only. In accordance with the policy adopted by the Government of India in 2000, Kerosene (SKO) allocation for distribution under the Public distribution System (PDS) was reduced every year beginning 2001-02 till 2003-04, taking into account the number of LPG connections released in each State/Union Territory. While the initial allotment for 2004-05 was based on the criteria adopted hitherto, additional allocations were made during the year to meet urgent emergent demand. For the years 2005-06 and 2006-07, allocations have been maintained at the level of 2004-05, including additional allocations made during that year. Allocations for first three quarter for 2007-08 have been maintained at the level of 2006-07.

In view of requests received from various State Governments including Jharkhand for increasing the SKO allocation, the Government of India commissioned the detailed study of Kerosene demand in the country, through the National Council of Applied Economic Research (NCAER) in December 2004. NCAER submitted its report in October 2005. NCAER has Inter alia recommended to restrict the subsidy on kerosene to BPL families only.

Further, in order to formulate a long-term pricing policy, the government had constituted an Inter-Ministerial Committee under the Chairmanship of Dr. C. Rangarajan, Chairman, Economic Advisory Council to the Prime Minister to examine different aspects of pricing

and taxation of petroleum products with a view to stabilizing/rationalizing their prices. The Committee submitted its report on 17-2-2006. The Committee has also inter alia recommended to restrict the subsidy on kerosene to BPL families only. The Government has accepted the recommendations of Dr. Rangarajan Committee Report and has decided 'in principle' that subsidy on PDS kerosene be limited to BPL families only. The proposal to work out the modalities to implement this decision and for rationalizing the allocation of PDS kerosene among States/UTs is under the consideration of the Government.

[English]

Regional Science Centre Pilikula Mangalore

6. SHRI IQBAL AHMED SARADGI: Will the Minister of CULTURE be pleased to state:

(a) whether the Karnataka Government has decided to set up a Regional Science Centre at Pilikula, Mangalore, Dakshin Kannada District and an extent of 25 acres of land has been provided by the District Administration for establishing such centre and the State Government has also released 50% of its equity share of Rs. 3.25 crores;

(b) if so, whether the Union Government has released its equity share of Rs. 3.25 crore in lump-sum; and

(c) the time by which the final decision is likely to be taken?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) A proposal to set up Regional Science Centre at Pilikula, Mangalore has been received. Due to resource constraints and keeping in view the fact that setting up of one Science Centre at Dharwad in Karnataka State has already been initiated during the current financial year 2007-08, it has not been possible to include the proposed project at Pilikula in the work programme of National Council of Science Museums for the year 2007-08.

Education and Training of Helpless Children

7. SHRI G. KARUNAKARA REDDY: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the details of the funds allocated and released by the Union Government to the voluntary institutions in Karnataka and other States for education and training of the helpless children during each of the last three years and the current year;

(b) the funds spent by these institutions for the above purpose during the said period;

(c) whether these institutions have fulfilled the stipulated norms; and

(d) if not, the names of institutions against whom action has been taken in this regard, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (d) The information is being collected and will be laid on the Table of the House.

Encroachment at Railway Tracks

8. SHRI S.K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether huge stretches of railway tracks are being encroached upon by slums in various parts of the country;

(b) if so, the details thereof, division-wise;

(c) whether the Railways have taken any steps to keep the tracks free from encroachments; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) and (d) Railways are engaged in a continuous exercise to maintain the Railway land near tracks free

from encroachments by plantation on such land, construction of boundary wall wherever feasible, regular monitoring of such land etc.

Harihar Railway Station

9. SHRI G.M. SIDDESWARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to upgrade the Harihar Railway Station in Karnataka;

(b) if so, the details thereof;

(c) the time by which the work on this project likely to be started and completed; and

(d) the estimated cost of the said of the project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) to (d) Harihar railway station is included for upgradation at an estimated cost of Rs. 2 crore. Proposal for upgradation is as under:—

- (i) Face lifting of station building;
- (ii) Improvements to circulating area;
- (iii) Provision of additional platform shelters;
- (iv) Improvements to platform surface of platform No. 1; and
- (v) Raising of platform Nos. 2 and 3 to high level.

Work is in progress. Work is planned for completion by June, 2008.

[Translation]

Medical Facilities in Railway Hospital, Kota

10. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of the Government has been drawn towards the news item published in "Desh ki Dharti" Kota (Rajasthan) on 6th October, 2007 under the caption "Railway Chikitsalaya mein suvidhaon ka abhav";

(b) if so, the details thereof; and

(c) the reaction of the Government thereto in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir, The news item was published in a local weekly newspaper of Kota which has a very low circulation. Therefore, this was not brought to the notice of Railway administration.

(b) and (c) There is no lack of basic medical facilities in 104 bedded Kota Divisional Hospital. This hospital has an Intensive Care Unit, working Operation Theatre and regular doctors in the field of General medicine, Surgery, Gynaecology, Ophthalmology, Orthopaedic and Paediatrics. One visiting specialist each in the field of Urology and Otolaryngology (ENT) are working in the hospital. All the basic investigation facilities are available in house and the other special investigations are being made available on a cashless basis through outsourcing. Sudha Hospital, Kota is a recognized hospital for Cardiac treatment (Super-speciality care).

[English]

Cleanliness Drive at Railway Stations

11. SHRI MILIND DEORA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have given any instructions to the Western Railway Authorities to take up the cleanliness issue on priority basis;

(b) if so, the details thereof;

(c) whether the Western Railway has appointed a private agency to improve collection and disposal of garbage across 31 railway stations in and around Mumbai city;

(d) if so, the details thereof;

(e) whether the Railways are contemplating to promote such a cleanliness drive all over India including the Western Central Railway; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Instructions have been issued to all the Zonal Railways for making further improvements in cleanliness as the year 2007-08 has been declared as 'Cleanliness Year'.

(c) to (f) Instructions have been given to all Zonal Railways for awarding of periodical contracts regarding rag picking and garbage disposal at major railway stations. However, no separate contract has been given by Western Railway to any private agency to improve collection and disposal of garbage at railway stations in and around Mumbai city.

Surveillance Technology Across the Country

12. SHRI KISHANBHAI V. PATEL:

SHRI SUGRIB SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Indian Railways proposes to upgrade its surveillance technology across the country;

(b) if so, the details thereof;

(c) the details of funds allocated for such upgradation during 2007-08, zone-wise; and

(d) the details of work related to surveillance technology completed so far in various railway zones in the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) Railway Protection force has been equipped with the Modern Security equipment like Walkie-Talkies, Hand Held Metal Detectors, Door Frame Metal Detectors, Bomb Disposal and Detection Squad, Bullet Proof Jackets, Bullet Proof Helmets, Dragon Search Lights, Commando Lights Close Circuit Televisions and Cameras etc.

More Sniffer Dogs and Tracer dogs inducted. Bomb Detection and Disposal Squads are being set up.

(c) Funds are made available for the procurement of Security equipment and upgradation/strengthening of the Railway Protection Force from appropriate heads of account like Works Programme, Machinery and Plants (M and P) head, Passenger Amenity Head etc.

(d) It is a continuous process. However, special emphasis is being given to speed up the process.

Stoppage of Through Trains at Major Terminals

13. SHRI MANORANJAN BHAKTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is mandatory for stopping of all through trains at major terminals for more than 20 minutes;

(b) if so, the reasons therefor;

(c) whether the Railways are aware that due to stopping of through trains at major terminals for more than 20 minutes causes inconvenience to passengers as well as punctuality of trains defeats its purpose; and

(d) if so, the steps taken by the Railways to review of trains more punctually for its better performance?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) Some trains stop for more than 20 minutes due to unavoidable operational necessities like precedence, availability of path, arrival of link trains, convenient arrival at the terminal station, changing of locomotives, watering of trains etc.

(d) Following steps are taken to improve punctuality of trains:—

(i) Round the clock monitoring of trains.

(ii) Planning and development of infrastructural facilities.

(iii) Improving the reliability of equipments by

preventive maintenance and quick restoration of failures.

- (iv) Regular meetings at various levels to analyse the periodical performance and corrective actions initiated.
- (v) Educating the road users for safety at level crossings.

[Translation]

Losses to Oil Companies

14. SHRI RAMJI LAL SUMAN:
SHRI RAJIV RANJAN SINGH "LALAN":

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether oil companies in the country are incurring loss on domestic sale of petrol, diesel, kerosene and LPG due to increase in the prices of crude oil in international market;

(b) if so, the details of the facts in this regard alongwith the estimated loss likely to be incurred by the said companies on the sale of said products during the period from April to September;

(c) whether the oil companies in the country have earned profit during the said period despite incurring the said loss; and

(d) if so, the profit earned by each company?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Yes, Sir. The Public Sector Oil Marketing Companies (OMCs) are incurring under-recoveries on domestic sale of petrol, diesel, PDS Kerosene and domestic LPG as retail selling price of these products have not been corresponding to the increase in the prices of crude oil and petroleum products in the international market. The average price of Indian Basket of crude oil in the international market which was US \$ 65.52 per barrel in April'07 has increased to US \$ 74.83 per barrel in Sept'07.

The gross estimated under-recoveries of OMCs on sale of sensitive petroleum products, i.e. petrol, diesel, PDS kerosene and domestic LPG during the period April-Sept.'07 are as under:—

	Rs/Crores
Under-Recovery *	April-Sept.'07 (Provisional)
Petrol	2637.87
Diesel	9911.23
PDS Kerosene	8205.37
Domestic LPG	5608.32
Total	26362.79

*Gross under-recoveries without considering oil bonds, upstream assistance and refinery discounts.

(c) and (d) Yes, Sir. The Profit After Tax (PAT) of the OMCs for the period April-Sept.'07 after taking into account the contribution from the Upstream Oil Companies and assurance of issue of oil bonds for their estimated under-recoveries during April-Sept.'07 as under:—

	Rs/Crores
Profit After Tax (PAT)	April-Sept.'07
IOC	5286.16
BPC	1230.90
HPC	766.10

**Agreement with Myanmar for
Exploration of Oil**

15. PROF. VIJAY KUMAR MALHOTRA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government of India have signed an agreement with Myanmar in regard to exploration and production of oil from oil blocks;

(b) if so, the details of the said agreement. and

(c) the details of the benefits likely to accrue to the country from the said agreement?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) ONGC Videsh Limited (OVL), the wholly owned subsidiary of Oil and Natural Gas Corporation Limited (ONGC) has recently signed Production Sharing Contracts (PSCs) for three deep water exploration blocks AD-2, AD-3 and AD-9 with 100% Participating Interest (PI) in Myanmar. The PSCs were executed with Myanmar Oil and Gas Enterprise (MOGE), Myanmar on 23rd September, 2007.

Further, OVL and GAIL (India) Limited hold 20% and 10% stake respectively each in Block A-1 and Block A-3 in offshore Myanmar.

(c) The likely benefit from the PSCs for the three deep water exploration blocks AD-2, AD-3 and AD-9 would be known only after completion of exploration programme.

Further, in Block A-1 and Block A-3 in Myanmar, the consortium has made discovery of Gas.

[English]

Accidents/Derailment/Fire in Trains

16. PROF. MAHADEORAO SHIWANKAR:

PROF. M. RAMADASS:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of accidents/derailment/fire in trains, including goods trains occurred since August, 2007 alongwith reasons therefor, accident-wise;

(b) the number of persons killed/injured alongwith of railway properties and compensation/ex-gratia to victims, accident-wise;

(c) the details of inquiries ordered into such accidents, their findings and the action taken thereon; and

(d) the steps taken by the Railways to check train accidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) There have been 50* consequential train accidents on Indian Railways during the period from August to October, 2007, in which 21* persons lost their lives. Loss of railway property on account of these accidents has been estimated to be Rs. 6.0 crore (approx.). A sum of Rs. 1.16 lakh (approx.) has been paid as ex-gratia in cases where admissible. Compensation, however, is payable after the claim cases are filed and awarded by the Claims Tribunals.

Out of these 50* accidents, 3 cases are being enquired into by the respective Commissioners of Railway Safety, and in case of remaining 47, departmental inquiry committees were constituted. Depending upon findings of the inquiry reports, so far finalized, action as warranted is in progress including punitive action under Discipline and Appeal Rules against those found responsible. Accident-wise details are given in the enclosed statement.

(d) All possible steps are undertaken on a continuing basis to prevent accidents. These measures include timely replacement of over-aged assets, adoption of suitable technologies for up-gradation and maintenance of track, rolling stock, signaling and interlocking systems, safety drives and inspections at regular intervals to monitor and educate staff for observance of safe practices. As a result, there has been a declining trend in the number of accidents from 473 in 2000-2001 to 234 in 2005-2006 and further to 195 in 2006-07. In the current financial year, from April 2007 to October 2007, the number of consequential train accidents has been 121 as against 138 during the corresponding period of last year.

*Figures are provisional.

Statement

Sl. No.	Date of Accident	Type of Accident	Railway	Section	Train No.	Brief Particulars	Casualty	
							Killed	Injured
1	2	3	4	5	6	7	8	9
1.	01-08-07	Derailment	South Central	Vijayawada- Gudur	5228 Exp.	Front SLR Derailed by front trolley		
2.	04-08-07	Miscellaneous	North Western	Chittorgarh-Ajmer	2595 Exp.	PWI push trolley dashed with train.	1	3
3.	05-08-07	Unmanned Level Crossing	Eastern	Katwa-Bardman	288 Pass.	One loaded truck dashed against train.	1	18
4.	05-08-07	Derailment	North Eastern	Malani-Gonda	194 Pass.	Train engine and front SLR derailed by all wheels.		
5.	06-08-07	Unmanned Level Crossing	Northern	Pathankot-Amritsar	10 Pass.	One Jeep dashed against train	3	6
6.	07-08-07	Derailment	North Central	Kanpur-Tundia	2308 Exp.	Multi Diesel Loco, One GS and one SLR capsized and two coaches derailed by one trolley.		31
7.	08-08-07	Derailment	East Coast	Talcher-Sambalpur	8452 Exp.	Five Coaches derailed.		
8.	13-08-07	Derailment	Northern	Nangal Dam-Sirhind	2 UNS Pass.	Front motor coach derailed by rear trolley.		
9.	16-08-07	Unmanned Level Crossing	Southern	Dindigul-Tiruchchirapalli	RJSC Goods	One lorry dashed against train.	1	
10.	20-08-07	Derailment	South Eastern	Bundamunda-Hatia	BCN/TOPSY Goods	6 BCN derailed and capsized.		

	1	2	3	4	5	6	7	8	9
11.	21-08-07	Derailed	South East Central	Durg-Gondia	BCN/GVG Goods	Two wagons derailed and two wagons capsized.			
12.	25-08-07	Derailed	Central	Igatpur-Kalyan	TR/OTE Goods	9 Wagons derailed.			
13.	27-08-07	Miscellaneous	Northern	Delhi-Bhatinda	2137 Exp.	One road trailer loaded with container fell down from ROB.			5
14.	31-08-07	Derailed	East Coast	Koraput-Kirandul	KNBL/40-HP-7 Goods	9 BOY loads derailed.			
15.	01-09-07	Derailed	North East Frontier	Malda Town-Barsoi	KNE Goods	16 wagons derailed and capsized			
16.	03-09-07	Derailed	Western	Ratlam-Chittaurgarh	LHM Goods	13 BOXN capsized and 2 BOXN derailed			
17.	04-09-07	Unmanned Level Crossing	South Western	Bellary Jn.-Rayadurg	251 Pass.	One Lorry dashed against train.		3	1
18.	06-09-07	Derailed	Western	Gandhidham-Samakhiali, Jn.	9032 Exp.	One coach derailed by train two wheels.			
19.	10-09-07	Derailed	North Western	Lalgarh-Phalodi	4702 Exp.	Front three wheels of train engine derailed.			
20.	11-09-07	Derailed	East Coast	Koraput-Kirandul	VZP/2/32 Goods	One wagon derailed and one wagon capsized.			
21.	11-09-07	Unmanned Level Crossing	Western	Dhasa-Jaitaisar	302 Pass.	One Manuti Car dashed against train.		2	4
22.	15-09-07	Derailed	North Western	Sadulpur-Hisar	2 HS Pass.	One wagon derailed.			
23.	16-09-07	Unmanned Level Crossing	South Western	Mysore-Hassan	268 Pass.	One Auto Rickshaw dashed against train.		1	1

24.	16-09-07	Derailment	North Eastern	Chhapara-Gorakhpur	NGC Goods	8 BCN derailed including 4 wagons capsized.	
25.	18-09-07	Derailment	South Western	Vasco-Da Gama-Londa	P-64 Goods	One wagon derailed	
26.	19-09-07	Derailment	North East Frontier	Dibrugath Town-New Tinsukia-Ledo	NTKS Goods	Train engine and 6 BCN derailed.	
27.	22-09-07	Manned Level Crossing	North Western	Jaipur-Bandikui	2987 Exp.	One Tractor trolley dashed against train.	1
28.	23-09-07	Derailment	South Western	Londa-Vasco-Da Gama	GRR-39 Goods	One BOXN derailed.	
29.	24-09-07	Fire	Western	Vadodara-Bharuch	9038 Exp.	Fire in five coaches, UP and DN OHE damaged.	
30.	24-09-07	Derailment	Northern	Lucknow-Sultanpur-Varanasi	2332 Exp.	Train engine derailed.	
31.	28-09-07	Derailment	North Central	Ghaziabad-Tundla	AD-4	One Motor Coach derailed.	
32.	29-09-07	Derailment	South Western	Bellary-Hospet	ER-450 Goods	3 Wagons derailed.	
33.	30-09-07	Derailment	East Central	Gaya-Patna	572 MEMU	One coach derailed.	
34.	03-10-07	Unmanned Level Crossing	Southern	Dindigul-Karur	6340 Exp.	One Matador Van dashed against train.	1 2
35.	03-10-07	Manned Level Crossing	Northern	Rajpura-Dhuri	4711 Exp.	One truck dashed against train.	1 3
36.	06-10-07	Derailment	Northern	Lucknow-rai-bareilly	4258 Exp.	13 Coaches derailed.	
37.	12-10-07	Unmanned Level Crossing	North Eastern	Mau-Varanasi	4005 Exp.	One Van dashed against train	1 2
38.	13-10-07	Derailment	North Western	Bikaner-Suratgarh	BOXN Goods	35 BOXN derailed	

1	2	3	4	5	6	7	8	9
39.	13-10-07	Derailment	Northeast Frontier	New Bangaigaon-New Cooch	JNK Goods	16 wagons derailed.		
40.	15-10-07	Derailment	North Central	Manikpur-Banda	BAD Goods	3 wagons derailed.		
41.	17-10-07	Derailment	Northern	Barabanki-Faizabad	VSKP-FD Goods	13 wagons derailed.		
42.	17-10-07	Unmanned Level Crossing	South East Central	Nagpur-Ramtek	1 RN Pass.	One Truck dashed against train.	2	
43.	17-10-07	Derailment	South Eastern	Chandil-Anara	BCX Spl. BPC Goods	One BCX derailed.		
44.	18-10-07	Fire	North Central	Kanpur-Allahabad	2560 Exp.	Rear SLR caught fire.		
45.	18-10-07	Derailment	Central	Pune-Lonawala	L-4 Suburban Pass.	One Motor Coach derailed.		
46.	19-10-07	Derailment	South Western	Londa-Vasco-Da Gama	RNJP-SVV Goods	5 wagons derailed.		
47.	20-10-07	Derailment	South Eastern	Murl-Chandil	EDZK/ES Goods	3 wagons derailed.		
48.	22-10-07	Derailment	East Central	Garwa Road-Chopan	Tank Empty Goods	2 wagons derailed and 6 wagons capsized.		
49.	24-10-07	Derailment	West Central	Maksi-Guna	4309 Exp.	10 coaches derailed by all wheels.		
50.	31-10-07	Unmanned Level Crossing	West Central	Kota-Chittaurgarh	JHS Goods	One Tractor dashed against train.	1	1
Total							21	77

Sl. No.	Date of Accident	Cost of Damage	Ex-gratia/Compensation	Prima facie cause of accident	Type of inquiry.	Findings/Outcome	Responsibility	D and AR Action taken
1	2	10	11	12	13	14	15	16
1.	01-08-07			Ballast on track.	Departmental	Excess ballast on track while unloading	(i) JE/Pway and (ii) Gangmate	(i) Withholding of increment for one year. (ii) Withholding of one set of Pass and PTQ in 2007.
2.	04-08-07	40000		Failure of Railway staff	Departmental	Failure of Railway staff	SSE/Pway, Driver Trolleyman	Under process
3.	05-08-07	105000	46000	Negligence of road user.	CRS	Negligence of road user.	Road user.	Not applicable.
4.	05-08-07	5000		Stack guage	Departmental	Failure of Railway staff	JE/Pway and SSE/Pway	Under process
5.	06-08-07	500		Negligence of road user.	Departmental	Negligence of road user.	Road user.	Not applicable.
6.	07-08-07	4300000	64500	Failure of Railway staff	CRS	Awaited	—	—
7.	08-08-07	1000000		Rail Fracture	Departmental	Failure of Railway staff	Engg. Deptt. of Sambalpur Division	Under process
8.	13-08-07	410000		Embankment gave away due to heavy rains.	Departmental	Failure of Railway staff	SE/Pway, Gang mate, petrolman	Under process

1	2	10	11	12	13	14	15	16
9.	16-08-07	592588		Negligence of road user.	Departmental	Negligence of road user.	Road user.	Not applicable
10.	20-08-07	8580000		Drop of wheel on outer side of 4 degree curve and tell tale marks of deep rail burn	Departmental	Failure of Railway staff	Loco pilot and Astd. Loco pilot	Under process
11.	21-08-07	2050000		Rail fracture	Departmental	Failure of Railway staff	Staff of Engg. Dept.	Under process
12.	25-08-07	50000		Track and Wagon defect	Departmental	Failure of Railway staff	Engg. and Mech. staff	Under Process
13.	27-08-07	225000		Failure of other than Railway staff	Departmental	Negligence of road user.	—	—
14.	31-08-07	6440821		Slack Gauge	Departmental	Failure of Railway staff	SE/Pway	Under process
15.	01-09-07	7954550		Rail fracture	Departmental	Awaited	—	—
16.	03-09-07	4500000		Over loading	Departmental	Failure of other than Railway staff	Private Contractor (M/s. Virmani Cement Pvt. Ltd.)	Not applicable.
17.	04-09-07			Negligence of road user.	Departmental	Negligence of road user.	Road user.	Not applicable
18.	06-09-07	240000		Sinkage of track and entanglement with released rails.	Departmental	Failure of Railway staff	SSE/Pway	Under process
19.	10-09-07	17750		Weld failure	Departmental	Failure of Railway staff	SSE/Pway and Loco Pilot	Under process

20.	11-09-07	1614252	Uneven loading	Departmental	Failure of other than Railway staff	Private Contractor (M/s. Bagadia Brothers Pvt. Ltd.)	Not applicable.
21.	11-09-07		Negligence of road user.	Departmental	Negligence of road user.	Road user	Not applicable.
22.	15-09-07	190650	Wagon and Track defect	Departmental	Failure of Railway staff	JE/Pway and Sr. Technician (C and W)	Under process
23.	16-09-07		Negligence of road user.	Departmental	Negligence of road user.	Road user	Not applicable.
24.	16-09-07	1908201	Driver's fault.	Departmental	Failure of Railway staff	1. Loco Pilot, 2. Asstt. Loco Pilot, 3. Guard.	Loco Pilot-removed from service, rest under process.
25.	18-09-07		Lifting or rear trolly wheel of empty wagon	Departmental	Awaited	—	—
26.	19-09-07	650020	Dashing of NTKS Goods with dip lorries.	Departmental	Awaited	—	—
27.	22-09-07	6000	Gate opened without permission of ASM on duty.	Departmental	Awaited	—	—
28.	23-09-07		Due to lifting of wheels at the crossing portion of point no. 4-A	Departmental	Awaited	—	—
29.	24-09-07	4698700	Under investigation	CRS	Awaited	—	—
30.	24-09-07		Tree fallen on track	Departmental	Awaited	—	—

1	2	10	11	12	13	14	15	16
31.	28-09-07	102000		Breakage of upper hanger pin during running of train.	Departmental	Failure of Railway staff	EMU Car shed staff.	Under process
32.	29-09-07			Push road of rear trolley of one wagon broken and got entangled with rear trolley of another wagon.	Departmental	Awaited	—	—
33.	30-09-07			Track defect	Departmental	Failure of Railway staff	JE/Pway	Under process
34.	03-10-07	18644		Negligence of road user.	Departmental	Negligence of road user.	Road user.	Not applicable.
35.	03-10-07	57000		Gateman opened gate without permission of Station Master.	Departmental	Failure of Railway staff	Gateman	Under process
36.	06-10-07			Fracture of Fish Plate	Departmental	Awaited	—	—
37.	12-10-07			Negligence of road user.	Departmental	Negligence of road user.	Road user.	Not applicable.
38.	13-10-07			Under Investigation	Departmental	Awaited	—	—
39.	13-10-07	4186535		Hot Axle	Departmental	Awaited	—	—
40.	15-10-07	895000		Breakage of shackle pin of one wagon	Departmental	Awaited	—	—
41.	17-10-07			Broken Jaw of rear trolley of wagon no. SE 37457.	Departmental	Awaited	—	—

42. 17-10-07	203623	Negligence of road user.	Departmental	Negligence of road user.	Road user.	Not applicable.
43. 17-10-07	990000	Hot Axle	Departmental	Failure of Railway staff	Work shop staff Southern Railway	Under process
44. 18-10-07	635000	Under Investigation	Departmental	Awaited	—	—
45. 18-10-07	20000	Cattle run over	Departmental	Obstruction due to cattle run over.	—	—
46. 19-10-07		4th wagon from train engine had taken two roads at the nose of the crossing of point no. 4-A.	Departmental	Awaited	—	—
47. 20-10-07	815000	Overspeeding on 1 in 200 down gradient and 2.5 degree curve. Unacceptable super-elevation and variation of versine.	Departmental	Failure of Railway staff	JE/C and W	Under process
48. 22-10-07	3129000	Over speeding and Track defect	Departmental	Failure of Railway staff	Staff of C and W Dept. and PWI	Under process
49. 24-10-07	3460000	Rail fracture	Departmental	Awaited	—	—
50. 31-10-07		Negligence of road user.	Departmental	Negligence of road user.	Road user.	Not applicable.
Total						
	60084834					116500

**Committee on Economic Backwardness
of OBCs**

17. SHRI ANANDRAO VITHOBA ADSUL:
SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI BHAILAL:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has set up any Committee to study the economic backwardness of some of the Other Backward Class (OBC) communities, especially those living in rural areas and depending upon the traditional occupations/artisanship;

(b) if so, whether the said Committee has submitted its report to the Government; and

(c) if so, the findings thereof and the follow-up action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) No, Sir. However, the Government of India has constituted a Commission to consult the State Governments/Union Territories and others and work out the modalities so as to give effect to the proposed reservation for Economically Backward Classes (EBCs) not covered by the existing reservation policy.

(b) and (c) Do not arise.

Nutan Deep Scheme in Orissa

18. SHRI SUGRIB SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has launched the Nutan Deep Scheme in Orissa;

(b) if so, the details in this regard;

(c) the salient features of Nutan Deep Scheme;

(d) the names of the districts identified for implementation of said scheme; and

(e) the criteria fixed for selection of districts under the said scheme?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) No, Sir.

(b) to (e) Do not arise.

[Translation]

Kota Airport

19. SHRI SUBHASH MAHARIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Union Government has received requests from the State Government of Rajasthan to shift Kota Airport at any other place outside the city;

(b) if so, the details alongwith the progress of action taken by the Union Government in this regard; and

(c) the other steps taken/proposed to be taken by the Union Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) The State Government of Rajasthan has proposed for establishment of a new Greenfield airport at Kota for operation of A-321/B 737-800 type of aircraft. For this the State Government has identified a site 4 km. x 1 km. (approx.) around 30 km. from the city. Taking into account the future requirements, airports Authority of India (AAI) have projected the requirement of additional land to the State Government. Further action will be initiated after the response of State Government is received.

[English]

**Cooperation between SAIL and
M/s. Arcelor Mittal**

20. SHRI BASUDEB ACHARIA: Will the Minister of STEEL be pleased to state:

(a) whether the Steel Authority of India Ltd. (SAIL) has taken initiative to tie up with M/s. Arcelor Mittal for cooperation in technical, research and development and in other areas; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) and (b) So far no decision has been taken for a tie-up with Arcelor Mittal. However, the Steel Sector in India has to meet the challenges of international competition, ranging across areas like access to raw materials, modern technology and the marketing of value-added products. SAIL is therefore, open to the possibility of strategic tie-ups with the world's major steel companies in select areas including technical development and R and D.

Excavation and Drilling in Cochin-High

21. SHRI P.C. THOMAS: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether any drilling operations are taking place in Cochin-High;

(b) if so, the details thereof; and

(c) the present status of drilling in Cochin-High?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Under the PSC Regime, 17 exploratory blocks have been awarded in the Kerala-Konkan Basin Offshore Area. So far, two exploratory wells have been drilled. Both the wells were found to be dry.

Currently no exploratory drilling activity is taking place in the blocks awarded in the Kerala-Konkan Basin under the PSC Regime.

Introduction of Suburban Trains in Kerala

22. SHRI VARKALA RADHAKRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Southern Railway has proposed introduction of suburban trains in Kerala; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

Minority Concentrated Districts

23. SHRI M. SREENIVASULU REDDY: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Union Government has declared a total number of 90 as Priority Minority Concentration Districts for grant of financial assistance;

(b) if so, whether it is also a fact that not even a single District has been declared as Priority Minority Concentration Centre in Andhra Pradesh where sizeable population of minority community lives;

(c) if so, the reasons therefor; and

(d) the reaction of the Union Government in this regard?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) to (d) 90 minority concentration districts have been identified based on Census 2001 data of minority population and backwardness parameters of a district like literacy rate, female literacy rate, work participation rate, female work participation rate and percentage of households with pucca walls, safe drinking water, electricity and water-closet latrines. No district in Andhra Pradesh satisfies the twin criteria of having both a substantial population of minorities and relative backwardness of the district in terms of socio-economic and basic amenities parameters vis-a-vis the national averages.

[Translation]

Increased In Dependence on Import of Crude Oil

24. SHRI SUBHASH SURESHCHANDRA DESHMUKH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether keeping in view the consumption of petroleum products and to meet the requirement of oil refineries the supply of crude oil is likely to depend more on its import in the coming years;

(b) if so, the anticipated percentage of dependence during the coming five years; and

(c) the increase in the percentage of dependence in comparison to the percentage of dependence at present?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) The dependence on imported crude oil by the oil refining companies is projected to increase from 78.7% at present (2006-07) to 86.9% in the terminal year (2011-12) of the 11th Five Year Plan. It has been assumed that the current level of domestic crude oil processing by refineries at 30.16 MMT will remain unchanged during the period.

Training to Unemployed Handicapped Youths

25. SHRI PUNNULAL MOHALE: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the number of unemployed handicapped youth in the country as on date State/UT-wise;

(b) whether there is any scheme to impart training to the unemployed handicapped youth in regard to setting up of small-scale industries in the country;

(c) if so, the details thereof; and

(d) the amount allocated alongwith number of unemployed handicapped youth benefited under the scheme during each of the last three years and the current year State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) According to NSSO, 2002 survey 1.2% disabled persons in urban areas and 0.6% disabled persons in rural areas are unemployed. Thus, 1.65 lakhs disabled persons are unemployed. State/UT-wise information is not available.

(b) to (d) Financial assistance in the form of grant, for skill and entrepreneurial development training of disabled persons, to set up small industrial units is

provided by National Handicapped Finance and Development Corporation through State Channelising Agencies (SCAs). The scheme was introduced last year and an amount of Rs. 1.22 lakhs benefiting 60 disabled persons and Rs.1.71 lakhs benefiting 40 disabled persons was disbursed to Karnataka and Rajasthan respectively. No separate allocation is made for the scheme and funds are provided based on the demands projected by the SCAs.

Facilities for Vaishno Devi Pilgrims

26. SHRI RAMDAS ATHAWALE: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government and the State Government of Jammu and Kashmir bear any expenditure for providing facilities to Vaishno Devi pilgrims;

(b) if so, the year-wise details of the expenditure incurred during last three years and till date;

(c) the number of the pilgrims benefited during the above mentioned period;

(d) the details of the facilities provided to pilgrims by the Government;

(e) whether there is any proposal of the Government to provide more facilities to the pilgrims; and

(f) if so, the details thereof and the estimated expenditure thereon?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (f) Identification of places of tourist interests/spots including pilgrimage places is primarily the responsibility of the State Governments. However, the Ministry of Tourism, Government of India provides funds on the basis of project proposals prioritized for grants of Central Financial Assistance every year for tourism infrastructure/development after detailed consultations with State Governments/UT Administrations and subject to availability of funds under the respective head during a specific year. The Ministry of Tourism, Government

of India had sanctioned Rs. 125.00 lakh for construction/improvement of drainage in Katra during 2003-04.

The Government of Jammu and Kashmir established Shri Mata Vaishno Devi Shrine Board. This Board undertakes developmental activities like construction of path and railings to the Shrine, accommodation, wayside amenities, toilets, sanitation, eating places etc.

The number of Tourist visiting Vaishno Devi for the last three years are as follows:—

Year	Tourist arrivals
2004	6109895
2005	6251998
2006	6950573
2007 (till August)	4700080

[English]

PSEs under BRPSE

27. DR. M. JAGANNATH: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the number of sick Public Sector Enterprises (PSEs) that have been referred to the Board for Reconstruction of Public Sector Enterprises (BRPSE) as on March 31, 2007;

(b) the number of sick PSEs in respect of which BRPSE has recommended for revival and rehabilitation package; and

(c) the number of sick PSEs that have been restructured and rehabilitated and made re-operational as on June 30, 2007?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) Till 31st March 2007, proposals of 56 Central

Public Sector Enterprises (CPSEs) have been referred to Board for Reconstruction of Public Sector Enterprises (BRPSE) for its consideration.

(b) Till 30th September, 2007, BRPSE has recommended revival of 44 CPSEs. In addition, BRPSE has also recommended to the Government to accord 'in principle' approval for reversal of its earlier decision to close the units of Fertilizer Corporation of India Ltd. (FCIL) and Hindustan Fertilizer Corporation Ltd. (HFCL) so as to explore various options for their revival.

(c) The Government have approved revival/restructure of 26 CPSEs till 30th June 2007, In addition, Government have also decided 'in principle' to examine the possibility of revival of FCIL and HFCL subject to the confirmed availability of Gas.

[Translation]

Railway Stations Having ISO 9000 and ISO 14000 Certificates

28. SHRI SUBHASH MAHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway Stations in the country having ISO 9000 and ISO 14000 certificates;

(b) the details of the parameters laid down for such certifications;

(c) whether Jaipur, Kota and other railway stations in Rajasthan are likely to be conferred the said certifications;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) The information is being collected and will be laid on the Table of the Sabha.

[English]

Stone Age Paintings

29. SHRI L. RAJAGOPAL: Will the Minister of CULTURE be pleased to state:

(a) whether several paintings belonging to stone age have been found in Kurnool and Anantpur districts of Andhra Pradesh;

(b) if so, the details thereof; and

(c) the steps taken by the Government for proper maintenance and preservation of these paintings?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) Several paintings belonging to the stone age have been found in places like Adoni, Bollaram, Kaluvabugga, Kethavaram, Lanjabanda in district Kurnool and Buddagavi, Enugugavi, Murahanda, Nallamada, Tenagal and Velpumadugu in district Anantpur of Andhra Pradesh. Out of these sites only, Kethavaram is under the protection of Government of Andhra Pradesh.

Reservation Policy in VO's/NGOs

30. SHRI IQBAL AHMED SARADGI: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Voluntary Organizations receiving grants from the Ministry hardly stick to the norms of giving reservation quota to Scheduled Castes (SCs) and Other Backward Classes (OBCs) candidates while employing manpower in any project funded by the Ministry;

(b) if so, whether the Ministry does not have any data of number of SCs and OBCs candidates employed by the NGOs having received assistance under the scheme of free coaching for SCs and OBCs candidates;

(c) if so, whether the NGOs exclusively working for the welfare of OBCs to do not furnish details to the Ministry in this regard; and

(d) if so, the reaction of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (d) The General Financial Rules, 2005 provide for reservation for

Scheduled Castes, Scheduled Tribes and Other Backward Classes in post and services under Non-Governmental Organisations/Voluntary Organisations that meet the following criteria, as a pre condition to sanction of grant in aid:—

(i) It employs more than 20 persons on a regular basis and at least 50% of its recurring expenditure is met from Grants in Aid from Central Government; and

(ii) The body is a registered society or a cooperative institution and is in receipt of a general purpose annual grant in aid of Rs. 20 lakh and above from the Consolidated Fund of India.

The above provisions of GFR are incorporated in the conditions under which grants are given to NGOs, wherever applicable.

The NGOs desirous of receiving grant in aid for continuation of their projects under various schemes from this Ministry are also required to furnish the details about employment of SCs/OBCs in their organization.

Automatic Ticket Vending Machines

31. SHRI S.K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to instal Automatic ticket Vending Machines at major railway stations in the country;

(b) if so, the details thereof and the estimated cost of installation of each Ticket vending machine;

(c) whether it is proposed to rope in private companies for installing the same by providing advertisement space to them;

(d) if so, the details thereof; and

(e) the time by which the Automatic Ticket Vending Machines are likely to be installed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. Initially

a work for 300 Automatic Ticket Vending Machines (ATVMs) was sanctioned for Mumbai area. Subsequently 450 more ATVMs were sanctioned for other railways. So far 117 ATVMs have been made functional in Mumbai area and 33 more will be commissioned shortly. Further works for installation of 5594 more ATVMs, covering all A, B, C and D category stations of Indian Railways, have been included in Annual Budget 2007-08. Average cost for an ATVM equipment is approximately Rs. 1.50 lacs.

(c) and (d) Yes, Sir. 5594 ATVMs are proposed to be installed through Public Private Partnership (PPP) model subject to suitable partners being available.

(e) ATVMs are likely to be installed in a phased manner by March' 2009.

Food Processing Industries in Karnataka

32. SHRI G.M. SIDDESWARA: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the total number of food processing industries in the country including Karnataka during the last three years;

(b) whether the Government has sanctioned any new projects in the current fiscal year;

(c) if so, the details thereof; and

(d) the number of projects applications received/sanctioned/rejected and pending during the last three years, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) Ministry of Food Processing Industries extends financial assistance in the form of grants-in-aid to implementing agencies/entrepreneurs for Technology Upgradation/Modernization/Establishment of Food Processing Units. Food Processing Industries are both in organized and unorganized sectors and as such the data on the number of food processing units in the country is not centrally maintained. However, during the last three years, applications received for financial assistance for setting up/modernization/technology upgradation of food processing industries by the Ministry, including Karnataka, are as follows:—

Year	No. of food processing industries
2004-05	1139
2005-06	704
2006-07	644

(b) and (c) The Government has approved release of grant of Rs. 53.62 crores during 2007-08 (upto 14-11-2007) for various projects for Setting up/Modernization/Technology Upgradation

(d) A statement indicating number of project applications received/approved/pending/rejected during the last three years, State-wise is given in enclosed.

Statement

Number of Project Applications Received/Approved/Pending/Rejected during the last three years, State-wise

Sl. No.	State/UT	Received	Approved	Pending	Rejected
1.	Jammu and Kashmir	39	13	22	1
2.	Himachal Pradesh	50	23	18	0
3.	Punjab	74	68	21	5

Sl. No.	State/UT	Received	Approved	Pending	Rejected
4.	Chandigarh	3	1	1	1
5.	Uttarakhand	61	30	30	1
6.	Haryana	87	49	23	6
7.	Delhi	80	48	17	5
8.	Rajasthan	123	48	52	19
9.	Uttar Pradesh	174	124	58	16
10.	Bihar	37	10	15	3
11.	Sikkim	3	2	1	0
12.	Arunachal Pradesh	6	1	6	0
13.	Nagaland	32	3	21	3
14.	Manipur	14	4	7	1
15.	Mizoram	6	0	3	1
16.	Tripura	3	2	0	0
17.	Meghalaya	6	4	1	0
18.	Assam	63	32	28	4
19.	West Bengal	150	89	50	10
20.	Jharkhand	34	16	14	2
21.	Orissa	61	32	13	8
22.	Chhattisgarh	23	13	8	0
23.	Madhya Pradesh	102	50	46	8
24.	Gujarat	116	46	50	7
25.	Daman and Diu	1	0	1	0
26.	Maharashtra	390	204	163	22
27.	Andhra Pradesh	239	104	102	25
28.	Karnataka	163	76	75	9
29.	Goa	10	5	5	2

Sl. No.	State/UT	Received	Approved	Pending	Rejected
30.	Lakshadweep	1	0	1	0
31.	Kerala	104	69	32	2
32.	Tamil Nadu	228	127	79	24
33.	Pondicherry	1	5	0	0
34.	Andaman and Nicobar Islands	3	0	0	3
All India		2487	1298	963	188

[Translation]

Fund for Railway Colonies

33. SHRI RAGHUVeer SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the amount have been sanctioned/ released for new construction, maintenance and development in the Railway colonies particularly for North-West and West-Central Railways;

(b) if so, the details thereof; zone-wise;

(c) whether the Railways have decided to provide facilities like shopping complex etc. in these colonies;

(d) if so, the details thereof; and

(e) the time by which the said work is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. Amounts for construction of new quarters are sanctioned under Plan Head '51' and amounts for maintenance/ improvement/development in railway quarters are sanctioned under Plan Head '52'. Zone-wise details of sanctioned amount under Plan Head '51' and Plan Head '52' for the year 2007-08 is given in the enclosed statement.

(c) No, Sir.

(d) and (e) Do not arise.

Statement

Zone-wise details of sanctioned amount under Plan Head '51' and Plan Head '52' for the year 2007-08 is as under

Figure in thousands of Rupees

Railway/Production Units	Amount sanctioned under Plan Head '51'	Amount sanctioned under Plan Head '52'
1	2	3
Chittaranjan Loco Workshop	5000	4572
Central	105864	80157

1	2	3
Diesel Loco Workshop	00	28535
East Coast	154065	145631
East Central	147782	140914
Eastern	58419	197291
Integral Coach Factory	17451	44578
Northern	67500	103000
North Central	43617	28600
North Eastern	21600	52000
Northeast Frontier	194853	320091
North Western	90062	208033
Rail Coach Factory	10320	44265
Rail Wheel Factory	9000	00
South Central	215837	124833
South Eastern	15500	72000
South East Central	138828	154094
Southern	77000	102460
South Western	92669	129446
West Central	16642	23500
Western	123000	56000
Total	1605000	2060000

[English]

Sixth Natural Gas Conference

34. SHRI ADHIR CHOWDHURY:

SHRI UDAY SINGH:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Sixth Natural Gas Conference was held in Doha recently; and

(b) if so, the details of the discussions held in the conference and the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) The 8th Doha Conference on

Natural Gas was held from October 29 to November 1, 2007. The issues discussed in the conference were Global Natural Gas Demand and Supply, Changing Dynamism of Natural Gas and Liquefied Natural Gas (LNG) Industry, Monetizing natural gas, Health, Safety, Security and Environmental issues, Gas to liquids, Emerging technologies, LNG shipping, etc. Based on deliberations during the conference, ties among oil and gas industry members were strengthened for further co-operation and synergy.

**Expenditure incurred on Indo-Iran
Gas Pipeline**

35. SHRI EKNATH MAHADEO GAIKWAD: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the total expenditure likely to be incurred on Indo-Iran gas pipeline project.

(b) whether Iran demanded for inclusion of a clause for a revision in the price of natural gas every three years;

(c) if so, the response of the Government thereto; and

(d) the time by which the work of the pipeline is likely to be started and the target date of completion of the project?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) As per present indications, the stretch of pipeline in Iran and Pakistan would be constructed by the respective countries. India would have to pay transportation fee, apart from transit fee, for passage of natural gas through Pakistan.

The expenditure by India for the IPI pipeline project would be consultancy expenses related to legal, financial and technical matters and also for the construction of pipeline in the territory of India.

(b) and (c) During the fifth tripartite Joint Working Group meeting held between India Pakistan and Iran at Tehran during May 29-30, 2007, Iran sought introduction

of price revision clause. The issue needs to be discussed further between India and Pakistan, so as to have a common position on the subject. It is proposed to hold bilateral discussion between India and Pakistan before a trilateral meeting.

(d) Such multilateral projects involve protracted discussions, as all the aspects have to be carefully examined and deliberated upon to the satisfaction of the participating countries to protect each country's interests as also to avoid any future problems in the successful operation of the project.

[Translation]

**An Agreement with China Regarding
Freight Corridor Project**

36. SHRI KAILASH NATH SINGH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to sign/enter into an agreement with China in regard to construction of Railway freight corridor in the country;

(b) if so, the details thereof; and

(c) the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

[English]

Air Travel Fare

37. SHRI JASUBHAI DHANABHAI BARAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Air Travel Fare in India is currently about 65 per cent costlier than the average international price;

(b) if so, the facts and reasons for the same;

(c) whether the Government has taken any steps to bring this fare at par with international prices; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Sir. Fares on international routes are primarily established through International Air Transport Association (IATA) Tariff Conference. However, due to market forces like demand and supply, seasonality etc. The fares quoted in the market are much lower than the IATA fares. There are frequent upward and downward movements of market fares in response to the market needs. With the advent of several low cost carriers, reasonable domestic air fares are available.

(c) and (d) The Government does not regulate air travel fare both in the international and the domestic sectors.

[Translation]

Removal of Vendors from Railway Stations

38. SHRI SANTOSH GANGWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the local vendors are being removed from the railway stations and contract is being given to the Indian Railway Catering and Tourism Corporation (IRCTC);

(b) if so, the reasons therefor;

(c) the alternate arrangement being made by the Railways for the vendors who have lost their source of livelihood; and

(d) the steps being taken in regard to the local vendors who are on strike at some places?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Government of India decided in 1999 to hive off the catering services of the Indian Railways to Indian Railway Catering and Tourism Corporation (IRCTC), a wholly owned company of Indian Railways. As mandated, IRCTC is awarding catering contracts a major stations under tender system through competitive bidding. As per extant policy, the

existing licensees are also eligible to participate in the tender system.

[English]

Slow Pace of Gauge Conversion

39. SHRI S. AJAYA KUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the gauge conversion projects are running late across the country;

(b) if so, the details thereof;

(c) whether the Palghat/Pollachi and Madurai-Kollam gauge conversion works, commenced long ago, are yet to be completed;

(d) if so, the reasons for delay; and

(e) the steps taken to expedite the work on projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) The gauge conversion works are progressing as per availability of resources and efforts are being made to convert majority of the Meter Gauge lines into Broad Gauge during the 11th Plan Period.

(c) to (e) Dindigul-Pollachi-Palghat gauge conversion was included last year only i.e. 2006-07. On Madurai to Kollam (Quilon) (267 Kms.), a Broad Gauge line already exists between Madurai and Virudhunagar (43 Kms.) and the gauge conversion of Virudhunagar-Kollam (Quilon) (224 Kms.) has been taken up as a part of Quilon-Tirunelveli-Tiruchendur and Tenkasi-Virudhu-nagar gauge conversion (357 Kms.) project included in Budget 1997-98. Out of 224 Kms, 130 Kms from Virudhunagar to Sengottai via Tenkasi is already completed and Kollam (Quilon) to Punalur (46 Kms.) is targeted for completion during 2007-08. Punalur to Sengottai (48 Kms.) is a Ghat section for which feasibility of using the existing Meter Gauge alignment and tunnels for Broad Gauge operations are being examined so as to avoid large scale acquisition of forest land.

[Translation]

**Profit of Oil Companies Due to
Rise in Value of Rupee**

40. DR. CHINTA MOHAN:

SHRI RAMJI LAL SUMAN:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether several public sector oil companies engaged in oil trade have grossed additional profit due to rise in the value of rupee;

(b) if so, the names of such companies;

(c) the company-wise, break-up of additional profit earned by each oil company since September 2007 due to rising value of rupee; and

(d) the extent of margin added to the total profit margin of the companies due to rise in the value of rupee?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (d) Three Public Sector Oil Marketing Companies namely, Indian Oil Corporation Limited (IOCL), Bharat Petroleum Corporation Limited (BPCL) and Hindustan Petroleum Corporation Limited (HPCL), are engaged in international oil trade. The Profit Before Tax (PBT) and exchange variation gain for the period April to September, 2007 due to appreciation of rupee vis-a-vis the dollar is as under:—

	Rs. (Crore)	
	Profit Before Tax	Exchange Variation Gain
IOC	7490	966
BPC	1864	304
HPC	1150	264

[English]

**Cut in LPG Production by
Reliance Industries Ltd.**

41. SHRI C.K. CHANDRAPAN:

SHRI GURUDAS DASGUPTA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Reliance Industries Ltd. (RIL) is expected to cut LPG production at its Jamnagar refinery from mid-2008 following the grant of Export-Oriented Unit (EOU) status to the refinery;

(b) if so, the expected shortage of LPG in the country thereby and the steps being taken to maintain the availability of LPG for domestic use in the country; and

(c) the reasons for granting EOU status RIL's refinery when the country is facing shortage of LPG?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Reliance Industries Limited (RIL) has informed that following the grant of EOU status to their existing refinery at Jamnagar, there is a plan to reduce LPG production to around 1.6 MMTPA from mid-2008. The deficit between demand and indigenous production of LPG is met through regular imports being done by the Public Sector Oil Marketing Companies (OMCs). Further, with the delicensing of the refinery sector since June 1998, capacity addition is being planned in the country, both by the public and private sector companies by the end of XIth Plan to meet the demand for petroleum products, including LPG.

(c) Even though the RIL has been granted EOU status, any export of LPG has to be with the approval of the Government of India.

[Translation]

Cancellation of Flights

42. SHRI BHUVANESHWAR PRASAD MEHTA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether on account of mismanagement of the private company operating in the Indira Gandhi International Airport several flights are cancelled, delayed and disturbed;

(b) if so, the details and the reasons therefor;

(c) the number of flights cancelled between November 2006 and January 2007 and the number of incident in which planes could not land;

(d) whether the passengers have been provided any compensation by the concerned airlines;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) No cases of cancellation of flights, due to alleged mishandling by Delhi International Airport Private Limited, during November, 2006 to January, 2007, have been brought to the notice of the Government.

(d) to (f) Do not arise.

[English]

Requirement of Funds for Airports/ Infrastructure

43. SHRI CHANDRA BHUSHAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has laid down guidelines to build airports and related infrastructure in the country;

(b) if so, the details thereof;

(c) whether crores of rupees would be required to build airports and related infrastructures at the airports in the country; and

(d) if so, the manner in which the Government plans to generate this much required funds?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The Policy on Airport Infrastructure, 1997 provides the

requisite guidelines for the development of airport—infrastructure in the country.

(c) Yes, Sir.

(d) The project developers have freedom to decide the mode of funding for the airport projects. Central Government and North Eastern Council (NEC) however provide some funding assistance to Airports Authority of India for the development of airports in the north-east.

[Translation]

Enlisting of Denotified, Nomadic and Semi-Nomadic Tribes

44. SHRI HANSRAJ G. AHIR: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government proposes to enlist other castes besides Scheduled Castes and Scheduled Tribes;

(b) if so, whether a demand with regard to preparation of a third list of other backward classes, denotified, Nomadic and Semi-Nomadic Tribes is being made to the Government; and

(c) if so, the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) The Other Backward Classes have also been specified in respect of a State/Union Territory in the Central list of Other Backward Classes.

(b) and (c) As regards, Denotified, Nomadic and Semi-Nomadic Tribes, the National Commission to study the developmental aspects of Denotified Tribes, Nomadic and Semi-Nomadic Tribes has been set up.

[English]

Airports for Private Jets

45. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes exclusive airports for private jets in the country;

(b) if so, the details in this regard;

(c) whether the Government has made any survey to find out the occupancy of airport space by the private jets in the country;

(d) if so, the details thereof; and

(e) the extent to which such exclusive airports will be able to clear the conjunction in existing airports in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Sir.

(c) to (e) Do not arise.

Modernisation of Airports

46. SHRI RAYAPATI SAMBASIVA RAO:
PROF. MAHADEORAO SHIWANKAR:
PROF. M. RAMADASS:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the present status of the modernisation and setting up of airports in the country;

(b) the funds allocated and spent so far for each airport in the country in this regard;

(c) whether the Government proposes to include more airports in the country for modernisation;

(d) if so, the details thereof; and

(e) if not, the reason therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) As per the enclosed Statement I, II and IIA and III.

(c) to (e) Modernisation of airports is a continuous process, which is taken up depending upon the traffic potential, demands from airlines operators, commercial viability etc.

Statement-I

(Rs. in crores)

Sl. No.	Ongoing Modernization Projects of Airports	Amount Sanctioned for the Project	Amount spent on the Project upto Oct. 2007	Progress made
1	2	3	4	5
Andhra Pradesh				
TIRUPATHI				
1.	Resurfacing and strengthening of runway, taxi-track, apron, isolation bay etc.	17.30	12.82	70%
VIZAG				
1.	C/o new integrated Terminal Building	94.94	26.78	50%
Assam				
DIBRUGARH				
1.	Construction of new apron	19.50		100%

1	2	3	4	5
2.	Construction of new terminal building i/c land acquisition.	54.52	20.85	57%
GUWAHATI				
1.	Construction of new apron with link taxiway, extension of runway by 360m, drainage, box culvert and perimeter road	45.76	8.44	25%
2.	Construction of aerobridge			
3.	Construction of isolation aircraft parking stand.	14.00	3.09	28%
SILCHAR				
1.	Extension of runway, acquisition of land and construction of boundary wall.	33.00	22.55	86%
Bihar				
GAYA				
1.	Construction of new terminal building.	44.52	42.50	100%
2.	Expansion of apron and construction of isolation bay	6.70	6.31	100%
Chhattisgarh				
RAIPUR				
1.	C/o New apron and link taxiway	6.03	3.97	92%
Gujarat				
AHMEDABAD				
1.	C/o New arrival block	56.94	27.16	97%
2.	C/o New International Terminal Building	291.00	11.67	10%
3.	Construction of New Apron for New International Terminal Building.	13.84	5.83	55%
VADODARA				
1.	Ext. of apron and C/o link taxiway plus allied works	10.00	6.52	100%
Goa				
GOA				
1.	Construction of new Apron and allied works	9.49	2.07	33%

1	2	3	4	5
Jammu and Kashmir				
SRINAGAR				
1.	Expansion and modification of terminal building complex	101.33	62.03	83%
Jharkhand				
RANCHI				
1.	Expansion of apron and construction of isolation bay	11.06	0.88	1%
Karnataka				
MANGALORE				
1.	Construction of new apron and allied works	19.10	3.80	29%
2.	Construction of New Terminal Building i/c apron	104.00	10.99	10%
MYSORE				
1.	Development of Mysore Airport	69.29	12.83	70%
	(i) Pavement work			
Kerala				
CALICUT				
1.	Exp. and Modification of ITB i/c electrical packages	89.48	44.55	99%
2.	Strengthening of Runway and allied works	17.50	1.40	15%
Madhya Pradesh				
KHAJURAHO				
1.	Construction of new apron and taxiway	13.47	5.20	70%
2.	Construction of New Terminal Building	75.32	2.57	4%
INDORE				
1.	Extension of runway, construction of new apron, link taxiway and isolation bay.	74.00	—	Work being awarded shortly.
Maharashtra				
AKOLA				
1.	Strengthening and extension of runway, apron, taxiway and allied works	9.68	6.33	80%

1	2	3	4	5
AURANGABAD				
1.	Construction of New Apron and allied works	7.39	6.04	100%
2.	C/o New integrated TB	60.00	9.30	18%
NAGPUR				
1.	Exp. and mod. of Terminal Bldg. for international operations	83.00	21.51	78%
PUNE				
1.	Expansion and modification of terminal building including construction of new international arrival hall.			
2.	Ext. and Str. of existing apron and taxi-track Phase I	8.50	6.13	91%
3.	Ext. and Str. of existing apron and taxi-track Phase II	7.00	2.82	53%
4.	C/o parallel taxi track	16.64	4.37	38%
GONDIA				
1.	Development of Airport for operation of AB 320/B-737/-800 type of aircraft in all weather condition.			
	Construction of runway	40.64	40.20	100%
Meghalaya				
BARAPANI (SHILONG)				
1.	Construction of new Terminal Building and Expansion of apron	35.00	—	Work being awarded shortly.
Orissa				
BHUBNESWAR				
1.	Expansion of Apron, Strengthening of existing apron and taxiway, Construction of additional taxiway and associated works.	13.00	5.77	60%
Portblair				
PORTBLAIR				
1.	Expansion of apron and additional taxiway.	28.00	—	50%

1	2	3	4	5
Punjab				
CHANDIGARH				
1.	Construction of new integrated terminal building	47.58	—	1%
Rajaasthan				
JAIPUR				
1.	Construction of new international terminal complex	94.87	23.25	57%
2.	Construction of new apron and taxiway	30.32	3.71	36%
UDAIPUR				
1.	Construction of new terminal building complex	77.44	45.00	85%
2.	Extension of Apron, link taxiway	14.55	3.60	37%
3.	Extension and strengthening of runway and allied works	44.30	3.25	14%
4.	Construction of control tower and technical block	9.38	—	Work being awarded shortly.
Tripura				
AGARTALA				
1.	Expansion and strengthening of apron	18.66	4.05	23%
2.	Strengthening of existing runway	34.00	—	1%
3.	Construction of new technical building cum control tower	6.00	—	Work being awarded shortly.
Tamil Nadu				
COIMBATORE				
1.	Extension of runway	7.22	8.45	100%
MADURAI				
1.	Strengthening and Extn. of Rwy and allied works	35.25	23.67	90%
2.	Construction of new integrated terminal building			

1	2	3	4	5
TRICHY				
1.	Ext. of apron, C/o new apron and taxi-track	17.71	16.56	90%
2.	C/o New Terminal Bldg.	74.70	21.00	68%
3.	Strengthening and extension of rwy	25.94	13.43	87%
Uttar Pradesh				
LUCKNOW				
1.	Drainage and rain water harvesting system	5.50	4.74	100%
2.	Construction of new integrated international terminal building for 500 passengers (15000 sqm), car park etc.	129.38	—	1%
3.	Construction of new apron for four wide-bodied aircraft and taxiway and GSE	41.30	—	2%
VARANASI				
1.	Construction of new integrated terminal building for 500 passengers	94.11	4.50	5%
Uttaranchal				
DEHRADUN				
1.	Development of Dehradun Airport for AB-320/B737-800	72.50	40.60	65%
PANTNAGAR				
1.	Extension of runway and associated works	36.72	6.05	64%
Union Territory				
AGATTI				
1.	C/o TB, Fire Station and Control Tower	5.39	3.10	60%
West Bengal				
BAGDOGRA				
1.	Extension of apron	18.53	—	1%
COOCH BEHAR				
1.	Construction of new terminal building	12.46	—	5%

Statement-II**Ongoing Modernisation Projects of Airports**

(Rs. in crore)

Sl. No.	Ongoing Modernization Projects of Airports	Amount Sanctioned for the project	Amount spent on the project upto Sept. 2007	The time by which likely to be completed
1	2	3	4	5
Tamil Nadu				
CHENNAI				
1.	Construction of Integrated Cargo Terminal (Ph-II)	34.08	12.30	March'09
2.	Construction of barracks for commandos and security forces	6.69	0.96	February'08
3.	Construction of aerolink corridor with aerobridge for bay no. 24 to 29	49.05	Nil	March'09
West Bengal				
KOLKATA				
1.	Extension of Secondary runway beyond 19R beginning	13.36	9.30	November'07
2.	Reconstruction of bays no. 43 and part of bay no. 42 and strengthening of apron taxi (Rigid Pavement)	5.66	1.54	January'08
3.	Construction of 6 nos. domestic parking stand	13.85	10.14	November'07
4.	Construction of Cargo Apron towards Northern side	20.16	7.55	March'08
5.	Provision of ETV at expoert area of Integrated cargo	17.00	4.62	December'08
6.	C/o Integrated Cargo Complex (a) ASRS work	65.00	42.37	December'08
Kerala				
TRIVANDRUM				
1.	Provision of aerobridges SH Building	3.86	3.30	Work completed
	SH: Apron Work	2.56	2.33	Work completed
2.	Construction of New International Terminal Complex across the runway on Chackai side. (a) C/o NITB and other services	245.58 (Incl. Ph-II) 167.00 (Ph I)	26.90	August'08

1	2	3	4	5
3.	C/o additional parking bays	7.60	4.20	December'07
	Gujarat			
	SURAT			
1.	Development of Surat Airport for ATR-72 operations	49.41	43.48	December'07
2.	Extension of runway to 2250m for AB-320 type of aircraft	19.40	11.48	December'07
	Punjab			
	AMRITSAR			
1.	Modular Expansion of Terminal Building (Ph-II)	80.20	19.21	March'08
2.	Extension of runway, expansion of apron and associated works	14.90	4.99	January'08
3.	Operational area works:			
	(i) C/o 4 remote parking bays for 2D/2E type aircrafts	9.56	7.79	November'07

Statement-IIA**Ongoing Modernisation Projects of Airports****ELECTRICAL WORKS**

(Rs. in Crore)

Sl. No.	Ongoing Modernization Projects of Airports	Amount Sanctioned for the project	Amount spent on the project upto Sept. 2007	The time by which likely to be completed
	West Bengal			
	KOLKATA			
1.	Provision of ETV at Export area of Integrated Cargo Complex (Ph-1) at NSCBI Airport, Kolkata	14.54	4.94	November'07
	Punjab			
	AMRITSAR			
1.	Provision of CAT-II Lighting system on runway 34 at Amritsar Airport, Amritsar.	12.40	Nil	Work awarded on 14-09-07

Statement-III**List of Major Ongoing CNS Projects**

Sl. No.	Project	Estimated*/Awarded Cost in Cr.	Status
1	2	3	4
01.	GAGAN project (Satellite Navigation)	600	Technology Demonstration System (TDS) phase completed. Initial Experiment Phase in progress.
02.	Dedicated Satellite Communication Network (VSAT connectivity at 80 stations)	19.09	Physical equipment installation completed at 75 sites. Application testing is in progress. Site Acceptance Test likely to start in Dec. 07.
03.	Procurement of Distance Measuring Equipment -47 (40+7) Nos	23.72	1st LOT of 4 DMEs and 2nd LOT of 10 DMEs received. 3rd LOT of 14 DMEs dispatched. Factory Acceptance Test completed for 4th LOT of DME. Repeat order for 7 DMEs is placed.
04.	Procurement and Installation of CCTV at 6 airports.	2.81	Installation in progress.
05.	FDPS Hyderabad and Mangalore	11.82	Installation completed. Site acceptance Test to be conducted shortly.
06.	Procurement of Digital Voice Tape Recorders-31 Nos.	3.43	Supply completed.
07.	Procurement and Installation of VCCS 3 Nos.	1.78	Work in progress.
08.	Procurement of 12 nos. (8+4) ILS	13.94	Supply of 8 Nos. ILS completed. Repeat order for 4 ILS placed.
09.	Procurement of 22 Nos. DVORS	57.94*	Tender evaluation in progress.
10.	RCAG Delhi, Kolkata, Ahmedabad and Nagpur	1.54	Work in progress.
11.	Procurement of 6 MSSRs	113.38*	Tender Evaluation in progress.
12.	Procurement and installation of Flight Information Display System at 10 airports	11.79	Work in progress.
13.	Provision of CNS facilities at new international airport at Hyderabad.	92.60	Delivery of equipments is in progress.

1	2	3	4
14.	Provision of CNS facilities at new international airport at Bangalore.	83.06	Delivery of equipments is in progress.
15.	Procurement of 250 Nos. VHF TX/RX sets	41.79*	Tender Evaluation in progress.
16.	ASMGCS for Mumbai, Chennai and Kolkata	44.13*	Tender Evaluation in progress.
17.	ASR/MSSR for IGI Delhi, Cochin and Amritsar	76.33*	Tender Evaluation in progress.
18.	Procurement of CAT-III and CAT-II ILS for IGI Delhi and other airports.	13.0*	Tender Evaluation in progress.
19.	GBAS at Delhi and Mumbai	29.78*	Tender Evaluation in progress.
20.	Integrated ATS Automation System for Chennai	135.56*	AA and ES accorded. Tenders are being invited shortly.
21.	New VCCS for Delhi and Mumbai	34.59*	Tenders invited.
22.	Procurement of 14 Nos. DATIS	2.38	Work in progress.
23.	Procurement of 21 Nos. DATIS	3.48*	AA and ES accorded. Tenders are being invited shortly.

**Oil Industry Safety Directorate (OISD)
under the Regulator**

47. SHRI NIKHIL KUMAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Petroleum and Natural Gas Regulatory Board (PNGRB) has urged the Government to bring the Oil Industry Safety Directorate (OISD) under the regulator;

(b) if so, the reaction of the Government in this regard; and

(c) the time by which OISD would be merged with the PNGRB?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Yes, Sir.

(b) and (c) Government has examined the issue and it has not been found possible to transfer the control and supervision of OISD to PNGRB.

Infrastructure and Technological Upgradation

48. SHRI KISHANBHAI V. PATEL:
SHRI SUGRIB SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have initiated significant makeovers in its infrastructure as reported in Financial Express dated 27-9-07;

(b) if so, the details thereof;

(c) the manner in which the Railways proposes to manage funds for such technological makeover; and

(d) the details of the targets fixed for completion

of infrastructure and technological upgradation projects during 2007-08 by the Indian Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. Indian Railways have planned large scale infrastructure improvements and modernisation for augmenting capacity including upgradation of existing network to higher axle load on mineral routes, construction of Dedicated Freight Corridors, Gauge Conversion, setting up of new Production Units etc.

(c) and (d) The funds required for the projects will be through a mix of internal generation, market borrowings, budgetary and non-budgetary resources including multilateral and bilateral funding.

In 2007-08, Indian Railways have set a target of 500 Kilometres of New Line, 700 Kilometres of Doubling and 1800 Kilometres of Gauge Conversion.

Educational and Loan Facilities to Minority and Backward Community

49. SHRI MANORANJAN BHAKTA: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Government has evolved a strategy to ensure better educational facilities and loan facilities to minority and backward communities in the country;

(b) if so, the details thereof;

(c) the basis on which the Government has distinguished between minority and backward community status; and

(d) the achievements made so far by the Government in this regard?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) and (b) Several schemes are in place for improving the educational facilities for the minorities and Other Backward Classes (OBCs). Some of them are as follows:—

(i) Merit-cum-means scholarship scheme for technical and professional courses, educational

schemes of Maulana Azad Education Foundation (MAEF), educational loan scheme of National Minority Development Finance Corporation (NMDFC) for students belonging to the minority communities.

(ii) For OBC students, pre-matric scholarship, post-matric scholarship, construction of hostels and education loan of the National Backward Classes Finance and Development Corporation (NBCFDC) are implemented.

(c) Five communities have been notified as minorities under Section 2(c) of the National Commission for Minorities Act 1992. Other Backward Classes, who are socially and educationally backward, are notified by the State and the Central Governments.

(d) MAEF has assisted 728 non-governmental organisations for the development of educational institutes and distributed scholarships to 1083 girl students. NMDFC has provided education loans to 4239 students belonging to the minorities. During the Xth Five Year Plan Period, 70.36 lakhs students belonging to OBCs have been given pre-matric and post-matric scholarships, and 28,181 hostels have been constructed. NBCFDC has given educational loans to 8345 students belonging to OBCs.

[Translation]

Foreign Direct Investment In the Petroleum Sector

50. SHRI RAMJI LAL SUMAN:

SHRI RAJIV RANJAN SINGH "LALAN":

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether a proposal regarding allowing hundred per cent Foreign Direct Investment in the Petroleum Sector of the country is, under consideration of the Government;

(b) if so, the facts in this regard and whether the said proposal was received from any oil companies;

(c) if so, the names of those companies; and

(d) if not, the reasons for considering the said proposal?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Foreign Direct Investment (FDI) Policy including policy for Petroleum and Natural Gas Sector, is reviewed on a continuous basis.

(b) to (d) In terms of Press Note No. 4 (2006) Series dated 10-02-2006 of Department of Industrial Policy and Promotion, Ministry of Commerce and Industry, for the Petroleum Sector, Foreign Direct Investment (FDI) upto hundred per cent for all activities other than refining and including market study and formulation, investment/financing, setting up infrastructure for marketing in Petroleum and Natural Gas Sector is permissible through Foreign Investment Promotion Board subject to sectoral regulations issued by the Ministry of Petroleum and Natural Gas. For the refining sector, FDI upto 26% in case of Public Sector Undertakings is permissible through Foreign Investment Promotion Board. However, FDI upto hundred per cent in the refining sector is permitted through the automatic route in case of private companies.

[English]

Revival of Sick CPSUs

51. PROF. MAHADEORAO SHIWANKAR:

SHRI ANANDRAO VITHOBA ADSUL:

PROF. M. RAMADASS:

SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether a number of sick industrial units are increasing every year in Central Public Sector;

(b) if so, the details thereof alongwith reasons therefor;

(c) the number and details of CPSUs found sick and running in losses as on date, CPSU-wise;

(d) the total number of workers engaged in these units;

(e) whether the Government has taken any policy decision on selling these sick units or to close down or to revive them; and

(f) if so, the details thereof, CPSU-wise?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) As per Public Enterprises Survey 2005-06, out of 225 operating Central Public Sector Enterprises (CPSEs) as on 31-3-2006, 58 CPSEs had incurred losses of Rs. 5951.62 crore during 2005-06 as against losses of Rs. 9003 crore incurred by 73 CPSEs (out of 217 operating CPSEs) during 2004-05. Both the number of loss making CPSEs as well as their losses have reduced during 2005-06 over 2004-05.

(b) to (d) Reasons for losses/sickness are manifold and may vary from unit to unit. However, some common problems faced/being faced by sick and loss making CPSEs include old and obsolete plant and machinery, outdated technology, resource crunch, low capacity utilization, low productivity, excess manpower, heavy interest burden, inadequate and unfocussed marketing, stiff competition, shortage of working capital, inadequate emphasis on research and development, inefficient management, high input cost, erosion of net worth due to continues losses and inherent problems of sick taken over enterprises etc. Based on the Audited Financial figures for the year 2005-06, 75 CPSEs have been indicated as sick CPSEs, the details of which are enclosed Statement-I.

(e) and (f) As per policy contained in National Common Minimum Programme (NCMP) "While every effort will be made to modernize and restructure sick public sector companies and revive sick industry, chronically loss-making companies will either be sold-off, or closed, after all workers have got their legitimate dues and compensation." A Board for Reconstruction of Public Sector Enterprises (BRPSE) has been constituted to make recommendations inter-alia, on the revivability and future of sick/loss making CPSEs. Based

on the recommendation of the BRPSE, Government have approved revival plan for 26 CPSEs and closure of two CPSEs, namely, Bharat Ophthalmic Glass Ltd.

and Bharat Yantra Nigam Ltd. till 31-10-2007. Amount of Cash and Non-cash assistance approved in revival plan for these 26 CPSEs is also as Statement-II.

Statement-I

Ministry-wise List of 75 Sick CPSEs Identified for the purpose of Making Reference to BRPSE based on the Audited Financial Figures for the year 2005-06

Sl. No.	Name of the Ministry/ Department/CPSE	City/State in which the registered office of the PSE is located	Employees as on 31-3-2006
1	2	3	4
Deptt. of Heavy Industry			
1.	Hindustan Salts Ltd.	Jaipur (Rajasthan)	111
2.	Tyre Corporation of India Ltd.	Kolkata (West Bengal)	277
3.	HMT Bearings Ltd.	Hyderabad (Andhra Pradesh)	339
4.	Praga Tools Ltd.	Secunderabad (Andhra Pradesh)	554
5.	Bharat Pumps and Compressors Ltd.	Allahabad (Uttar Pradesh)	1233
6.	Tungabhadra Steel Products Ltd.	Bellary (Karnataka)	342
7.	Nagaland Pulp and Paper Co. Ltd.	Tuli (Nagaland)	294
8.	NEPA Ltd.	Nepanagar (Madhya Pradesh)	1208
9.	Bharat Wagons and Engineering Co. Ltd.	Patna (Bihar)	948
10.	Richardson and Cruddas Ltd.	Mumbai (Maharashtra)	74
11.	National Instruments Ltd.	Kolkata (West Bengal)	69
12.	Cement Corporation of India Ltd.	Delhi	1570
13.	Bharat Ophthalmic Glass Ltd.	Durgapur (West Bengal)	6
14.	HMT Machine Tools Ltd.	Bangalore (Karnataka)	4386
15.	Heavy Engineering Corporation Ltd.	Ranchi (Jharkhand)	3457
16.	Triveni Structurals Ltd.	Allahabad (Uttar Pradesh)	311
17.	Bharat Heavy Plate and Vessels Ltd.	Visakhapatnam (Andhra Pradesh)	1453
18.	Hindustan Cables Ltd.	Kolkata (West Bengal)	3153

1	2	3	4
19.	HMT Watches Ltd.	Bangalore (Karnataka)	2180
20.	Instrumentation Ltd.	Kota (Rajasthan)	1715
21.	Andrew Yule and Co. Ltd.	Kolkata (West Bengal)	15839
22.	HMT Ltd.	Bangalore (Karnataka)	2429
23.	HMT Chinar Watches Ltd.	Jammu (Jammu and Kashmir)	580
24.	Burn Standard Company Ltd.	Kolkata (West Bengal)	1539
25.	Hindustan Photo Films Manufacturing Corpn. Ltd.	Ootacamund (Tamil Nadu)	1072
26.	Sambhar Salts Ltd.	Jaipur (Rajasthan)	137
Ministry of Textiles			
27.	Birds, Jute and Exports Ltd.	Kolkata (West Bengal)	131
28.	British India Corporation Ltd.	Kanpur (Uttar Pradesh)	2729
29.	Brushware Ltd.	Kanpur (Uttar Pradesh)	—
30.	National Textiles Corporation Ltd. and its subsidiaries	Delhi, Ahmadabad (Gujarat), Bangalore (Karnataka), Indore (Madhya Pradesh), Mumbai (Maharashtra), Coimbatore (Tamil Nadu), Kanpur (Uttar Pradesh), Kolkata (West Bengal)	21263
31.	National Jute Manufactures Corporation Ltd.	Kolkata (West Bengal)	19746
Deptt. of Fertilizers			
32.	Madras Fertilizers Ltd.	Manali (Tamil Nadu)	1058
33.	Fertilizers and Chemicals Travancore Ltd.	Kochi (Kerala)	4030
34.	Fertilizer Corporation of India Ltd.	New Delhi	61
35.	Hindustan Fertilizer Corporation Ltd.	New Delhi	50
36.	Pyrites, Phosphates and Chemicals Ltd.	Rohtas (Bihar)	16
Deptt. of Chemicals and Petrochemicals			
37.	Hindustan Antibiotics Ltd.	Pune (Maharashtra)	1791
38.	Hindustan Organic Chemicals Ltd.	Mumbai (Maharashtra)	1513

1	2	3	4
39.	Hindustan Insecticides Ltd.	Delhi	1648
40.	Bengal Chemicals and Pharmaceuticals Ltd.	Kolkata (West Bengal)	816
41.	Indian Drugs and Pharmaceuticals Ltd.	Gurgaon (Haryana)	375
42.	Hindustan Fluorocarbons Ltd.	Hyderabad (Andhra Pradesh)	207
43.	Orissa Drugs and Chemicals Ltd.	Bhubaneswar (Orissa)	83
Ministry of Coal			
44.	Eastern Coalfields Ltd.	Burdwan (West Bengal)	101474
45.	Bharat Coking Coal Ltd.	Dhanbad (Jharkhand)	87146
Ministry of Steel			
46.	MECON Ltd.	Ranchi (Jharkhand)	1513
47.	Hindustan Steelworks Construction Ltd.	Kolkata (West Bengal)	1843
48.	Bharat Refractories Ltd.	Bokaro (Jharkhand)	1690
49.	Jammu and Kashmir Mineral Development Corporation Ltd.	Jammu and Kashmir	7
Deptt. of Shipping			
50.	Central Inland Water Transport Corporation Ltd.	Kolkata (West Bengal)	897
51.	Hoogly Dock and Port Engineers Ltd.	Kolkata (West Bengal)	718
52.	Hindustan Shipyard Ltd.	Delhi	3523
Ministry of Urban Employment and Poverty Alleviation			
53.	Hindustan Prefab Ltd.	Delhi	431
Deptt. of Agriculture and Cooperation			
54.	State Farms Corporation of India Ltd.	Delhi	2065
Ministry of Mines			
55.	Mineral Exploration Corporation Ltd.	Nagpur (Maharashtra)	2217
56.	Hindustan Copper Ltd.	Kolkata (West Bengal)	5583

1	2	3	4
Ministry of Water Resources			
57.	National Projects Construction Corporation Ltd.	Delhi	2359
Ministry of Petroleum and Natural Gas			
58.	Biecco Lawrie Ltd.	Kolkata (West Bengal)	494
Department of Food and Public Distribution			
59.	Hindustan Vegetable Oils Corporation Ltd.	New Delhi	160
Ministry of Railways			
60.	Konkan Railway Corporation Ltd.	Delhi	4120
Ministry of Civil Aviation			
61.	Air India Charters Ltd.	Mumbai (Maharashtra)	30
62.	Airline Allied Services Ltd.	New Delhi	—
63.	Indian Airlines Ltd.	New Delhi	18504
Deptt. of Commerce			
64.	Karnataka Trade Promotion Organisation	Bangalore (Karnataka)	4
Deptt. of Telecommunications			
65.	ITI Ltd.	Bangalore (Karnataka)	14257
Ministry of Development of North Eastern Region			
66.	North Eastern Handicrafts and Handloom Development Corporation Ltd.	Shillong (Meghalaya)	137
Ministry of Environment and Forests			
67.	Andaman and Nicobar Islands Forest and Plant. Development Corporation Ltd.	Port Blair (Andaman and Nicobar Islands)	1656
Ministry of Small Scale Industries			
68.	National Small Industries Corporation Ltd.	New Delhi	889
Ministry of Social Justice and Empowerment			
69.	Artificial Limbs Mfg. Corpn. of India	Kanpur (Uttar Pradesh)	511

1	2	3	4
Ministry of Tourism			
70.	Assam Ashok Hotel Corpn. Ltd.	Guwahati (Assam)	84
71.	Madhya Pradesh Ashok Hotel Corpn. Ltd.	Bhopal (Madhya Pradesh)	63
72.	Pondicherry Ashok Hotel Corpn. Ltd.	Pondicherry	24
73.	Ranchi Ashok Bihar Hotel Corpn. Ltd.	Patna (Jharkhand)	48
74.	Utkal Ashok Hotel Corpn. Ltd.	Puri (Orissa)	55
Ministry of Urban Development			
75.	National Bldg. Construction Corpn. Ltd.	New Delhi	2527
Total			355822

Statement-II

Cash and Non-Cash Assistance approved in respect of Revival Proposals recommended by BRPSE as on 31-10-2007

Sl. No.	CPSE	Assistance (Rs. in Crores)		
		Cash#	Non-Cash ⊙	Total
1	2	3	4	6
1.	Hindustan Salts Ltd.	4.28	73.30	77.58
2.	NTC including its subsidiaries	39.23	—	39.23
3.	Bridge and Roof Co. (India) Ltd.	60.00	42.92	102.92
4.	BBJ Construction Co. Ltd.	—	54.61	54.61
5.	HMT Bearings Ltd.	7.40	43.97	51.37
6.	Praga Tools Ltd.	5.00	209.71	214.71
7.	Braithwaite and Company Ltd.	4.00	280.21	284.21
8.	British India Corporation Ltd.	47.35	—	47.35
9.	Central Inland Water Transport Corporation Ltd.	73.60	280.00	353.60
10.	Heavy Engineering Corporation Ltd.	102.00	1116.30	1218.30

1	2	3	4	6
11.	Cement Corporation of India Ltd.	184.29	1267.95	1452.24
12.	Richardson and Cruddas Ltd.	—	—	—
13.	Hindustan Antibiotics Ltd.	137.59	267.57	405.16
14.	Hindustan Organic Chemicals Ltd.	250.00	NA	250.00
15.	Fertilizers and Chemicals (Travancore) Ltd.	250.00	NA	670.37
16.	Tungabhadra Steel Products Ltd.	—	—	—
17.	Hindustan Insecticides Ltd.	—	267.29	267.29
18.	Mineral Exploration Corporation Ltd.	—	104.64	104.64
19.	Central Electronics Ltd.	—	6.02	6.02
20.	Eastern Coalfields Ltd.	—*	—*	—*
21.	Bharat Pumps and Compressors Ltd.	3.37\$	153.15	156.52\$
22.	Bengal Chemicals and Pharmaceuticals Ltd.	207.19	233.41	440.60
23.	HMT Machine Tools Ltd.	723.00	157.88	880.80
24.	MECON Ltd.	93.00**	23.08	116.08
25.	Andrew Yule and Co. Ltd.	—	457.14	457.14
26.	Hindustan Copper Ltd.	--	612.94	612.94
Total		1941.30*	6322.38*	8263.68*

Cash Assistance may involve budgetary support through equity/loan/grants.

⊗ Non-cash assistance may involve waiver of interest, penal interest, GOI loan, Guarantee fee, conversion of loan into equity/debentures etc.

* The revival plan approved by the Government inter alia envisaged non-cash assistance of Rs. 2470.77 crores and waiver of service charges of Rs. 14 crores per annum from 2004-05 from Coal India Ltd.

\$ In addition ONGC and BHEL would extend cash support to the extent of Rs. 150 crores and Rs. 20 crores respectively.

** Excludes continuation of 50% interest subsidy not exceeding Rs. 6.50 crores per annum on VRS loans.

Prices of Chemical Fertilizers

52. SHRI ANANDRAO VITHOBA ADSUL:

SHRI ADHALRAO PATIL SHIVAJI RAO:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government takes into consideration the economic condition of the small and

medium farmers while fixing the prices of chemical fertilizers in the country;

(b) if so, the details of norms/criteria followed in fixing prices of such items;

(c) whether the chemical fertilizers are not made available to the farmers at the price fixed by the Government for the farmers;

(d) if so, the reasons therefor; and

(e) the steps taken by the Government to provide economic benefits to farmers in the country?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) and (b) The prices of the chemical fertilizers in the country is same for all farmers including the small and marginal farmers. The price of the fertilizers has been kept constant since February, 2002 in view of its affordability to the farmers. The price today is much lower than its delivered cost at the farmgate level. The difference between the notified selling price of the fertilizers and the normative delivered cost of subsidized fertilizers at farmgate level is paid to manufacturers/importers as subsidy by the Government.

(c) and (d) The chemical fertilizers under the subsidy regime are made available to the farmers at the price fixed by the Government for the farmers.

(e) In context of chemical fertilizers, to provide economic benefits to the farmers in the country, the price of the fertilizers under the subsidy regime has been kept constant from February, 2002 onwards, inspite of sharp increase in the delivered cost of the fertilizers during this period.

Takeover of Rolling Stock Sick Units

53. SHRI BASU DEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have decided to takeover two sick units of Bharat Wagon Company Ltd., viz Mokama and Mujaffarpur;

(b) if so, the details thereof;

(c) whether Railways have also received a proposal to take over two units of Burn Standard Company Ltd., which has been efficiently executing orders placed by the Railways;

(d) if so, the details thereof;

(e) whether Railways have planned for setting up

rolling stock manufacturing units to meet the increasing requirement of rolling stock in the country; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) A proposal has been received for taking over two units of Bharat Wagon Engineering Ltd. at Mokama and Mujaffarpur. The proposal is under consideration.

(c) No such proposal from the Burn Standard Company of Department of Heavy Industries, Government of India is pending.

(d) Does not arise.

(e) and (f) The following rolling stock manufacturing units have been approved recently. There is no further proposal at present to set up rolling stock factory:—

1. New Rail Coach Factory at Raebareli at an estimated cost of Rs. 1685 crores.
2. Diesel Loco Manufacturing Unit at Marhowra at an estimated cost of Rs. 2052 crores.
3. Electric Loco Manufacturing Unit at Madhepura at an estimated cost of Rs. 1293.57 crores.

Opening of Level Crossings

54. SHRI RAVI PRAKASH VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) the norms adopted for opening of a level crossing on a railway line;

(b) whether it is a fact that the Railways propose to open new manned/unmanned railway crossings in the country, particularly in Uttar Pradesh;

(c) if so, the details thereof, location-wise; and

(d) the time by which these railway crossings are likely to be opened?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) As per existing

policy, provision of level crossing is made in consultation with the State Government at the time of laying a new line or within 10 years from the date of its commissioning to traffic. Thereafter any accommodation work such as level crossing can be provided at a technically suitable location on deposit terms, if such a proposal is sponsored by the State Government/Local Bodies duly agreeing to bear the initial cost of construction of the level crossing and one time capitalized cost of recurring maintenance and operational charges. Further, as per policy of Railways, no new unmanned level crossing is permitted on existing lines.

Keeping in view the above policy, there is no proposal to open new level crossings on existing railway lines at Railways' cost.

Development of Tourism

55. SHRI VARKALA RADHAKRISHNAN: Will the Minister of TOURISM be pleased to state:

(a) the new schemes proposed to be implemented for development of tourism;

(b) the action taken by the Government for the protection and preservation of historic monuments and structures;

(c) whether the Government proposes to declare ancient cities in the country as heritage cities, considering the antiquity, tourism potential, cultural and architectural confluence;

(d) whether the Thiruvananthapuram, Kerala be declared as a heritage city; and

(e) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) The Ministry of Tourism extends Central Financial Assistance to all the State Governments/Union Territory Administrations for development of tourism under the following Schemes:—

1. Product/Infrastructure Development for Destinations and Circuits including Rural Tourism.

2. Assistance to Large Revenue Generating Projects.

3. Computerization and Information Technology.

(b) Under the provision of Section 4 of the Ancient Monuments and Archaeological Sites and Remains Act, 1958, ancient monuments, archaeological sites and remains which are of historical, archaeological or artistic interest and which have been in existence for not less than 100 years can be declared by Archaeological Survey of India as monuments of national importance. The conservation, preservation, structural repairs and environmental development and provision of visitors' facilities at these monuments is undertaken by the Archaeological Survey of India in accordance with the archaeological norms subject to availability of resources.

(c) There is no provision in the Ancient Monuments and Archaeological Sites and Remains Act, 1958 and Rules, 1959 for declaring cities as heritage cities.

(d) and (e) Questions do not arise.

[Translation]

Increase in Refining Capacity of Crude Oil

56. SHRI SUBHASH SURESHCHANDRA DESHMUKH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is any scheme to increase the refining capacity of crude oil in coming years in the country;

(b) if so, the total capacity likely to be in the coming 5 years including the capacity of Government and private sector;

(c) whether the said production capacity is likely to remain higher than the consumption of petroleum products; and

(d) if so, the estimate of consumption and production capacity of the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) The refinery sector was delicensed in June, 1998. Since then a refinery can be set up anywhere in India by private or public sector enterprises depending on the promotor's assessment of its viability. It is not the Central Government but public and private sector enterprises who consider proposals for setting up refineries. These companies have made plans to put up additional refining capacity by the year 2011-12. The refining capacity by the year 2012 is estimated to be 240.96 million metric tonnes per annum (MMTPA) with public sector share of 158.96 MMTPA and private sector share of 82 MMTPA.

(c) and (d) Yes, Sir. At present refining capacity is 148.97 MMTPA. The demand of petroleum products for the terminal year (2011-12) of XIth Five Year Plan is estimated to be 131.8 million metric tonnes (MMT).

[English]

Losses due to Delay of Flights

57. SHRI G. KARUNAKARA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether delay of flights particularly during winters has become an order of the day;

(b) if so, the amount lost due to delay to flights annually; and

(c) the steps taken by the Union Government to avoid such delays in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Delay of flights is caused due to number of factors and fog is one such factor in the Northern parts of India during winters. The delay at one station is also likely to lead to consequential delays at other stations.

(b) Airlines do not maintain separate records of incremental expenses due to delay of flights.

(c) The steps taken by the Government to avoid delays on account of fog are as under:—

(i) At Delhi airport, CAT-IIIB ILS system has been commissioned which permits operations of aircraft upto a runway visual range of 50 meters. (ii) Airlines are advised to train their pilots on CAT-IIIB ILS system and to roster the CAT-IIIB pilots on the fog affected sectors. (iii) Advanced Surface Movement Guidance and Control System (ASMGCS) alongwith Surface Movement Radar (SMR) has been implemented at Delhi airport. During periods of fog, ASMGCS and SMR help in maintaining surveillance of aircraft and vehicles on ground, to ensure greater safety of flight operations. (iv) At Kolkata airport, CAT-II ILS system has been commissioned, which permits operations upto a runway visual range (RVR) of 350 meters. (v) At Amritsar, Jaipur and Lucknow airports, CAT-II ILS system is being installed. (vi) National Aviation Company of India Limited makes every effort to schedule its flights during winter months so as to minimize delays due to fog. It also rosters operating crew trained on CAT II/III systems to operate such flights so that they can land/take off even in poor visibility conditions.

Paddy Processing Research Centre

58. SHRI S.K. KHARVENTHAN: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government is aware of the demand to develop the Paddy Processing Research Centre (PPRC), Thanjavur, Tamil Nadu into national level institute;

(b) if so, the details alongwith its proposed functions thereof;

(c) the time by which the above institute would be developed;

(d) whether there is also a proposal to set up Food Processing Training Centres in the State; and

(e) the time by which these centers are likely to be set up?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) Yes, Sir.

(b) The Government has decided to upgrade the present Paddy Processing Research Centre (PPRC) into a National level world class institution for research in Grain processing. The proposed revised mandate of the up-graded institute will include conducting basic, applied and adoptive research, education and training in the area of post harvest processing of crops of wetlands, flood and storm prone regions. Besides, the institute will act as a National Organization for information on post production systems of mandated crops, undertake transfer of technology, consultancy and analytical services for raw and processed agricultural commodities such as millets, pulses and oil seeds, establish linkages with related processing industries and other academic as well as R and D institution for achieving its goals effectively.

(c) It is proposed to create infrastructure facilities within two years.

(d) and (e) This Ministry provides financial assistance to the Central/State Government Organizations, Educational and Training Institutions, NGO's and Cooperative Societies etc. for setting up of Food Processing Training Centre (FPTC). Proposal received from the willing agencies to implement the scheme are examined as per the guidelines of the scheme and financial assistance is provided subject to the conditions that the proposal is complete in all respect, viability of the proposal and availability of funds. So far 41 FPTCs have been assisted by the Ministry in Tamil Nadu and overall 420 FPTCs have been assisted in the country.

Unhygienic Public Conveniences at Suburban Railway Stations

59. SHRI G.M. SIDDESWARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that sanitation system at suburban railway stations in Karnataka is not adequate;

(b) whether it is also a fact that the condition of public conveniences in the region is highly unhygienic; and

(c) if so, the steps taken/proposed to be taken by the Railways to improve the said situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) No, Sir.

(c) Does not arise.

[Translation]

Preservation of Forts in Rajasthan

60. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of CULTURE be pleased to state:

(a) whether the Government is aware of the article published in the issue of 'Hadotti Ki Hulchul' Kota, Rajasthan dated 8th September, 2007 under the title 'Jaisalmer Riyasat Ke Kaye Kille Aur Kot Jurjur Haalat Mein';

(b) if so, the facts of the matter reported therein and the reaction of the Government thereto;

(c) whether the Government is attentive towards the preservation of the existing monuments and ruins of archaeological importance;

(d) if so, the details of the efforts being made by the Government; and

(e) the details of the existing places/structures and buildings of archaeological importance in Rajasthan?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (e) The Information is being collected and will be laid on the Table of the House.

[English]

Touts and Unauthorised Travel Agents

61. SHRI ADHIR CHOWDHURY:
SHRI NIKHIL KUMAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have taken stern action against passengers procuring their tickets from touts and other unauthorised travel agencies;

(b) if so, the details thereof;

(c) whether the menace of brokers operating at several railway stations is not being properly controlled by the Railway authorities; and

(d) if so, the details thereof and the steps taken by the Railways to break the nexus of touts and other unauthorised travel agencies with the railway booking staff?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. Passengers procuring tickets from touts and other unauthorized travel agents are taken up under Section 142 of the Railways Act, 1989 which lays down imprisonment for a term upto three months and fine which may extend to five hundred rupees.

(b) During the year 2007-08 (upto September 2007), 14440 cases of transferred tickets were detected and an amount of Rs. 87.00 lakhs realized from them.

(c) and (d) Regular and preventive checks are conducted in and around railway reservation offices to curb the illegal activities of touts and other anti-social elements. Surveillance and monitoring at reservation offices is also stepped up during peak rush periods. In addition, travelling public are educated through various media to desist from procuring tickets from unauthorized people. Touts so apprehended are taken up as per provisions of law. Railway staff, if found conniving with touts, are taken up under Disciplinary and Appeal Rules.

New Cargo Hubs

62. SHRI EKNATH MAHADEO GAIKWAD:
SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRIMATI NIVEDITA MANE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Union Government has identified the cities in States for setting up more cargo hubs in the country;

(b) if so, whether any assessment of the cost of each cargo hub has been made;

(c) if so, the details thereof;

(d) the number of cargo hubs where work is in progress at present;

(e) whether the Union Government is procuring new cargo planes; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) As at present only Nagpur airport is proposed to be developed into a Multi-Modal International Passenger and Cargo Hub. For this purpose, a Memorandum of Understanding has been signed between Airports Authority of India and Maharashtra Airports Development Corporation. Estimated cost of this project is about Rs. 2600 Crores.

(e) No, Sir.

(f) Does not arise.

[Translation]

New Ground Handling Policy for Airports

63. SHRI BHUVANESHWAR PRASAD MEHTA:
Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to handover the ground handling work of other airports of the country alongwith the Delhi International Airport to the foreign companies;

(b) if so, the details thereof;

(c) whether separate security measures will have to be taken in the event of engaging foreign companies for ground handling working; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Sir. As per the new ground handling policy put in place by the Government the following entities are eligible to carry out ground handling services at metropolitan airports, that is the airports located at Delhi, Mumbai, Chennai, Kolkata, Bangalore and Hyderabad:—
1. (i) Airports Authority of India/the airport operator itself

or its Joint Venture Company; (ii) Subsidiary companies of the national carrier, that is, National Aviation Company of India Limited or its joint ventures specialized in ground handling services on the basis of revenue sharing with airport operator subject to satisfactory observance of performance standards. (iii) Any other ground handling service provider selected through competitive bidding on revenue sharing basis, subject to security clearance by the Central Government and observance of performance standards. 2. At all other airports, in addition to the entities specified above self handling may be permitted to the airlines, excluding foreign airlines.

(c) and (d) All entities engaged in ground handling would need to have security clearance by the Central Government. Further they will also be bound to follow instructions/restrictions of Bureau of Civil Aviation Security (BCAS) as may be necessary on the grounds of security.

[English]

**Committee for Fixing Menu and
Tariff of Standard Meals**

64. SHRI CHANDRA BHUSHAN SINGH:
SHRI NIKHIL KUMAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of the increasing complaints and poor quality of foods served in the trains/platforms and the problems being faced by the passengers thereto;

(b) if so, whether the Railways have any proposal to constitute a Committee for fixing menu and tariff of standard meals as reported in "The Hindu" dated September 14, 2007;

(c) if so, the details thereof; and

(d) the time by which its report is likely to be submitted and implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Railways provide hygienic food to the passengers at stations and in trains.

During 2006-07, a total number of 2656 complaints were received. Appropriate actions like warning, fine, termination of contract, counseling etc. have been taken on the complaints found substantiated.

(b) and (c) Ministry of Railways have constituted a committee to review the menu and tariff of standard meals, tea/coffee and breakfast served to the passengers of Indian Railways.

(d) The committee is to submit its report by 15-11-2007.

**Setting up of Plants by IOC at Haldia
Refinery and Paradeep in Orissa**

65. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Indian Oil has set up cryogenic nitrogen and crumb rubber modified bitumen plant at Haldia refinery and also in Paradeep, Orissa;

(b) if so, the details thereof and the production capacity of said plant;

(c) whether Indian Oil also proposes to set up a paraxylene plant in Haldia and in Paradeep;

(d) if so, the details thereof; and

(e) the expenditure incurred by Indian Oil in setting up of each such plants?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (e) One Cryogenic Nitrogen Plant at Haldia Refinery of capacity 1350 Nm³/hr* (Gaseous Nitrogen) + 275 Nm³/hr (Gas equivalent Liquid Nitrogen) at a cost of Rs. 16.50 crores was set up by Indian Oil Corporation (IOC) in February, 2007. There is another old Cryogenic Nitrogen Plant of capacity 400 Nm³/hr (Gaseous Nitrogen) + 200 Nm³/hr (Gas equivalent Liquid Nitrogen) which was set up at Haldia Refinery in September, 1999.

*Normal meter 3/hour

A Cryogenic Nitrogen Plant of capacity 2x8000 Nm³/hr (Gaseous Nitrogen) is also likely to be set up at Paradeep under Grassroots Paradeep Refinery Project.

A Crumb Rubber Modified Bitumen Plant at Haldia Refinery of capacity 50,000 metric tonnes per annum was set up in February, 2007 through a public tender and the contract is valid upto 09-05-2009. No expenditure was incurred on this plant by IOC as this plant has been set up by M/s. Tinna Overseas Ltd., the contractor, at their cost. However, the contractor charges for supply of Crumb Rubber Modifier, processing/modification and packing.

There are proposals to set up new Para-xylene Plant each at Haldia Refinery and Paradeep Refinery. Preliminary feasibility study for setting up a new Para-xylene Plant at Haldia Refinery is in progress. Process Licensor has been engaged and basic engineering jobs are in progress for Para-xylene Project at Paradeep. No expenditure has been incurred so far for these plants at Haldia Refinery and Paradeep Refinery.

FDI in Aviation Sector

66. SHRI RAYAPATI SAMBASIVA ROA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Foreign Direct Investment (FDI) upto 74 per cent is proposed to be allowed in cargo operation, non-scheduled airlines, helicopter and seaplane operations; and

(b) if so, the details of the proposals?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The matter is under consideration of the Government.

Technical Cooperation with Germany

67. SHRI KISHANBHAI V. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether an expert team from Germany has explored possibilities of technical cooperation with Indian Railways on various ongoing projects; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) A team of experts from Deutsche Bahn AG (German Railways) visited Indian Railways in October 2007. The visit was exploratory in nature and the team held discussions in the Ministry of Railways and made field visits to some of the Zonal Railways. The experts were from the areas of Track and Bridge and OHE (Over Head Equipment), Telecom and Signalling, Rolling Stock, Train Station Design and Services, Operating, Logistics, Materials Management and Training.

Airlines to Fly Overseas

68. SHRI MANORANJAN BHAKTA:

SHRI M. SREENIVASULU REDDY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal under consideration over relaxation in eligibility norms for India's airlines flying overseas;

(b) if so, the details thereof; and

(c) the details of benefits likely to be achieved therefrom?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The issue is being addressed in the proposed National Civil Aviation Policy, which is presently under consideration of a Group of Ministers (GoM).

(c) Do not arise at this stage.

Dissemination of Indian Art and Culture

69. PROF. MAHADEORAO SHIWANKAR:

PROF. M. RAMADASS:

Will the Minister of CULTURE be pleased to state:

(a) whether the Government is working for dissemination of Indian Art and Culture in several countries;

- (b) if so, the steps being taken in this regard;
- (c) whether N.R.I.'s are also being involved in this venture;
- (d) if so, the details thereof;
- (e) whether teams from India are being sent abroad to spread Indian Art and Culture; and
- (f) if so, the details of teams sent abroad during the last three years and the amount spent?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (f) The information is being collected and will be laid on the Table of the House.

Upgradation of Small Airports

70. SHRI ANANDRAO VITHOBA ADSUL:
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Government proposes to upgrade small airport in the country;
- (b) if so, the details thereof, State-wise;
- (c) the cost involved in their upgradation, airport-wise;
- (d) whether some of the State Governments have agreed to enter into agreement with the Union Government for upgrading these airports;
- (e) if so, the details of State Governments who have agreed to this proposal; and
- (f) the steps taken by the Union Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Upgradation of airports is a continuous process depending upon the traffic potential, demands from airlines operators, commercial viability etc. Airports Authority of India (AAI), from time to time, takes initiative

in this regard, keeping in view the above factors, either with its own resources or with the participation of the concerned State Governments through signing of Memorandum of Understanding (MoU) with them. However, AAI has undertaken initiatives for upgradation works at Mysore in Karnataka; Warangal and Cuddapah in Andhra Pradesh; Passighat, Tezu, Along, Daparizo and Zero in Arunachal Pradesh; Kailshahar and Kamalpur in Tripura; Tura in Meghalaya; Akola, Baramati and Gondia in Maharashtra; Surat in Gujarat; Jharsuguda in Orissa; Malda and Behala in West Bengal.

(d) to (f) MoUs have been signed with State Government of Karnataka for upgradation of Mysore airport; with State Government of Andhra Pradesh for the development of Warangal and Cuddaph airports; and with State Government of Gujarat for upgradation of Surat airport. AAI has started works at these airports, and they are at various stages of execution/completion.

Status of Oil Reserves

71. SHRI RAVI PRAKASH VERMA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether India's oil reserves are shrinking;
- (b) if so, the details thereof; and
- (c) the details of steps taken/being taken by the Union Government to deal with the matter with appropriate strategies?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) No, Sir. Reserve accretion to oil production ratio (R/P ratio) is more than one indicating that oil reserves are getting accreted every year. The position of balance recoverable crude oil reserves in the country has increased to 766.880 MMT in 2006-07 from 713.550 MMT in 2003-04.

(c) Several steps have been taken/are in hand to accelerate hydrocarbon exploration and production activities in the country, which include the following:—

- (i) Carving out more and more areas for exploration for offer under various rounds of NELP.
- (ii) Quicker development of discovered reserves for enabling commencement of production.
- (iii) Use of stimulation techniques for increasing production from existing fields.
- (iv) Application of Enhanced Oil Recovery (EOR)/ Improved Oil Recovery (IOR) techniques for increasing recovery factor from existing fields.
- (v) Arresting decline from ageing fields.
- (vi) Acquisition of exploration acreages and producing properties overseas to bring in equity oil.
- (vii) Substitution of oil through use of non-conventional source of energy such as bio-diesel, ethanol, etc.

[Translation]

Compensation Claims Cases before RCT

72. SHRI SUBHASH SURESHCHANDRA DESHMUKH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of cases relating to accident compensation claims disposed off by Railway Claims Tribunal (RCT) alongwith amount of compensation claimed and paid during the last one year, zone-wise;

(b) the number of compensation claims pending before RCT till date, zone-wise;

(c) the time since when these cases are pending and the reasons for delay in disposal of such cases; and

Less than one year old	One year old	Two year old	Three year old	Four year old	Five year old and above	Total
99	86	33	20	22	02	262

(d) the average time being taken to settle such cases and the steps taken for early disposal of pending cases and the time by which these cases are likely to be disposed off?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) During 2006-07, 297 cases of Train Accident Compensation Cases have been decided by RCT and an amount of Rs. 35.88 crores has been decreed. The maximum amount claimable in case of death is Rs. 4 lakhs and in case of injury it ranges from Rs. 32,000 to Rs. 3.6 lakhs.

The Zone-wise details are as under:—

Name of the Zone	No. of cases disposed	Amount decreed (in Rs.)
North	09	989000
East	18	867000
West	71	5347259
South	199	28682000

(b) 262 cases are pending as on 01-10-2007. The zone-wise details are as under:—

Name of the Zone	No. of pending cases
North	91
East	85
West	48
South	38

(c) Age-wise pendency of accident cases as on 01-10-2007 is as under:—

Reasons for delay in settlement of cases are as under:-

- (1) Vacancies of Members from time to time.
- (2) Non-availability of heirship title with the claimants.
- (3) Adjournment sought by the applicant/their counsel for producing their witnesses or other evidence.
- (4) Transfer of claims cases from one Bench to the other.

(d) During 2006-07, average time taken for disposal of claim cases is 381 days. Railway Claims Tribunal (RCT) is a quasi judicial body and as such no time frame is prescribed for disposal of cases. Chairman/RCT is empowered to depute a Member of one Bench to the other Bench for holding Circuit Bench to clear the backlog.

[English]

Remote Area Rail Sampark Yojana

73. SHRI IQBAL AHMED SARADGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are facing a major challenge to arrange funds for about 60 projects sanctioned on socio-economic considerations under the Remote Area Rail Sampark Yojana Scheme, envisaging an investment of about Rs. 20,000 crore;

(b) if so, the details thereof; and

(c) the steps taken/proposed to be taken by the Railways to provide sufficient funds to these schemes which are lying pending due to lack of funds?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Remote Area Rail Sampark Yojana was announced in 2004-05 to expedite on going New Lines and Gauge Conversion projects taken up primarily on socio-economic considerations. The scheme required an investment of about Rs. 20,000 Crore in a period of 5 years. However,

funding could not be tied up and scheme had not taken off.

(c) In order to expedite these projects, a number of initiatives have been taken to generate additional resources through Public Private Partnership, Cost Sharing by State Governments, Funding from Ministry of Defence and through Ministry of Finance for National Projects. Funds have also been allocated through internal resources generation to expedite completion.

Stoppage of Passenger Train at Huchhavvanahalli Village

74. SHRI G.M. SIDDESWARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received a large number of representations from the people of Davangere District in Karnataka regarding provision of stoppage to Hubli-Bangalore passenger train at Huchhavvanahalli Village near Mayakonda railway station in Davangere District, Karnataka;

(b) if so, whether the Railways have considered and approved the demand of the people; and

(c) if so, the time by which the final decision in this regard is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Some requests have been received regarding provision of stoppage to Hubli-Bangalore passenger train at Huchhavvanahalli Village near Mayakonda railway station in Davangere District, Karnataka.

(b) and (c) The proposal was considered and was not found operationally feasible and commercially justified.

[Translation]

Stoppage of Trains

75. SHRI RAGHUVBEER SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the passengers/goods trains were

stopped by the railway Department itself or by the people or whether the Railways stopped the trains for more than scheduled time of stoppage on September 12, 2007;

(b) if so, the details of the trains stopped alongwith the reasons thereof, zone-wise;

(c) whether action has been taken against the persons found guilty in this regard; and

(d) if so, details thereof, zone-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Information is being collected and will be laid on the Table of the Sabha.

[English]

Cancellation of Licences of Pharmaceutical Companies

76. SHRI EKNATH MAHADEO GAIKWAD:
SHRIMATI NIVEDITA MANE:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the drug control administration has recommended that State Drug Controllers cancel the manufacturing and sale licences for many brands of leading Indian Pharmaceutical Companies;

(b) if so, the details thereof and reasons therefor, drug-wise and company-wise; and

(c) the steps taken/being taken by the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (c) Based on complaint received by the Directorate General of Health Services, an exercise was conducted by them from the available information to find out the number of unapproved formulations available in the country. The

therapeutic segments that were examined were analgesics, antipyretics, anti-inflammatory, muscle relaxants, antibiotics, etc. A list of such 294 formulations was prepared by the Directorate General of Health Services and the issue was taken up in the Drugs Consultative Committee meeting, in which all States Drugs Controllers were asked to take necessary action.

[Translation]

Nagwan Airport

77. SHRI BHUVANESHWAR PRASAD MEHTA:
Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware that the condition of Nagwan Airport at Hazaribagh in Jharkhand is in pathetic condition and no expenditure has been made on the metalling and development of the airport during the last fifty years due to which the aeroplanes and helicopters are compelled to land at unmetalled airstrips;

(b) if so, whether the Government has chalked out any scheme for the development of Nagwan Airport;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) The airport at Nagwan in Hazaribagh belongs to State Government of Jharkhand. Neither the State Government nor any airline operator has requested for development of this airport. Therefore, AAI have no plans for development of this airport, at present.

[English]

Expansion of Pipeline Network by GAIL

78. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether GAIL has proposed expansion of its pipeline network and Gas Exploration by 2011 in two phases;

(b) if so, the details thereof; and

(c) the details of the revenue from gas trading have been targeted in both phases separately by GAIL?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Government has recently granted authorizations to GAIL for laying the following pipelines:—

- Dadri-Bawana-Nangal Pipeline
- Chainsa-Durgaon-Jhajjar-Hissar Pipeline
- Jagdishpur-Haldia pipeline
- Kochi-Kanjirkod-Mangalore/Bangalore Pipeline
- Dabhol-Bangalore Pipeline.

These pipelines must be commissioned within 36 months from the date of the start of the project, i.e., the date of the publication on official gazette of notification under sub-section (1) of Section 3 of the Petroleum and Minerals Pipelines (Acquisition of Right of User in Land) Act, 1962 pertaining to land relating to the pipeline.

Further, Government of India has awarded 28 exploration blocks to the consortium of GAIL and other companies under six rounds of NELP held so far. Out of these, there have been 2 gas discoveries, namely, in CY-OS/2 and MN-OSN-2000/2 blocks.

(c) Revenue from gas trading on a long term basis would depend upon the actual volume of gas to be traded through the pipelines, as also price of natural gas prevailing from year to year.

Introducing Bio-Toilet in Trains

79. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Ministry has introduced a Bio-Toilet project on selected trains recently;

(b) if so, the details thereof;

(c) whether the Railways plan to introduce the same in all the trains in a phased manner; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Indian Railways have taken up development of environment friendly toilet system for coaches and Bio-Toilet is one of the types of such toilets selected for trial. Performance specification for the Bio-Toilets has been finalized and a development order for 80 Nos. (20 coach sets) has been placed. 4 Nos. (one coach set) prototype Bio-Toilets have been received, and fitted on one AC 3 Tier coach presently running in New Delhi-Allahabad Prayag Raj Express. Further field trials with this type of toilet are planned on one rake. Final decision for adopting the type of environment friendly toilet system will be taken depending upon the result of this trials and trials with other types of environment friendly toilets.

Sale of Surplus Land of Sick CPSUs

80. SHRI MANORANJAN BHAKTA: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government is considering a proposal to sell surplus land of loss making Central Public Sector Undertakings (CPSUs) in order to revive them;

(b) if so, the details thereof; and

(c) the time by which it is likely to be put on sale?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) and (b) The policy of the Government on Public Sector envisages that "every effort will be made to modernize/restructure sick public sector companies and revive sick industry". Sale of surplus land may be one of the means for raising resources to meet the cost of the revival package approved by the Government on case to case basis.

(c) Identification and sale of surplus land is done by the concerned Central Public Sector Enterprise (CPSE) as per revival package approved by the Government.

Loss Suffered by Indian Airlines

81. PROF. MAHADEORAO SHIWANKAR:
PROF. M. RAMADASS:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines has suffered continuous losses for the last three years and as a result thereof its market share has been falling steadily;

(b) if so, the estimated losses suffered by the Indian Airlines during the last three years;

(c) the reasons for such losses; and

(d) the steps taken by the Government to improve the situation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir. While the Accounts for 2006-07 are under finalization, Indian Airlines had earned net profit during 2003-04, 2004-05 and 2005-06.

(b) to (d) Do not arise.

Pipeline Transmission Network

82. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has decided to give a major thrust to establish a dedicated pipeline transmission network;

(b) if so, the details thereof;

(c) the present capacity of pipeline transmission;

(d) the extent to which it will be increased by 2012;

(e) the details of the routes identified for pipeline transmission; and

(f) the steps taken by the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (f) To facilitate open access for all players

to the pipeline network on a non-discriminatory basis, to promote competition among entities thereby avoiding any abuse of the dominant position by any entity and to secure consumer interest in terms of gas availability and reasonable tariff, the Government has notified the 'Policy for Development of Natural Gas Pipelines and City or Local Natural Gas Distribution Networks'.

The details of pipelines, for which authorizations have been issued recently, are enclosed as statement. The approximate length of these pipelines is 6243 km. These pipelines must be commissioned within 36 months from the date of the start of the project, i.e., the date of publication in official gazette of notification pertaining to land relating to the pipeline, under sub-section (1) of Section 3 of the Petroleum and Minerals Pipelines (Acquisition of Right of User in Land) Act, 1962. Apart from this, Reliance Gas Transportation Infrastructure Limited (RGTEL) is laying 1385 km. long Kakinada-Hyderabad-Uran-Ahmedabad pipeline.

GAIL is presently operating approximately 6700 km. of pipeline network in the country with a capacity of around 142 Million Standard Cubic Metre Per Day (MMSCMD) for transportation of natural gas. Apart from this, GAIL has 1927 km. of LPG transmission pipeline in the country. IOCL is operating product/crude oil pipeline network of 9273 km. length having a total capacity of 61.72 Million Metric Tonnes Per Annum (MMTPA). HPCL is operating 2127 km. product pipeline/producer pipeline with capacity of approximately 14.7 MMTPA. OIL presently owns and operates a 1157 km. long crude oil trunk pipeline. GSPL has an existing pipeline infrastructure of around 1070 km. in Gujarat.

Statement

Sl. No.	Name of the Pipeline	Approximate proposed length of the pipeline
1	2	3
1.	Dadri-Bawana-Nangal Pipeline	590 km.

1	2	3
2.	Chhainsa-Gurgaon-Jhajjar-Hissar Pipeline	310 km.
3.	Jagdishpur Haldia Pipeline	876 km.
4.	Kochi-Kanjirkkod-Mangalore Pipeline	862 km.
5.	Dabhol-Bangalore Pipeline	730 km.
6.	Kakinada-Basudebpur-Howrah Pipeline	1100 km.
7.	Vijayawada-Nellore-Chennai	445 km.
8.	Chennai-Tuticorin	670 km.
9.	Chennai-Mangalore-Bangalore	660 km.
Total		6243 km.

Jan Kerosene Pariyojana

83. SHRI RAVI PRAKASH VERMA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the objectives of Jan Kerosene Pariyojana (JKP) have been fully achieved;

(b) if not, the reasons therefor and the present status of JKP;

(c) whether the Government is aware of the study conducted by the National Council of Applied Economic Research (NCAER) regarding diversion of kerosene from household to commercial utilization;

(d) if so, the details thereof; and

(e) the remedial steps taken/being taken by the Union Government to revamp the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (e) Government launched, effective 2nd October, 2005, an innovative pilot project in 414 blocks in 23 States and one Union Territory under the name of Jan Kerosene Pariyojana for radically revamping the

PDS kerosene distribution network with a view to ensuring that this heavily subsidized product is actually made available in the required quantities at subsidized prices to the intended beneficiaries; and, secondly, to thus cap, reverse and eventually eliminate the diversion of PDS SKO for adulteration.

2. It was decided to implement the Scheme, to begin with, in upto 10% of the blocks of the country on pilot basis for a period of six months and thereafter, to assess the working of the Scheme. The blocks chosen for JKP were identified in consultation with the State Governments and Union Territories.

3. The NCAER, who were entrusted by the Government to study on Cost and Impact Analysis of JKP, submitted its report in November, 2006 with the observations:—

- The Value of estimated reduction in diversion is 21 paise per litre, while the estimated cost incurred is 36 paise per litre.
- There is a need to improve the efficiency of the program as the estimated costs are greater than the benefits.
- There is need to increase the reduction in leakage for better targeting. This is possible with greater involvement of Panchayati Raj institutions in monitoring the delivery of SKO under PDS.

4. The matter was further considered in the Ministry of Petroleum and Natural Gas and it was decided to get another study done through NCAER with the following objectives:—

- (a) To review the costs and benefits of JKP estimated in the 2006 study and provide a more comprehensive assessment based on fresh data so that some of the longer term impact of JKP could be now captured.
- (b) To evaluate the involvement of Panchayati Raj Institutions (PRIs) and other agencies in monitoring the JKP including their role in grievances redressal. A quantitative

assessment of their effectiveness in terms of their awareness of JKP and the number of meetings held at village panchayat/block/district level for monitoring and redressal of grievances of the SKO cardholders maybe made.

- (c) To undertake comparative analysis of costs and benefits associated with 3 tier distribution system and the 2-tier distribution system, and pros and cons of the two system from the perspective of different states.
- (d) To assess the improvement in awareness of the JKP scheme and distribution of SKO to the PDS cardholders in terms of availability and entitlement.

5. The Scheme at present stands extended upto 31-12-2007 as a Pilot Project.

Task Force on Civic Needs of Minority Community

84. SHRI IQBAL AHMED SARADGI: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Union Government has decided to motivate and help 338 minority towns in the country;

(b) if so, whether they are part of the list of 338 minority concentration towns drawn up by the Union Government;

(c) if so, whether an inter-ministerial task force headed by Planning Commission member is already at work to formulate the approach for multi-sectoral plan for providing basic civic amenities to these 338 towns;

(d) if so, whether task force has submitted its report;

(e) if so, the details of recommendations made by task force and follow-up action taken by Union Government thereon; and

(f) if not, the reasons for non-self submission of report so far by the task force and expected time of its submission of report?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) to (f) An inter-ministerial Task Force

to examine the implications of the geographical distribution of minorities in India was set up on 2nd March, 2007 with the following terms of reference:—

- (i) To identify towns/cities having substantial concentration of minority population requiring special attention.
- (ii) To formulate multi-sectoral plan for provision of basic civic amenities such as housing, schools and educational facilities, health facilities and employment opportunities for urban localities having substantial concentration of minority population within such towns/cities.
- (iii) To identify existing schemes/programmes from which funds could be channelised to such urban localities for implementation of multi-sectoral plans.
- (iv) To suggest schemes for funding the resource gap of projects included in the multi-sectoral plan and also for funding specific projects which are not covered under any of the existing scheme/programme.

The Task Force has submitted its report only on 8th November, 2007.

Parli and Paras Plants

85. SHRI EKNATH MAHADEO GAIKWAD:
SHRIMATI NIVEDITA MANE:

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the State-owned power generating company, Maharashtra Power Generation Company Ltd., is likely to impose a fine on Bharat Heavy Electricals Ltd., of the Parli and Paras Plants in Maharashtra;

(b) if so, the details thereof; and

(c) the time by when these plants are likely to be completed?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) to (c) The State-owned power generating

Company, Maharashtra Power Generation Co. Ltd., (MahaGenco) has expressed their intentions for imposing liquidated damages on Bharat Heavy Electricals Ltd. (BHEL) for Parli-1 and Paras-1 projects. BHEL is in disagreement with MahaGenco as there were substantial delays by the latter in providing critical inputs and delay in civil works carried out by contracting agency. The issue is under discussion between BHEL and MahaGenco.

For both the projects, the scope of BHEL contract was limited to Boiler and Turbine Generator package alongwith Electricals, which constituted about 55-60% of the total project work. The civil works and Balance of Plant (BoP) packages are being executed by MahaGenco through other contractors and the commissioning of the units depends on availability of inputs to be provided by MahaGenco. There were substantial delays ranging from 8 to 28 months in providing critical inputs to BHEL by MahaGenco. There were some also some delays in supply of few items from BHEL, mainly due to non-availability of imported raw materials. Despite delays by MahaGenco, BHEL compressed the site activities and achieved synchronization of Parli-1 in Feb'07 during the 10th Plan against contractual schedule of July'06. Paras-1 was commissioned in May'07 against contractual schedule of November'06, thereby containing delays by about 6 months time.

Parli Unit-1 started generating power from 2nd April'07 and achieved full load on 19th May'07 and is presently running under full load and trial operation is also under progress. Coal firing of Paras-1 was done in October'07 and full load is expected to be achieved by December'07 as lube oil Unit (Mill 2) foundations by customer is expected to be received by 17th November, 2007.

Opening of LPG Agencies in the Country

86. SHRI RAVI PRAKASH VERMA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Union Government has fixed any

target to open more LPG agencies in the country during 2007-08 particularly in Uttar Pradesh;

(b) if so, whether the Union Government has identified the sites for this purpose;

(c) the number of agencies set up so far in Uttar Pradesh so far; and

(d) the steps taken by the Union Government to achieve the target during 2007-08?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (d) Government have given freedom to Public Sector Oil Marketing Companies (OMCs) to set up LPG distributorships in accordance with their commercial assessment and locations are identified by them on the basis of available refill sale potential for sustaining independent distributorships. However, Government have advised OMCs to draw up marketing Plans for covering semi-urban and rural areas. OMCs have finalized a common industry marketing plan covering 841 locations including 47 locations in the State of Uttar Pradesh for setting up LPG distributorships mainly in rural and urban-rural (semi-urban) locations. The setting up of LPG distributorships is a continuous process and involves identifying of a suitable location, arranging land for setting up of godown and other statutory clearances. The advertisements for the 47 locations have since been released on 7-9-2007 and the last date for receiving of application was on 19-10-2007.

As on 01-10-2007, OMCs are serving about 99.8 lakh LPG customers in the State of Uttar Pradesh through their 1169 LPG distributorships.

Development of Airports in Karnataka

87. SHRI IQBAL AHMED SARADGI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the State Government of Karnataka had submitted the proposals to the Union Government for development of airports at Gulbarga-Hassan, Bidar, Bijapur, Karwar, Shimoga, Hubli, Belgaum, Managalore, Mysore and Bellary;

(b) if so, the details thereof;

(c) whether the State Government had already provided necessary infrastructure for these works; and

(d) if so, the details alongwith the time by which all these projects are likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. There are proposals for upgradation of existing airports belonging to Airports Authority of India (AAI) at Belgaum, Hubli, Mangalore and Mysore; to develop new Greenfield airports at Bellary, Bijapur, Gulbarga, Hassan, Shimoga through Public Private Partnership (PPP) Route; and setting up of civil enclaves at Bidar and Karwar.

(c) and (d) State Government of Karnataka has to provide additional land for upgradation/expansion of airports at Belgaum, Hubli and Mysore. Further, expansion work at Mangalore and Mysore airports would also require diversion of roads by the State Government. The State Government has called for expression of Interest for development of new Greenfield Airports through PPP at Bijapur, Gulbarga, Hassan and Shimoga.

Ministry of Defence has given its approval for a Civil Enclave at IAF airstrip at Bidar. AAI in conjunction the State Government is taking necessary action in this regard. AAI has not found it feasible to develop the existing Bellary Airport due to natural-constraints. The proposal for a civil enclave at Karwar is at a preliminary stage as the airstrip is yet to be developed by the Indian Navy.

Air Services from Karnataka

88. SHRI G.M. SIDEESWARA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of airports under Airports Authority of India in Karnataka;

(b) the number of airports which are proposed to be upgraded to international level and the action taken in this regard;

(c) whether Government has any proposal to

provide air services from Karnataka to other parts of the Country; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) There are five airports (including civil enclave) in the State of Karnataka belonging to Airports Authority of India (AAI).

(b) Mangalore Airport has been upgraded with required facilities and declared as customs airport w.e.f. 3-5-2007 for operation of international flights.

(c) and (d) The Government have laid down route dispersal guidelines with a view to achieve better regulation of air transport services taking into account the needs of different regions of the country including North-East region. It is, however, upto the airlines to provide air services to specific places depending upon the traffic demand and commercial viability. As such, the airlines are free to operate anywhere in the country subject to compliance of route dispersal guidelines issued by Government.

Airports in Tamil Nadu

89. SHRI M. APPADURAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to upgrade the Airports in Tiruchi, Madurai and Tuticorin in Tamil Nadu;

(b) if so, the details thereof; and

(c) the time by which these airports are likely to be upgraded?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) and (c) Tiruchirappalli Airport—The extention and strengtheing of runway alongwith construction of isolation bay and new fire station and construction of new integrated terminal building have been taken up. Main work is likely to be completed by February 2008.

Madurai Airport—Extension of runway alongwith

expansion of apron, work for installation of ILS and construction of new integrated terminal building have been taken up. Airside work is expected to be completed by December 2007 whereas Terminal Building is likely to be commissioned by March 2009. New fire station has been constructed and commissioned in December, 2006.

Tuticorin in Airport—There is a proposal for extension of runway and associated facilities for operation of AB-320 type of aircraft subject to availability of additional land free of cost and from all encumbrances, from Government of Tamil Nadu. No specific time frame can be indicated, at present.

[Translation]

Civil Aviation Projects in Uttar Pradesh

90. SHRI HARIKEWAL PRASAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the Civil Aviation projects completed in Uttar Pradesh during the Tenth Five Year Plan;

(b) the total expenditure incurred for the said projects during the said period;

(c) the details of civil aviation projects approved for Uttar Pradesh during Eleventh Five Year Plan;

(d) the names of the projects out of the above, on which the work has started; and

(e) the target date of completion of said projects and steps taken to ensure completion of projects on schedule?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) During Tenth Five Year Plan, the following works relating to civil aviation infrastructure have been undertaken in Uttar Pradesh.

At Lucknow airport, the resurfacing of taxi-track and extension of apron, isolation bay have been completed in May, 2003 with an expenditure of Rs. 11.81 crore and extension and strengthening of runway has been

completed with an expenditure of Rs. 32.91 crores in February, 2004. At Varanasi airport, strengthening of runway, taxiway and apron etc. have been completed in January, 2005 with an expenditure of Rs. 22.77 crore. At CATC, Allahabad, construction of building for proposed new aerodrome visual simulators has been completed in June, 2006 with an expenditure of Rs. 1.01 crore.

(c) to (e) The following civil aviation projects are proposed/in progress for Uttar Pradesh during Eleventh Five Year Plan:

At Lucknow airport

(i) Construction of new integrated international terminal building for 500 passengers, car park etc. with an estimated cost of Rs. 129.38 crores, for completion in April 2009, is in progress.

(ii) Construction of new apron for four wide-bodied aircraft and taxiway and GSE with an estimated cost of Rs. 41.30, for completion in September, 2008, is already under progress.

(iii) Upgradation of ground lighting facility for CAT-II operation including land acquisition with an estimated cost of Rs. 45 crore, for completion in January, 2008, is proposed, subject to handing over of land by the State Government by December, 2007.

At Varanasi airport

(i) Construction of new integrated terminal building complex for 500 passengers with an estimated cost of Rs. 94.11 crore, for completion in November, 2008, is in progress.

(ii) Strengthening and extension of runway from 2200 m to 2745 m for operation of wide-bodied aircraft and associated works has been planned with an estimated cost of Rs. 35 crore, for completion in November, 2008, subject to diversion of road passing through expansion area by the State Government.

Air Services of IA

91. SHRI PUNNU LAL MOHALE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is contemplating to restart the airlines operation from those places, wherefrom the flights of Indian Airlines (IA) were discontinued;

(b) if so, the details thereof;

(c) whether there is any proposal to restart the air services to the Chakrabhata region of Bilaspur;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The National Aviation Company of India Limited (NACIL), into which the erstwhile Air India and Indian Airlines have merged, reviews its operations from time to time and decides the operation of flights to a station keeping in mind the available capacity in its fleet and the commercial viability of operations.

(c) to (e) NACIL, at present, has no plans of commencing operations to Bilaspur (Chakrabhata) as the traffic potential on this route as per its assessment is not sufficient to sustain commercially viable operations with the jet type of aircraft, available in its fleet.

[English]

Rehabilitation of Slum Dwellers

92. SHRI MILIND DEORA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Union Government has given its approval to the mega project to rehabilitate slum dwellers occupying land near Santa Cruz Airport, Mumbai in favour of Housing Development and Infrastructure Limited (HDIL);

(b) if so, the details thereof; and

(c) the manner in which the developer to carry out this revamping project at the earliest?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Rehabilitation of slum dwellers occupying land of

Mumbai Airport is a joint responsibility of Mumbai International Airport Pvt. Ltd. (MIAL), Airports Authority of India (AAI) and Government of Maharashtra (GoM). Approval of Union Government for it is not required. MIAL has informed that they have entered into agreements with Mumbai Metropolitan Regional Development Authority (MMRDA) and Housing Development and Infrastructure Ltd. (HDIL) of the slum rehabilitation. The rehabilitation work will be carried out in accordance with the extent policy and provisions of the Maharashtra Slum (Improvement, Clearance and Development) Act, 1971 in consultation with the State Government.

Centres of Excellence

93. SHRI M. SREENIVASULU REDDY: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government planning to set up some centres of excellence to promote research and development and automotive testing infrastructure in the country;

(b) if so, whether there is any proposal to start such centres in Andhra Pradesh; and

(c) if so, the details thereof?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) Yes, Sir. The Government has finalized to set up 10 Centres of Excellences under the "National Automotive Testing and R and D Infrastructure Project" (NATRIP).

(b) No, Sir.

(c) Does not arise.

[Translation]

Flying/Gliding Clubs

94. SHRI RAMDAS ATHAWALE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of flying/gliding clubs in Delhi and

other States, the date of their establishment and their fleet as on date;

(b) the details of the subsidy and assistance provided to each club during the last three years, year-wise;

(c) the details of status provided to each club by the Directorate General of Civil Aviation; and

(d) the details of the achievements of the said flying/gliding clubs?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Information is being collected and will be laid on the Table of the House.

[English]

Purchase Preference Policy

95. DR. M. JAGANNATH: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government has conducted any study to evaluate the efficacy of the Purchase Preference Policy of the Central Public Sector Enterprises;

(b) if so, the details thereof;

(c) whether the Government has any proposal to extend the Purchase Preference Policy; and

(d) if so, the details thereof?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) to (d) Purchase Preference Policy for Products and Services of Central Public Sector Enterprises (CPSEs) was reviewed by the Government on 30-6-2005 taking into consideration various aspects as pointed out by various Ministries/Departments and other organizations in public as well as in private sector. It was decided that the policy may be extended with certain modifications for a further period of three years beyond 31-3-2005 with a sunset clause that it will be terminated with effect from 31-3-2008. Policy guidelines in this regard were issued on 18-7-2005.

The Government again reviewed the Purchase Preference Policy on 25-10-2007 in view of the directions of the Supreme Court of India in the case of M/s. Caterpillar India Pvt. Limited and Others and reiterated its earlier decision dated 30-6-2005 that the policy will be terminated with effect from 31-3-2008.

The Government also decided that the preferential purchase policies framed for the specific sectors by the concerned Ministries/Departments within relevant Act of Parliament or otherwise do not come within the purview of the decision mentioned in above para. The concerned Ministries/Departments may independently evolve/review preferential policies for the sectors of their concern, as per their requirement.

Policy on Handling of Air Traffic

96. SHRI L. RAJAGOPAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of policy finalised by the Government with regard to handling a large chunk of air traffic in six major airports in the country;

(b) whether the proposal has been approved by the Cabinet Committee on Security; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) In terms of the policy approved by the Cabinet Committee on Security, following entities are eligible to carry out ground handling services at metropolitan airports, that is the airports located at Delhi, Mumbai, Chennai, Kolkata, Bangalore and Hyderabad:— (i) Airports Authority of India/the airport operator itself or its Joint Venture Company; (ii) Subsidiary companies of the national carrier, that is, National Aviation Company of India Limited or its Joint ventures specialized in ground handling services on the basis of revenue sharing with airport operator subject to satisfactory observance of performance standards. (iii) Any other ground handling service provider selected through competitive bidding on revenue sharing basis, subject to security clearance by the Central Government and observance of performance standards.

Privatisation of CCI Units

97. SHRI G. KARUNAKARA REDDY: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether there is any proposal to sell-off or privatize some units of Cement Corporation of India (CCI);

(b) if so, the details thereof and the reasons therefor;

(c) whether the production has been stopped in these units; and

(d) if so, the estimated loss incurred due to closure of such units during the last three years?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) and (b) As per Sanctioned Scheme of the Board for Industrial and Financial Reconstruction (BIFR), seven non-operating units of Cement Corporation of India Ltd., (CCI) located at Mandhar (Chhattisgarh), Kurkunta (Karnataka), Nayagaon (Madhya Pradesh), Akalatarra (Chhattisgarh), Charkhi Dadri (Haryana), Adilabad (Andhra Pradesh) and Delhi Grinding Unit (Delhi) are to be closed and the sale proceeds of these plants are to be utilized for expansion/modernization of remaining three operating units of CCI located at Bokajan (Assam), Tandur (Andhra Pradesh) and Rajban (Himachal Pradesh).

(c) The seven units were closed due to economic unviability during the period 1996 to 1999. No production of cement has taken place even since in these 7 units.

(d) The loss incurred during the period of closure of these seven non-operating units in the last three years as per the company's audited balance sheet is as below:—

2004-05	(-) Rs. 196.29 crores
2005-06	(-) Rs. 92.86 crores*
2006-07	(-) Rs. 45.64 crores*

*Excludes waiver of interest of Rs. 801.59 crores and Rs. 95.74 crores as per Sanctioned Scheme.

Narrow Escape to Mumbai-bound flight

98. SHRI MILIND DEORA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware of the disruption caused to a Mumbai-bound flight at Nagpur carrying the members of Australian and Indian Cricket team, due to a bird hit;

(b) if so, the details thereof; and

(c) the steps taken/proposed to be taken to avoid recurrence of any such incidents in the future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) On 15-10-2007, a Jet Airways flight VT—JGR had a bird hit during take off at Nagpur airport. After bird hit, the pilot decided to land back and a safe landing was made at Nagpur airport. There was no injury to any passenger.

(c) Government has ensured many preventive measures. Airfield Environment Management Committees have been constituted at those airport where scheduled flights operate to identify the sources of bird attraction and take remedial steps for prevention of such incidents. Various steps have been taken to reduce bird hits inside and outside the airports such as proper disposal of garbage, prevention of water logging, coverage of garbage bins, establishment of modern abattoirs and scaring and shooting of birds etc.

Thiruvananthapuram Airport

99. SHRI VARKALA RADHAKRISHNAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the administrative cadre of the International Airport at Thiruvananthapuram has been placed under an authority at Chennai;

(b) if so, the details and the reasons therefor;

(c) whether above arrangement would delay the execution of the development projects proposed for the Airport;

(d) if so, whether the Government proposes to restore the earlier position; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. In order to have unified control under 'Single Point Administration' the establishments hitherto being controlled from two different locations, i.e., from Central Headquarters, New Delhi and Regional Headquarters, Chennai are now under a common command of Airport Director, who will oversee/coordinate all the functions related to ATC, communications and other operational functions. This does not lead to any changes in the pattern of working at the Thiruvananthapuram airport as it is purely an administrative measure.

(c) No, Sir.

(d) and (e) Do not arise.

[*Translation*]

Aerodrum in Bilaspur

100. SHRI PUNNU LAL MOHALE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is contemplating to build an Aerodrum in Bilaspur in Chhattisgarh;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir. An airport already exists at Bilaspur, which belongs to Airports Authority of India (AAI).

(b) and (c) Do not arise.

Pilferage of Petrol and Diesel

101. SHRI RAMDAS ATHAWALE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of cases of pilferage of petrol or diesel which have been detected during the last two years; and

(b) the steps taken by the Government to check such cases of pilferage in future?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) The information is being collected and will be laid on the Table of the House.

Special Facilities for Foreign Tourists

102. SHRI SUBHASH MAHARIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is considering to provide some special facilities during air journey to attract more foreign tourists to India;

(b) if so, the details thereof; and

(c) the number of foreign tourists likely to visit India after providing such facilities?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) In order to attract foreign tourists, National Aviation Company of India Limited (NACIL) has launched special Holiday packages known as Air India Flyaways. These packages are saleable in the Domestic as well as International markets. NACIL is also offering attractive promotional fares including off-season fares during off-peak period from all its overseas destinations to promote inbound tourism to India. Effective 1st October, 2007, the following additional facilities have been made available:—

(i) Passengers holding holiday packages tickets in economy class can get their tickets upgraded to executive class on payment of applicable difference in fares at NACIL city/airport booking counters. (ii) Re-routing of the return segment of the holiday package tickets.

(c) While a reliable estimation on the tourists likely to visit India after providing such facilities may not be feasible, during the period January to October, 2007 about 3.89 million foreign tourists visited India.

[*English*]

Navratna Status PSUs

103. SHRI L. RAJAGOPAL: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government has conferred Navratna status to some Public Sector Undertakings (PSUs);

(b) if so, the details thereof;

(c) whether the PSUs to whom Navratna status conferred are listed;

(d) if so, the details thereof; and

(e) if not, the time by when they are going to be listed?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) and (b) The Government has conferred Navratna status to 12 Central Public Sector Enterprises (CPSEs), viz. (i) Bharat Electronics Limited, (ii) Bharat Heavy Electricals Limited, (iii) Bharat Petroleum Corporation Limited, (iv) GAIL (India) Limited, (v) Hindustan Aeronautics Limited, (vi) Hindustan Petroleum Corporation Limited, (vii) Indian Oil Corporation Limited, (viii) Mahanagar Telephone Nigam Limited, (ix) NTPC Limited, (x) Oil and Natural Gas Corporation Limited, (xi) Power Finance Corporation Limited and (xii) Steel Authority of India Limited.

(c) to (e) All Navratna CPSEs except Hindustan Aeronautics Limited are listed. The National Common Minimum Programme inter-alia provides that the Public sector companies will be encouraged to enter the capital market to raise resources and offer new investment avenues to retail investors. In line with the above policy, the Administrative Ministries/Departments take the decision regarding listing of CPSEs under their administrative control on case-to-case basis.

Route Dispersal Guidelines

104. SHRI G. KARUNAKARA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of routes dispersal guidelines issued by the Government for better regulation of air transport services of different regions of the country;

(b) whether the air routes have been categorized;

(c) if so, whether all the private airlines are complying with the air routes; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Government has laid down route dispersal guidelines with a view to achieve better regulation of air transport services taking into account the need for air transport services of different regions of the country including North-East region. As per Route Dispersal Guidelines all the operators are required to deploy in Category II (i.e. routes to/from/in North Eastern Region, Jammu and Kashmir, Andaman and Nicobar and Lakshadweep) at least 10% of the capacity deployed by them on routes in Category I (i.e. trunk routes) and of the capacity thus required to be deployed on Category II routes, at least 10% would be deployed on services or segments thereof operated exclusively within the North-Eastern region, Jammu and Kashmir, Andaman and Nicobar and Lakshadweep. Category I, II, IIA and III routes have been defined in the route dispersal guidelines. Category I routes are 12 trunk routes, Category II routes are those connecting stations in North-Eastern region, Jammu and Kashmir, Andaman and Nicobar and Lakshadweep, Category IIA routes are the routes exclusively within the North-Eastern region, Jammu and Kashmir, Andaman and Nicobar and Lakshadweep and the operator is also required to deploy in Category III, at least 50% of the capacity deployed on routes in Category I.

To provide better air connectivity, Government has also classified Cochin-Agatti-Cochin route as Category IIA.

(c) and (d) All scheduled operators who operate on Category I routes i.e. Air India, Jet Airways, JetLite, Air Deccan, Kingfisher Airlines, Spicejet, Go Air and IndiGo operate on Category II and IIA routes to meet the requirements of route dispersal guidelines. The compliance of the guidelines is monitored by Director General of Civil Aviation on monthly basis. Generally all the Airlines are meeting the requirement.

Surplus Land of Railways

105. SHRI S.K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to set up Logistics Parks in its surplus land across the country;

(b) if so, the locations identified for the same particularly in Southern Railway and its utility thereof; and

(c) the time by which the Logistics Parks are likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) RITES (Rail India Technical and Economic Services) have been asked to conduct feasibility study for setting up multi model logistics parks at Vapi, Nagpur, Durgapur and Ladowal. At this stage, no time frame can be given.

Retirement Age of Pilots

106. SHRI MILIND DEORA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is considering to increase the age of retirement of pilots from 60 years to 65;

(b) if so, the details and the reasons therefor;

(c) the extent to which the shortage of pilots will be met by increasing the age of retirement of pilots; and

(d) the effect of this decision on the young trainee pilots who are waiting for their turn to fly civilian planes?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) To overcome the shortage of pilots due to exponential growth of aviation industry, pilots are permitted to exercise the privileges of their Commercial Pilot License/Airline Transport Pilot License upto the age of 65 years under Rule 28A of the Aircraft Rules 1937.

(c) and (d) Increase in the retirement age of pilots will significantly reduce the shortage of pilots in the short run without impacting the induction of young trainee pilots in the long term.

[Translation]

Alternative Advanced Clean Fuel

107. SHRI SUBHASH SURESHCHANDRA DESHMUKH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government propose to develop alternative advanced clean fuel to protect environment from damage being caused by the increasing consumption of petroleum products day by day; and

(b) if so, the time by which the alternative advanced clean fuel is likely to be made available in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) To provide environmentally friendly fuels, Government has announced Auto Fuel Policy. The Auto Fuel Policy envisages:—

- Euro III equivalent (Bharat Stage-III) emission norms in the entire country in respect of 4 wheel vehicles w.e.f. 1-4-2010.
- Euro IV equivalent (Bharat Stage-IV) emission norms in respect of 4 wheel vehicles in the National Capital Region and the cities of Mumbai, Kolkata, Chennai, Bangalore, Hyderabad including Secunderabad, Ahmedabad, Pune, Surat, Kanpur and Agra w.e.f. 1-4-2010.
- Bharat Stage III norms in respect of 2/3 wheelers w.e.f. 1-4-2010 in the entire country.

In addition to above, work is also going on for development of alternative fuels like bio-fuels.

[English]

Policy Initiative by Top Management in Undertakings

108. SHRI G. KARUNAKARA REDDY: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the number of heavy industrial undertakings and public enterprises where professionalisation of top management has been introduced as a policy initiative;

(b) whether there has been any marked gain or improvement in performance as a result of this process and how long it would take to complete this process in all the units of this sector;

(c) if so, the number of the units already closed, those in operation and economic viability of the running units; and

(d) the future prospects of these units, category-wise?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) The guidelines on professionalisation of top management and corporate governance issued by the Government are applicable for all Central Public Sector Enterprises (CPSEs).

(b) The performance of CPSEs depends on a number of factors including business environment, management, level of technology, etc. The induction of non-official Directors is a continuing process.

(c) As per available information, as on 31st March, 2006, there were 225 operating CPSEs and 4 CPSEs were closed during the year 2005-06. During the year 2005-06, 157 CPSEs posted profits and 58 CPSEs incurred losses.

(d) The National Common Minimum Programme (NCMP) inter-alia provides that full managerial and commercial autonomy will be devolved to successful profit-making companies operating in a competitive environment. The NCMP further provides that while every effort will be made to modernize and restructure sick public sector companies and revive sick industry, chronically loss-making companies will either be sold-off, or closed, after all workers have got their legitimate dues and compensation. In terms of the aforesaid policy, the Government has enhanced the financial and operational powers delegated to the Navratna, Miniratna and other profit making CPSEs. Further, the Government has established Board for Reconstruction of Public Sector Enterprises (BRPSE) to advise inter-alia revival

of sick CPSEs. On the basis of recommendations of BRPSE, the Government has approved the proposals for revival of 26 CPSEs. The number of profit making CPSEs has increased to 157 in 2005-06 as compared to 138 in 2004-05 and the number of loss making CPSEs has decreased from 79 in 2004-05 to 58 in 2005-06.

Shortage of Pilots

109. SHRI MILIND DEORA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian civil aviation sector is facing shortage of Pilots for sometime now;

(b) if so, the reasons therefor;

(c) the total requirement of Pilots by the booming civil aviation industry and how the Government proposes to meet the requirement;

(d) whether the Director General of Civil Aviation has cleared 1490 foreign pilots to work for Indian Civil Aviation sector;

(e) if so, the details and the reasons therefor; and

(f) the terms and conditions of their appointment?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) With the exponential growth in the Indian civil aviation industry there is an increase in the number of scheduled and non scheduled operators with many of them going in for a fleet expansion programme including new types of aircraft. This has manifested in shortage of pilots.

(c) The number of type rated pilots required for scheduled, non scheduled and private operators is 4754. Out of this, 3950 are Indian type rated pilots and 804 foreign pilots. The Government has taken various steps to reduce the gap between demand and supply of skilled pilots. These include conditionally increasing the age-limit to 65 years for pilots for exercising the privileges of their licences for commercial transport operations under prescribed conditions, upgradation and modernisation of training infrastructure of Indira Gandhi Rashtriya Udan Akademi (IGRUA) to enhance its training

capacity, setting up of a world class flying training institute at Gondia, Maharashtra and assistance to flying clubs by allocating trainer aircraft through Directorate General of Civil Aviation/Aero Club of India.

(d) to (f) Directorate General of Civil Aviation (DGCA) has cleared only 804 foreign pilots in order to meet the shortage of type rated Indian pilots. The validation are made as per the Civil Aviation Requirements issued by DGCA.

New Regional Airlines

110. SHRI S.K. KHARVENTHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has any proposal to start new regional airlines;

(b) if so, the details alongwith the norms laid down for the operation of the same;

(c) whether all non-metro cities would have easier connectivity with all parts of the country particularly smaller and big towns with the introduction of regional airlines;

(d) if so, the details thereof; and

(e) the time by which the new Regional Airlines would come into operation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirements for scheduled regional air transport service.

(b) to (d) The concept of regional airline has been introduced with a view to promote air connectivity within a region, expand air travel services for Tier II and Tier III cities and between specific regions. There are four regions identified as North, South, West, East/North-East coinciding with the Flight Information Regions (FIRs) as

defined by the Airports Authority of India (AAI). The regional airlines are not permitted to operate on category I routes. However, the regional airlines of the southern region which has 3 metros would be allowed to operate between the metros within the southern region namely Bangalore, Chennai and Hyderabad.

The airline can operate with minimum of 3 aircrafts and the equity requirements are as under:—

(i) Airlines operating with aircraft with take off mass equal to or exceeding 40,000 kg. upto 3 aircraft—Rs 30 crores, (b) for each additional aircraft, additional equity investment of Rs. 10 crores will be required, subject to a maximum of Rs. 50 crores after which no further equity enhancement is required.

Airlines operating with aircraft with take off mass not exceeding 40,000 kg. (a) upto 3 aircraft—Rs. 12 crores, (b) for each additional aircraft paid up capital of Rs. 4 crores will be required subject to a maximum of Rs. 20 crores after which no further equity enhancement is required. There may be no need for further enhancement of equity if the paid up equity/reserves of Rs. 50 crores is available with the airline.

It is however, upto the airlines to provide air services to specific places depending upon the traffic demand and commercial viability.

(e) The applications received for Regional Airlines are under consideration of the Government.

MR. SPEAKER: The House stands adjourned to meet again at 11 a.m. on the 16th of November, 2007.

11.14 hrs.

● *The Lok Sabha then adjourned till Eleven of the Clock on Friday, November 16, 2007/Kartika 25, 1929 (Saka).*

● The sitting of Lok Sabha scheduled to be held on Friday, the 16th November 2007 was subsequently cancelled as per decision taken in the meeting of the Business Advisory Committee.

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